



Delegated Decisions by Cabinet Member for Transport Management

***Thursday, 13 November 2025 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 18 November 2025 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

A handwritten signature in blue ink that reads "Reeves".

Martin Reeves
Chief Executive

November 2025

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

Note: *Date of next meeting: 11 December 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 three working days before the meeting, ask a question on an item on the agenda.

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 on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted 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 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 1 - 10)

To confirm the minutes of the meeting held on 9 October 2025 to be signed by the Chair as a correct record.

5. Didcot Centre South – Proposed Permit Parking Area (Pages 11 - 596)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/189

Contact: Jim Whiting, Team Leader – TRO's and Schemes

(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM5**).

The Cabinet Member is RECOMMENDED to:

Approve the following proposals as advertised:

- (a) **To introduce 'Residents permit holders parking only' areas (DS prefix - Monday to Saturday, 8am- 6pm) on lengths of Bourne Street, Church Street, East Street, Hagbourne Road (between its junctions with Broadway & Kynaston Road), High Street, Kynaston Road, Mereland Road (between its junctions with Broadway & Kynaston Road), Newlands Avenue (between its junctions with Broadway & Kynaston Road), St Andrews Road, St Peters Road, Vicarage Road, and Wessex Road.**
- (b) **To introduce double yellow line restrictions on the east side Hagbourne Road East for approximately 7.5m adjacent to No.5.**
- (c) **To allow residents of specified properties within Bourne Street, Church Street, East Street, Hagbourne Road (between its junctions with Broadway & Kynaston Road), High Street, Kynaston Road, Mereland Road (between its junctions with Broadway & Kynaston Road), Newlands Avenue (between its junctions with Broadway & Kynaston Road), St Andrews Road, St Peters Road, The Broadway, Vicarage Road, and Wessex Road to apply for annual Residents and Visitors` Parking Permits.**

Approve the following revised proposals (as shown in Annex 6):

- (d) **To introduce 'Limited Waiting Monday to Saturday, 8am-6pm, 30 mins, no return within 1 hour' parking bays on sections of St Andrews Road, Peters Road and Vicarage Road.**
- (e) **The introduction of double yellow lines on sections of East Street, Hagbourne Road, High Street, Kynaston Road, Newlands Road and Wessex Road.**
- (f) **To remove the existing no waiting restriction (Monday – Saturday 8am-6pm) from sections of High Street.**

Withdraw the following proposals:

- (g) **To remove existing double yellow line restrictions on parts of St Andrews Way and Wessex Road.**
- (h) **To introduce double yellow line restrictions on the east side Hagbourne Road East for approximately 13m adjacent to No.5.**

6. Faringdon Parking Review 2025/26 (Pages 597 - 678)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/112

Contact: Mike Horton, Technical Officer – Traffic & Road Safety

(Mike.Horton@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM6**)

The Cabinet Member is RECOMMENDED to

Approve the following proposals as advertised:

(a) New ‘No Loading at Any Time’ restrictions:

- (i) ‘Triangle’ junction at Gloucester Street & Marlborough Street,**
- (ii) Gloucester Street (north side),**
- (iii) Marlborough Street (southeast side).**

(b) Amend the existing ‘unrestricted’ Loading-bay on Gloucester Street (south side) adjacent to the Corn Exchange, to ‘Loading bay subject to 30mins waiting Monday to Saturday 8am-6pm No return for 1 hour’.

(c) New ‘No Waiting at Any Time’ (double yellow lines) restrictions:

- (i) ‘Triangle’ junction Gloucester Street & Marlborough Street,**
- (ii) Marlborough Street (southeast side) outside the Old Post Office – upgrade the existing single yellow line (‘No waiting Mon-Sat 8am-6pm’),**
- (iii) Marlborough Street (northwest side) – upgrade the existing single yellow line (‘No waiting Mon-Sat 8am-6pm’),**
- (iv) Radcot Road (A4095) – extend the existing double yellow lines further north of its junction with Church Street.**

(d) Amend the existing ‘Time limited waiting’ restrictions:

- (i) Marlborough Street (southeast side) – introduce two new ‘2-hour time limited waiting ‘Mon to Sat 8am-6pm’ parking bays, between No.1 & the existing DPPP (disabled parking) adjacent to No.7, and between the existing DPPP adjacent to No.7 & No.11,**
- (ii) Marlborough Street (southeast side) – remove the existing ‘1-hour Limited waiting Mon-Sat 8am-6pm’ parking provision between Nos.11 & 23,**
- (iii) Market Place – amend the existing time limited bays to allow for ‘2-hours parking with no return in 2-hours Mon-Sat 8am-6pm’, except for the bay on the east side, south of the Tourist Information Centre, which would not include Tuesdays due to the market.**

Approve the following revised proposals:

- (e) **Change the existing single yellow line restriction in Market Place (east side, south of the Tourist Information Centre) from 'No Waiting 7am-6pm on Tuesdays only', to 'No Waiting 7am-3pm on Tuesdays only'**

Defer a decision on the following proposals:

- (f) **All proposals for Coxwell Street (including Coxwell Gardens), pending further discussions with the Town Council & local bus operators, as part of a future review of the other changes (if approved) in this report.**

7. Proposed Waiting Restrictions - Various Locations, Oxford City (Pages 679 - 892)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/156

Contact: Stephen Axtell, Senior Officer – Traffic and Road Safety

[\(Stephen.Axtell@oxfordshire.gov.uk\)](mailto:Stephen.Axtell@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM7**).

The Cabinet Member is RECOMMENDED to:

Approve the introduction of new 'No Waiting at Any Time' (Double Yellow Lines) & amendment of existing parking restrictions, at the following locations as advertised:

- (a) **Alice Smith Square,**
- (b) **Ashmole Place,**
- (c) **Balfour Road,**
- (d) **Bampton Close,**
- (e) **Brake Hill,**
- (f) **Brampton Road,**
- (g) **Chapel Lane,**
- (h) **Columbine Gardens,**
- (i) **Druce Way,**
- (j) **Field Avenue,**
- (k) **Frenchay Road,**
- (l) **Grenoble Road,**
- (m) **Harebell Road,**
- (n) **Jack Argent Close,**
- (o) **Jordan Hill,**
- (p) **Jowett Walk,**
- (q) **Moorbank,**
- (r) **Norman Smith Road,**
- (s) **Park Town,**
- (t) **Partridge Walk,**
- (u) **Railway Lane,**
- (v) **Sandford Road,**
- (w) **Warburg Crescent,**
- (x) **Wilcote Road, and**
- (y) **Wilcote Road link road.**

8. Proposed 30 Minute Bays - Tramway, Banbury (Pages 893 - 900)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/176

Contact: Jodie Clarke, Senior Project Manager – Infrastructure Delivery
(Jodie.Clarke@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM8).

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of a new short-stay/drop-off parking bay with accompanying '30-minute parking restriction - all days - No return within 1 hour' to be located on the southeast side of Tramway Road, as advertised.**

9. Oxford: Various CPZ's - Proposed Permit Parking Eligibility Amendments (Pages 901 - 908)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/218

Contact: Jim Whiting, Team Leader – TRO's and Schemes
(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM9).

The Cabinet Member is RECOMMENDED to:

- (a) Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised,**
 - (i) Magdalen North – exclude No.55 Randolph Street from eligibility for resident's & visitors parking permits,**
 - (ii) Cowley East – exclude No.13 Cleveland Drive from eligibility for resident's & visitors parking permits,**
 - (iii) Walton Manor – exclude No.179 Kingston Road from eligibility for resident's & visitors parking permits,**
 - (iv) Central Area (B) – exclude Flat Nos.1-7 at No.46 Hythe Bridge Street from eligibility for resident's & visitors parking permits, and**
 - (v) Cowley West – exclude No.5 Bartholomew Road & No.16 Crowell Road from eligibility for resident's & visitors parking permits.**

- (b) Approve the following amendments to parking provision in Wharton Road (Headington Northeast CPZ), as advertised**
 - (i) replace the existing 'Two-hour shared-use 8am-6.30pm Monday to Friday' parking bay north of the common boundary of Nos.21a & 21b with new 'No Waiting at Any Time' (double yellow lines) parking restrictions, and**

- (ii) include the three new properties at No.5 St Leonards Road/No.19 Wharton Road for eligibility to apply for residents' parking permits & resident visitors parking permits.

(c) Approve the following Traffic Regulation Order (TRO) administrative amendments, as advertised:

- (i) Marston North – confirm that even Nos.26-38 Park Way are eligible to apply for both resident's parking permits & residents' visitors' parking permits,
- (ii) Magdalen Road South – insert the existing 'Permit Holders Only' parking place on Hertford Street, adjacent to Nos.40-56 into the relevant schedule, and
- (iii) Jericho – exclude Nos.56A, 76A, 82A, 83A, 86, 87, & 88 Castle Mill House, Juxon Street, from eligibility to apply for residents' parking permits & resident visitors parking permits.

10. A420 & Side Roads (Longworth/Southmoor): Proposed 50mph and 40mph Speed Limits (Pages 909 - 962)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/170

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM10).

The Cabinet Member is RECOMMENDED to:

- (a) Approve the extension of the existing 50mph speed limit on the A420 Oxford to Swindon Road eastwards to points beyond the central reservation pedestrian crossing point of the A420 at Kingston Bagpuize/Longworth, as advertised,
- (b) Approve the following 40mph speed limits in place of the existing national speed limit, as advertised:
 - (vi) Charney Road
 - (vii) Faringdon Road
 - (viii) Spring Hill
 - (ix) the Unnamed A420 link road from Spring Hill, and
 - (x) Pine Woods Road

11. Oxford City - Formalisation of Prohibition of Driving Restrictions (Pages 963 - 992)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/135

Contact: Stephen Axtell, Senior Officer – Traffic and Road Safety

(Stephen.Axtell@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM11).

The Cabinet Member is **RECOMMENDED** to:

a) Approve the formalisation of existing physical vehicle closure points that are already in place throughout Oxford via 'Prohibition of Motor Vehicles' restrictions, at the following locations as advertised:

- (a) Eastchurch – at a point 2 metres east of the eastern property boundary of No.89 Nowell Road,
- (b) Ellesmere Road – at its junction with Tree Lane,
- (c) Faulkner Street – from the common property boundary of Nos.3 & 4 Faulkner Street, southwards to its junction with Speedwell Street,
- (d) Meadow Lane – from the southern property boundary of No.379 Meadow Lane, southwards for approx.109 metres,
- (e) Tern Walk – at the southern property boundary of Nos.1-12 Robin Place,
- (f) Tree Lane – at its junctions with Ellesmere Road, & Woodhouse Way,
- (g) Tree Lane – at the western section, where it forms a junction with Woodhouse Way.

12. Banbury, A361: North Bar and South Bar - Proposed 20mph Speed Limit (Pages 993 - 1080)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/194

Contact: Anthony Kirkwood, Vision Zero Team Leader

(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM12).

The Cabinet Member is **RECOMMENDED** to:

Approve the new 20mph speed limits on the following roads in Banbury, as advertised:

- (a) A361 Southam Road,
- (b) A361 North Bar/Horsefair/South Bar,
- (c) B4100 Oxford Road, and
- (d) A361 Bloxham Road.

13. Proposed 20mph Zone - Land of Wallingford Road, Cholsey (Pages 1081 - 1092)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/

Contact: Aaron Morton, Senior Engineer – Highway Agreements

(Aaron.Morton@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM13).

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the formalisation of the existing 20mph speed limit within the 'Bellway' residential estate at the north-eastern end of Cholsey, south of Wallingford Road, as advertised.

14. Proposed No Waiting Restrictions - Various Locations, Bicester

(Pages 1093 - 1174)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/153

Contact: Lee Turner, Team Leader – Traffic and Road Safety

(Lee.Turner@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM14).

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of new 'No Waiting at Any Time' (Double Yellow Lines) & amendment of existing parking restrictions at the following locations in Bicester, as advertised:

- (i) Barry Avenue,
- (ii) Bucknell Road,
- (iii) Ewart Close,
- (iv) Graham Road,
- (v) Hudson Street,
- (vi) Kennedy Road,
- (vii) Shakespeare Drive,
- (viii) St Marys Close,
- (ix) Villiers Road,
- (x) Wansbeck Drive,
- (xi) Wellend Croft, and
- (xii) Wensum Crescent.

- (b) Approve the introduction of new Bus stop clearways (with associated 'No Stopping except local buses' restrictions) at the following locations in Bicester, as advertised:

- (i) Bucknell Road, and
- (ii) Shakespeare Drive.

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.

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Agenda Item 4

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 9 October 2025 commencing at 10.00 am and finishing at 12.40 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair
Councillor Liz Leffman – in the Chair (Item 5)

Other Members in Attendance: Councillor Brad Baines (Items 6 & 12)

Officers: Jack Ahier (Senior Democratic Services Officer), William Evans (Senior Officer – Traffic and Road Safety), Paul Fermer (Director of Environment and Highways), Mark Gregory (Team Leader– Behavioural Change and Travel), Anthony Kirkwood (Vision Zero Team Leader), Odele Parsons (Team Leader – Place Planning and Coordination), Roger Plater (Senior Officer – Vision Zero), Kim Sutherland (Senior Transport Planner), Julian Richardson (Lead Engineer – Central), James Whiting (Team Leader – TRO's and Schemes)

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.

72/25 DECLARATIONS OF INTEREST (Agenda No. 1)

The Chair declared an interest in item 5, Oxford – A44 (Woodstock Rd) – Proposed Formalisation of Bus Lanes, as the decision was in his division. As advising by the Monitoring Officer, the Chair did not take the decision and as per the Constitution (Part 4.4 – 2b), the Leader of the Council can take decisions on behalf of Cabinet Members. The Leader of the Council, Cllr Liz Leffman, took the decision on item 5.

73/25 QUESTIONS FROM COUNTY COUNCILLORS (Agenda No. 2)

There are none.

74/25 PETITIONS AND PUBLIC ADDRESS (Agenda No. 3)

There were 9 requests to speak at the meeting, with some speakers speaking on multiple items. A list of speakers and the item which they spoke on can be seen below:

Item 6: Oxford & Didcot: Various Locations – Proposed Permanent ‘School Streets’ & ANPR Enforcement

- Cllr Brad Baines
- Danny Yee

Oxford to Caversham: A4074 Corridor – Proposed 40mph & 50mph Speed Limits:

- Danny Yee
- Mark Boule

Item 10: Weston on the Green: B430 Northampton/Oxford Road & Village Roads – Proposed 30mph & 40mph Speed Limits

- Danny Yee

Item 12: Rose Hill, Oxford – Proposed Traffic Calming Features at Service Road Junctions

- Cllr Brad Baines
- City Cllr Ed Turner
- Danny Yee
- Alison Hill

75/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 4 September 2025 were approved and signed by the Chair as a correct record.

Cllr Andrew Gant left the meeting at this stage and Cllr Liz Leffman took the Chair for the duration of item 5.

76/25 OXFORD - A44 (WOODSTOCK ROAD) - PROPOSED FORMALISATION OF BUS LANES

(Agenda No. 5)

The Chair introduced the item to the meeting.

The Chair reflected the familiarity with the road and noted the objections regarding additional congestion if a bus lane was to be introduced.

The Chair noted concerns from Cyclox and hoped wider improvements to the Woodstock Road could be introduced in the future.

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

RESOLVED to:

- a) **Approve the formalisation of the Bus Lanes on the A44 Woodstock Road between the Wolvercote & Peartree roundabouts and on the access road to Peartree Park & Ride facility, as advertised.**

At this stage, Cllr Liz Leffman left the meeting and Cllr Andrew Gant resumed the Chair for the remainder of the meeting.

77/25 OXFORD AND DIDCOT: VARIOUS LOCATIONS - PROPOSED PERMANENT 'SCHOOL STREETS' & ANPR ENFORCEMENT
(Agenda No. 6)

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

The Chair commented that Traffic Regulation Orders (TRO's) could be kept under review to allow for amendments if required.

The Chair asked about the displacement of vehicles impacting school streets, with officers confirming that traffic observation was undertaken. Officers confirmed that the majority of traffic was resident parking, with some displacement parking exacerbating the issue.

Officers confirmed that residents parking spaces could be used to drop off a child, if there was not a 'no stopping' restriction.

The Chair thanked the volunteers who had helped to support the introduction of this scheme in Phases 1 & 2, but officers noted Phase 3 did not intend to have volunteer involvement; instead using ANPR cameras.

The Chair referred to several consultation responses.

The Chair asked for an update on the wider roll-out of the scheme, noting the large majority of the current schemes were in Oxford. Officers noted the ongoing consultation for phase three School Streets in Didcot, Carterton, and Banbury, the prioritisation of urban and rural schools, and the countywide review by WSP, with all Oxfordshire schools, including independent schools, being considered for future phases.

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

RESOLVED to:

- a) **Approve the making permanent of the Traffic Regulation Orders (TROs) that will continue the 'School Streets' programme with the following participating schools in Oxfordshire, as advertised:**
- i. **St. Mary and St. John CE Primary School, Oxford, 8-9am & 2:30 - 3:30 pm**
 - ii. **New Hinksey Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm**

- iii. Tyndale Community Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm
- iv. Sandhills Community Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm and
- v. The Manor Primary School, Didcot. 8 – 9 am and 2:20 – 3:30 pm

b) Approve the continued and permanent use of 'Automatic Number Plate Recognition' (ANPR) cameras to help enforce the 'prohibition of motor vehicles' restrictions during the stated operational hours, as advertised.

78/25 CARTERTON (& SURROUNDING AREA) LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

(Agenda No. 7)

The Chair introduced the item to the meeting and decided to take items 7 & 8 together, given both items were about Local Cycling and Walking Infrastructure Plans (LCWIP's).

The Chair and officers discussed the varying engagement levels for Carterton & Thame. Officers commented that there was greater response during pre-consultation phases through map-based feedback and steering groups with local stakeholders, local councillors, town councils and cycling groups.

The Chair asked if 2035 was a cutoff date for the LCWIP's to be used, which officers confirmed was not the case whilst also referring to the fact that LCWIP's would be refreshed before then.

The Chair noted that the delivery of LCWIP's was contingent on funding becoming available.

Officers noted that some LCWIP's across Oxfordshire were still in process in towns such as Eynsham and Wallingford, but once finalised, the focus would move to refreshing older LCWIP's. It was further commented that greater consistency would be sought to align plans and address geographical connectivity between different plans.

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

RESOLVED to:

a) Approve Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan (LCWIP).

79/25 THAME LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)

(Agenda No. 8)

The Chair introduced the item to the meeting and decided to take items 7 & 8 together, given both items were about Local Cycling and Walking Infrastructure Plans (LCWIP's).

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

RESOLVED to:

- a) **Approve Thame Local Cycling and Walking Infrastructure Plan (LCWIP).**

80/25 WESTON ON THE GREEN: B430 NORTHAMPTON/OXFORD ROAD & VILLAGE ROADS - PROPOSED 30MPH & 40MPH SPEED LIMITS
(Agenda No. 10)

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

The Chair asked why some cul-de-sacs in Weston-on-the-Green remained at 30mph speed limits. Officers noted this was due to an oversight and could be reviewed as part of the wider Vision Zero review, where all Parish Councils would be written to in order to potentially address discrepancies such as this.

The Chair welcomed the speed limits enforcement from the Police in Weston-on-the-Green.

The Chair noted statistics highlighting the risk of fatal injury in a collision with a car travelling at 30mph was 20% but fell to a 3% risk when a car travelled at 20mph.

The Chair stated that officers had recommended to keep a 30mph speed limit, but that it could be kept under review if the character of a particular road changed.

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

RESOLVED to:

- a) **Approve the introduction of the following 30mph speed limits in Weston on the Green, as advertised:**

- i. **B430 Northampton Road,**
- ii. **B430 Oxford Road,**
- iii. **Knowle Lane, North Lane, Shepherds Close & Westlands Avenue.**

- b) **Approve the introduction of the 40mph speed limits on the B430 Northampton Road, as advertised.**

81/25 OXFORD TO CAVERSHAM: A4074 CORRIDOR - PROPOSED 40MPH & 50MPH SPEED LIMITS
(Agenda No. 9)

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

Officers stated that infrastructure changes could be looked at going forward, but that the proposals in the report were solely related to speed limits. The last review of speed limits on A & B roads was completed 15 years ago.

The Chair stated that lower speed limits had an important role to play in the Council's Vision Zero strategy.

Officers commented that the reduction in the width of lanes, including the central hatching, was to deter the use of dangerous overtaking manoeuvres.

The Chair noted that it was the responsibility of all drivers to drive safely.

Officers stated that their recommendations were aligned with Department for Transport (DfT) guidance.

The Chair referred to several consultation responses, including from local parish councils with detailed local insight.

Officers commented that Movement & Place Plans were being drawn up which had the aspiration to make further improvements in the A4074 corridor, as well as in other areas.

Officers committed to reviewing the 50mph stretch of road immediately south of the turn towards Woodcote, given the collision history.

Officers commented that the Council, unlike with the 20mph speed limit guidance, felt that the DfT guidance was appropriate for the wider speed limit review and if it was needed, it could change if officers felt roads that warranted lower speeds were not compliant with the DfT guidance.

The Chair referred to the response by the bus companies, which agreed with the vision zero principles that lower speed limits save lives, but that considerations had to be made to services run by the bus companies, which they say has negative effects on their viability.

The Chair noted the report was deferred to allow for greater engagement with the bus companies on these issues.

Officers noted that they had travelled on bus services to gather evidence on journey times, on the new fleet of buses which had a maximum speed of 56mph. The differences amounted to several seconds, which was lower than had been predicted.

Officers confirmed that the bus companies were concerned over the speeding behaviour along this corridor, but that it might not always apply in other circumstances in other areas, so early engagement was vital.

Officers could not commit to specific mitigations, but it was noted that the Council understands the trade-off and had the same ambition.

It was pointed out that the bus companies were aware of the Council's intention to review speed limits on all A & B roads, but officers gave a clear commitment to work with bus companies earlier on these schemes.

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

RESOLVED to:

a) Approve the introduction of the following 40mph speed limits, as advertised.

- i. A423 Southern Bypass (Oxford),**
- ii. A4142 Eastern Bypass (Oxford),**
- iii. A4074 (Oxford, Heyford Hill),**
- iv. A4074 (Benson to Crowmarsh),**
- v. Church Lane (Ipsden),**
- vi. A4074 (Ipsden to Woodcote),**
- vii. B471 Oxford Road (Woodcote), and**
- viii. A4074 (Cane End to Caversham).**

b) Approve the introduction of the following 50mph speed limits, as advertised:

- i. A4074 (Nuneham Courtenay to Berinsfield),**
- ii. A4074 (Shillingford to Benson),**
- iii. A4074 (Benson to Crowmarsh),**
- iv. A4130 Wallingford Bypass,**
- v. A4074 (Wallingford to Ipsden),**
- vi. A4074 (Ipsden to Woodcote),**
- vii. Exlade Street (Checkendon),**
- viii. Main Street (Checkendon), and**
- ix. Reading Road (Woodcote).**

82/25 EYNHAM: A40, BARNARD GATE - PROPOSED EXPERIMENTAL NO RIGHT TURN RESTRICTIONS

(Agenda No. 11)

The Chair introduced the item to the meeting.

The Chair read out written statements of support from both of the local County Councillors.

Officers confirmed that they planned to monitor the ETRO if it was introduced.

The Chair thanked the local farmer for making their needs clear and the officers outlined that in the recommendations.

The Chair referred to several consultation responses, including from local parish councils which outlined some detailed local insight.

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

RESOLVED to:

- a) Approve the introduction of an Experimental Traffic Regulation Order (ETRO) that would prohibit right turns on to the A40 from the two roads at Barnard Gate, with an additional exemption for agricultural vehicles.**

83/25 ROSE HILL, OXFORD - PROPOSED TRAFFIC CALMING FEATURES AT SERVICE ROAD JUNCTIONS

(Agenda No. 12)

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

The Chair identified the problem as cars rat-running through the slip road, as detailed by respondents to the consultation and others. The Chair stated that he felt the proposals before him did not address that problem.

Officers stated data has been collected which showed an average of 360 cars a day using the slip road before previous proposals had been put in place. It had now dropped to around 160 cars a day.

The Chair noted that the dentist had two entrances – one from the slip road and one from Rose Hill.

The Chair referred to consultation responses from several local County Councillors.

The Chair asked for officers to revisit these proposals by bringing back different proposals that fully evaluated the options, including closure of the slip road at the northern end (physically or via camera enforcement).

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

RESOLVED to:

Reject the following recommendation.

- a) Approve the installation of two new Side Road Entry Treatments (raised informal crossings) at the A4158 Rose Hill junctions with the service road for property Nos. 2-38, as advertised.**

84/25 HOLTON/WHEATLEY: A40 LONDON ROAD - PROPOSED CENTRAL RESERVATION GAP CLOSURE

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair noted the support for the proposals from the local parish council and the local County Councillor.

The Chair stated that the emergency services had stated that this opening was too dangerous for them to use.

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

RESOLVED to:

- a) Approve the introduction of a Traffic Regulation Order to formally close the gap in the central reservation of the A40 London Road dual carriageway, as advertised.**

85/25 PROPOSED RAISED PARALLEL CROSSING - WELCH WAY, WITNEY
(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted the support for the scheme from Witney Town Council.

The Chair referred to several consultation responses.

Officers referenced the need for consistency of line markings at parallel crossings.

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

RESOLVED to:

- a) Approve the installation of a raised Parallel Crossing on Welch Way in Witney, located east of its junction with the A415 roundabout, as advertised.**

..... in the Chair

Date of signing

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

DIDCOT: CENTRE SOUTH AREA – PROPOSED RESIDENTS PERMIT PARKING ZONE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following proposals as advertised:

- (a) To introduce 'Residents permit holders parking only' areas (DS prefix - Monday to Saturday, 8am- 6pm) on lengths of Bourne Street, Church Street, East Street, Hagbourne Road (between its junctions with Broadway & Kynaston Road), High Street, Kynaston Road, Mereland Road (between its junctions with Broadway & Kynaston Road), Newlands Avenue (between its junctions with Broadway & Kynaston Road), St Andrews Road, St Peters Road, Vicarage Road, and Wessex Road.
- (b) To introduce double yellow line restrictions on the east side Hagbourne Road East for approximately 7.5m adjacent to No.5.
- (c) To allow residents of specified properties within Bourne Street, Church Street, East Street, Hagbourne Road (between its junctions with Broadway & Kynaston Road), High Street, Kynaston Road, Mereland Road (between its junctions with Broadway & Kynaston Road), Newlands Avenue (between its junctions with Broadway & Kynaston Road), St Andrews Road, St Peters Road, The Broadway, Vicarage Road, and Wessex Road to apply for annual Residents and Visitors` Parking Permits.

Approve the following revised proposals (as shown in Annex 6):

- (d) To introduce 'Limited Waiting Monday to Saturday, 8am-6pm, 30 mins, no return within 1 hour' parking bays on sections of St Andrews Road, Peters Road and Vicarage Road.
- (e) The introduction of double yellow lines on sections of East Street, Hagbourne Road, High Street, Kynaston Road, Newlands Road and Wessex Road.

- (f) **To remove the existing no waiting restriction (Monday – Saturday 8am-6pm) from sections of High Street.**

Withdraw the following proposals:

- (g) **To remove existing double yellow line restrictions on parts of St Andrews Way and Wessex Road.**
- (h) **To introduce double yellow line restrictions on the east side Hagbourne Road East for approximately 13m adjacent to No.5.**

Executive summary

4. This report presents the consultation responses to the proposed permit parking area for the South area of Didcot as shown in **Annex 1** and recommends the introduction of controls in parts of the consulted area to deliver a residents' permit parking scheme.
5. In 2021, Civil Parking Enforcement (CPE) was rolled out across the districts of Cherwell, South Oxfordshire and Vale of White Horse. The change of enforcement from the Police to the County Council, opened opportunities to review existing parking restrictions and consider new areas where controls of on-street parking would benefit the local community and assist in meeting the councils wider transport objectives including Local Transport and Connectivity Plan (LTCP).
6. In order to facilitate the introduction of new parking schemes, the council has successfully secured funding under a Community Infrastructure Levee (CIL) for a programme of schemes to be delivered in 2024/25. These schemes will assist communities to secure resident parking, reduce congestion and improve traffic flows (including bus punctuality) and ensure that the correct restrictions are in the correct places.
7. Further to requests from residents in the Didcot area, an informal consultation exercise was carried out in May 2025 by the Town Councillors, which aimed to gauge the views of local communities on the potential for new permit parking schemes to be brought forward.
8. The responses and feedback provided from the 2025 consultation have aided in the development of a proposed permit parking scheme for the 'Didcot Centre South' area – which has been done in collaboration with the local County Councillor and Town Councillors.

Corporate Policies and Priorities

9. The effective management of parking through restrictions is a valuable tool in shaping how traffic uses the network and influences users travel choices.

10. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority nos.1, 3, 5 & 8, with the nine priorities listed below:

- (1) Put action to address the climate emergency at the heart of our work.
- (2) Tackle inequalities in Oxfordshire.
- (3) Prioritise the health and wellbeing of residents.
- (4) Support carers and the social care system.
- (5) Invest in an inclusive, integrated and sustainable transport network.
- (6) Preserve and improve access to nature and green spaces.
- (7) Create opportunities for children and young people to reach their full potential.
- (8) Play our part in a vibrant and participatory local democracy.
- (9) Work with local businesses and partners for environmental, economic and social benefit

Financial Implications

11. Funding for the project is being provided through a Community Infrastructure Levee (CIL) allocation, where additional resources have been brought in to deliver schemes in the South Oxfordshire District. There are no risks or pressures on existing council budgets or resources.

Legal Implications

12. 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 relevant legislation.
13. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

14. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equalities and Inclusion Implications

15. An Equalities Impact Assessment has been undertaken for the proposals which can be viewed in **Annex 5**.
16. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals, however it should be noted that blue badge holders can park without time limit or restrictions within limited waiting/permit holder parking bays.

Sustainability Implications

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

Risk Management

18. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

19. Formal consultation was carried out between 10 September and 10 October 2025. 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, South Oxfordshire District Council, local District Cllrs, Didcot Town Council, and the local County Councillor representing the Didcot South, and Didcot West divisions.
20. Letters were sent directly to approximately 1095 properties in the immediate vicinity (including a copy of the plan & details on permit eligibility and costs), public notices were also displayed on site at various locations within the proposed area.
21. Charts shown in **Annex 2** present the general position of the respondent to some of the proposed elements of the Didcot Centre South scheme. 399 responses were received via the online consultation survey during the course of the formal consultation – and in terms of the overall view on the proposed introduction of a controlled parking scheme in the area, there were: 176 objections (44%), 56 partially supporting (14%), 70 raising concerns (17%), 95 in support (24%), and two non-objection/no-opinion.
22. Further tables shown in **Annex 3** provide details of the most common themes which have been summarised from the public feedback.

23. A graph showing the overall level of objection/support for the scheme, based on the respondents that stated they lived within the proposed permit parking area can be found in **Annex 2**.
24. The County Councillor for Didcot South and Didcot West was contacted by officers after the close of the consultation for his comments but has not responded prior to the report being finalised. They have the opportunity to speak at the public meeting
25. The Town Council for Didcot responded as follows:

“Didcot Town Council’s Planning and Development Committee does not hold strong views regarding the proposed permit parking on the suggested roads. However, the Committee wishes to raise concerns about parking arrangements during funerals at Kynaston Road Cemetery. On such occasions, a significant number of mourners may attend, who may have no alternative but to park along Kynaston Road, which would fall within the proposed permit zones. The Committee therefore requests that both mourners and Council vehicles be granted exemption from these restrictions”
26. The full responses are shown in the accompanying **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

a) General feedback to the proposals:

27. In total, we received 399 responses regarding the proposed scheme, with the majority not in support. Specifically, 44% of the respondents were not in favour, 24% were in favour, 17% raised concerns, 14% partially supported elements of the scheme and 1% did not state an opinion. However, a sizable proportion of the total respondents identified as not living within the proposed scheme area, so potentially these could be commuters or employees of local businesses.
28. From the 399 responses, 252 of the respondents identified as living in the proposed zone and out of these 34% were against the scheme, 33% were in favour, 16% partially supported elements of the scheme, 15% raised concerns and 2% didn’t state an opinion. This clearly shows that there is an appetite for a scheme.
29. The main feedback highlights a strong need for the scheme (77), with many suggesting that better enforcement of existing restrictions could resolve current issues (31). There is also a call for allocated bays for all residents (11), and improvements to public car parks to support local businesses and their staff (11).

30. Some feel that those without off-street parking are being unfairly penalized (10), and residents of The Broadway want parking access within the zone (9).
31. Concerns were raised about emergency vehicles struggling on Hagbourne Road due to obstructive parking (8).
32. Other notable points include claims that there are no parking problems on certain roads like Kynaston Road, Wessex Road, Newlands Avenue, and St Andrews Way (5, 1, 1, 1 respectively), and that the junction of Wessex Road and Hagbourne Road is dangerous (3).
33. Some believe the scheme won't address the root cause of parking shortages, which is resident parking (3), and worry about negative impacts on house prices (2) and stress for residents (1).
34. Suggestions also include incorporating electric vehicle bays (1), extending the scheme to Didcot Leisure Centre (1), and prioritizing residents without off-street parking (1).

Officer response:

35. While existing restrictions may deter some obstructive parking, they require residents to either move their vehicles during the restricted hours (e.g. single yellow lines) or residents are not able to park on them at all (e.g. double yellow lines). The proposed permit scheme offers greater flexibility for residents and their visitors. If implemented, the scheme would include higher enforcement levels to ensure compliance.
36. Although permit parking schemes do not allocate parking spaces to individual properties, by removing external parking pressures on the area, it would increase the likelihood of residents being able to find available parking near their properties.
37. Car parks that are not on the public highway are outside of the scope of the County Council and therefore officers cannot recommend any changes to these. However, the comments will be fed back to the District Councillors and relevant entities for their consideration.
38. Whilst it may seem that residents with no off-street parking are being penalised due to them having to purchase permits, overall, the scheme has many benefits. It is apparent that there is a significant pressure and demand on parking in the area and the best way to control this would be through the introduction of a Permit Parking Area (PPA).
39. Officers have reviewed the roads eligible for a permit in this zone and it is recommended to including resident of The Broadway in the permit zone.
40. The proposed scheme has been designed to prevent parking at any locations that could hinder visibility and accessibility (e.g. junctions and bends) through the introduction of no waiting at any time restrictions. If introduced, this

scheme will assist all road users that travel the zone, including emergency vehicles.

41. Whilst some residents claim there are no parking issues on certain roads, the representations received in the statutory consultation highlight there to be mixed opinions on this. Furthermore, when designing a PPA, it is important to cover a large area to eliminate the chances of displacement parking on roads in the immediate vicinity.
42. Although some residents have stated the parking shortage is caused by residents alone, this is not the view of the majority that have contributed to the statutory consultation. Several comments have been received regarding obstructive parking caused by those working and visiting the area and the proposed scheme will assist with this.
43. There is no evidence to suggest that permit schemes affect property prices. The benefits of such schemes could be attractive to some residents. It is important to note that residents will only need to apply for a permit if they need to park on the street. A reduction in the number of vehicles parked on the road would benefit the street scene and other road users.
44. Under the scope of the Didcot Centre South area project, it was not possible to consider the introduction of electric vehicle (EV) charging bays as they require separate tender exercises with providers to maintain the sites. However, there is a wider strategy looking at EV bays across the County.
45. The County Council are not able to extend the scheme to incorporate additional areas that were not in scope of the original consultation, but if approved the changes would be monitored to assess whether further restrictions would be beneficial.

b) Costs associated with the scheme:

46. The most frequent concern raised by residents is that they should not have to pay for parking permits (137 comments). Many also believe that the primary motivation for the proposed scheme is financial gain for the Council (40 comments).
47. There are additional worries about the cost of visitor permits, which some feel are too expensive (7 comments), and a few suggest that non-residents, rather than residents, should be charged for parking on these roads (4 comments).
48. Other points include the perception that permit costs are generally too high (2 comments), and that the older generation is being subsidised by working-age people because they receive visitor permits for free (1 comment). Finally, one comment suggests that council tax should be reduced if the costly scheme is introduced (1 comment).

Officer response:

49. The standard permit zone rules have been applied effectively in other areas, catering to the majority of users while implementing controls to prevent abuse and oversubscription. A fundamental principle is that the costs to operate permit schemes must be met by the users who benefit from preferential parking. These charges are set annually by our cabinet to cover the operational costs.
50. The principle of charging for permit parking permits is to ensure that the costs for their operation are covered. This includes back-office administration, sign and line maintenance, and the enforcement of the schemes. The aim is to run these schemes on a cost-neutral basis, prioritising parking for residents and meeting transport objectives.
51. These permit schemes are not introduced to generate revenue but to manage parking effectively and meet the needs of the community. By covering the operational costs through user charges, we can maintain the integrity and efficiency of the permit zones, ensuring they serve their intended purpose.

c) Timing of the scheme:

52. One suggestion was that the scheme should only apply for one hour a day (1 comment). Another comment proposed that the scheme should not apply on Saturdays (1 comment). There was also a recommendation to reduce the time the scheme applies, for example, limiting it to 12pm–2pm (1 comment). Conversely, one comment suggested that the scheme should apply at all times from Monday to Sunday (1 comment).

Officer response:

53. The proposed operating hours of Monday to Saturday, 8am to 6pm, have been selected, as this mirrors the timings of the limited waiting bays and no waiting restrictions in the zone and on The Broadway. This represents when parking is at its peak. Relaxing the restrictions to not apply during the evenings and on Sundays, gives residents further flexibility around visitors and other users.
54. In residential areas, parking demand is typically higher during the evening and weekends because residents and their visitors are more likely to be at home with their vehicles. Since residents with valid permits can park during the hours of operation, extending the scheme to apply at all times may not impact evening parking, as capacity issues arise from the residents themselves.

d) Operational elements of the scheme:

55. The most frequent comment was the need for regular enforcement if the scheme is introduced (51). Many also expressed concern that the scheme would restrict visitors (48), and that it could lead to displacement parking on nearby unrestricted roads (37).

56. There were significant worries about negative impacts on businesses, especially those operating from home, due to limited parking for customers and staff (35). Comments have also been received regarding parents lacking parking during school pick-up and drop-off times (8). Furthermore, feedback has been received from local police staff stating they need permits because of limited parking at the police station (13).
57. Some respondents felt that more than two resident permits are required (19).
58. The scheme was seen as potentially harmful to several groups: those with carers (13), the elderly (10), disabled residents (8), and those needing childcare assistance (3). There were also calls for free permits for carers and traders (1 and 10, respectively). Suggestions included allocating bays for carers or disabled residents (2) and providing one free resident or visitor permit per household (2 and 1, respectively).
59. Some comments highlighted that purchasing a permit does not guarantee a parking space (3), and that the scheme discriminates against those unable to use online systems (2).
60. Specific locations like Orchard Centre and Busby House were mentioned, with suggestions that they should not be allowed permits (8 and 3, respectively). There was also concern about the impact on those visiting the local dentist due to limited parking (7).

Officer response:

61. It is standard practice where new schemes are introduced, to increase the level of enforcement to drive better compliance of the restrictions and to change behaviours of non-residents who have become used to parking within the area.
62. The visitor permit system in Oxfordshire has been in place for several years and generally works well for most residents. The first 25 visitor sessions are free, and time-limited parking is available for short-term visitors.
63. Displacement is a potential issue with any scheme; however, all schemes are monitored, and further measures can be considered if necessary.
64. Where businesses or schools operate within permit zones, the basic principles apply that permits are not made available for the purposes of allowing their employees to commute to work and park on roads within the restricted area. A key objective of the schemes is to prevent all day parking by non-residents (or their visitors) and by allowing concessions it opens up further challenges to the scheme.
65. A cap on 2 permits per property is the council's standard policy for new permit schemes and this is required to ensure the scheme is equitable and fair for all users and often there is a higher demand for on-street parking in general. This works well in most schemes by striking a balance between allowing residents

freedom to own and park vehicles on the road, whilst managing the demand, especially in situations that arise from Homes of Multiple Occupancy.

66. A resident's parking scheme offers more flexibility for residents and their visitors during operational hours, but it requires charging for permits to cover administrative costs. These costs are reviewed annually and are comparable to other councils with similar schemes. The permit scheme also accommodates tradespeople through contractor permits and allows the council to suspend restrictions for events or utility works.
67. There are also carer permits available for those who need support at home, allowing them to pass the permit to their visitors without a time limit on the number of visits. Furthermore, blue badge holders can within a permit scheme for free providing their blue badge is on display.
68. With a permit scheme in place, the amount of available parking for residents is expected to increase, especially in currently unrestricted areas. The permit scheme would provide more opportunities for on-street parking throughout the day.
69. For residents that cannot use online systems, friends and family can manage their accounts on their behalf. Also, the Residential Permits Team can provide assistance.

e) Proposed and existing limited waiting bays:

70. There is a suggestion to extend the timing of the bays from 30 minutes to two hours to better support local businesses (2 comments). Furthermore, it is suggested that all limited waiting bays should be dual use, allowing residents to utilize them as well (2 comments).

Officer response:

71. The proposal of 30-minute limited waiting bays was developed with the County Councillor who stated they would like the restriction to mirror the timings of the parking on The Broadway. Furthermore, allowing a shorter parking period in the limited waiting bays means there is a higher turnover of vehicles utilizing these parking areas. We would not consider extending the maximum stay or making these bays dual use as we need to have a balance in the parking available for residents and businesses. However as with all schemes, if the proposed scheme is implemented, it would be monitored to see if any further changes are required.

f) Proposed no waiting at any time restrictions:

72. Several comments express concern that introducing additional double yellow lines will further reduce already limited parking availability (1). There is a suggestion to change the proposed double yellow line at the west end of Wessex Road to a resident permit parking bay instead (1).

73. Some feedback highlights the need for double yellow lines at the Wessex Road/ Hagbourne Road intersection to address obstructive parking (1), while another comment notes that a double yellow line is being proposed where a disabled bay has recently been implemented on Hagbourne Road (1).
74. Other points include requests to remove double yellow lines outside 24 East Street (1), to add double yellow lines outside 8-14 Newlands Avenue and 135/137 Wessex Road, and to extend the lines at the Wessex Road/ Hagbourne Road junction (1). There is also an objection to introducing more double yellow lines on Hagbourne Road due to the impact on parking (1).

Officer response:

75. The proposed new locations for the addition of double yellow lines have been kept to a minimum and limited to areas where vehicles would obstruct the road at junctions for safety reasons.
76. The proposed double yellow lines at the west end of Wessex Road were designed as they are in close proximity to a junction, on a sharp bend, this location is an access point into the estate and in the interest of visibility. Therefore, it is recommended to introduce these restrictions and not replace them with a resident permit parking bay.
77. As part of the design, double yellow lines have been proposed at the junction of Wessex Road and Hagbourne Road to eliminate any obstructive parking that is currently taking place at this location.
78. Prior to the disabled bay being implemented, separate approval was sought which included undertaking a site visit to understand the safety and suitability of the location and a statutory consultation. Based on all of this, a decision was made to introduce the disabled bay. We then proposed double yellow lines at this location as part of this scheme due to a request by the local Councillors. However, after analysing all the comments received, it is recommended leaving the disabled bay as is, introducing double yellow line on the other side of the disabled bay, covering the access for 5 Hagbourne Road. If approved, the County Council will monitor the situation if the disabled bay is causing any safety or traffic issues and relocate/ remove the bay accordingly.
79. The County Council would not consider removing the proposed double yellow lines outside 24 East Street as these have been designed in line with the Highway code which states no vehicles should be parking within 10 metres of a junction.
80. The scheme cannot consider extending the scope to include new locations, but if approved, it would be monitored, and further changes could be considered.

g) Proposed removal of the no waiting at any time restrictions:

81. Several respondents expressed strong opposition to removing double yellow lines, emphasizing that these restrictions are necessary for safety and effective traffic management (3 comments). Specific concerns were raised about the potential hazards of removing the lines south of St Andrews Way near the Wessex Road junction (2 comments).
82. Additionally, there were individual comments highlighting the importance of retaining double yellow lines outside 11a St Andrews Way (1 comment) and at the Wessex Road/Mereland Road junction (1 comment).

Officer response:

83. When designing this scheme, officers have tried to maximise kerb capacity for residents as we know there is a demand on parking in the area. As part of this, we reviewed all the existing restrictions to see if they were still required. It was apparent that the double yellow lines on the junctions of St Andrews Way/ Wessex Road and Mereland Road/ Wessex Road were quite lengthy, and we liaised with our Road Safety Team who confirmed they had no concerns if we were to propose reducing these. If these recommendations were approved, the changes would be monitored closely. However, the Council has taken on board all the comments above and it is recommended that the existing double yellow lines are retained.

h) Other comments relating to the design of the proposed scheme:

84. Several respondents expressed a preference for a single or double yellow line parking scheme over a residents' permit scheme (7).
85. There were also notable concerns about the need for more car parks (2), and the suggestion to convert disused land next to Travis Perkins into a car park (1).
86. Issues were raised about displacement parking on Kynaston Road if the school street scheme is implemented (2), and the dangers caused by parking on both sides of Wessex Road (1). Additionally, some suggested that Wessex Road, Kynaston Road, and connecting roads should be made one-way (1).
87. Other comments included the need for signs on Hagbourne Road to prevent large vehicles from entering (3), the installation of a zebra crossing on Mereland Road (1), and widening footpaths on The Broadway to allow residents to park on their front gardens (1).
88. There were also requests for "keep clear" markings to maintain access to properties (1), prioritizing parking for residents over businesses at Northborough Centre (1), and concerns about the new disabled bay on Hagbourne Road not being used by a blue badge holder (1). Finally, there was a call for more action to reduce traffic volumes and support active travel in the area (1).

Officer response:

89. Whilst a single yellow line or double yellow line scheme can be effective in eradicating obstructive parking caused by all day parking, this also restricts the times that residents that can park on their road. A residents permit scheme prioritises parking for residents during the hours of its operation, whilst also preventing obstructive parking caused by non-residents.
90. Car parks that are not on the public highway are outside of the scope of the County Council and therefore officers cannot recommend any changes to these. However, the comments will be fed back to the District Councillors and relevant entities for their consideration.
91. When designing this scheme, several internal conversations took place to understand the impact of both the school street scheme and the residents permit scheme. Kynaston Road is part of the proposed residents permit scheme and therefore if both schemes were introduced, we would be able to take enforcement action against parents that are parking on Kynaston Road.
92. Upon analysing the consultation responses, it is apparent that a lot of the dangerous parking is being caused by non-residents due to the high demand on parking in the area. However, the proposed residents permit scheme will address this and if the scheme is approved, be of great benefit to the area.
93. The County Council has a process where residents can apply to the council for the provision of an access protection marking (white line) in front of accesses and private drives. This is subject to criteria being met and necessary fees being paid. Full information on the process can be found on the council's website.
94. Northborough car park is a private car park and outside of the scope of the County Council. However, the comments will be fed back to the District Councillors and relevant entities for their consideration.
95. The County Council will continue to monitor the disabled bay on Hagbourne Road with regards to the location of the bay and the usage to ascertain whether it needs relocating or removing.
96. Issues that relate to road safety such as restricting access for larger vehicles, one way schemes, widening of footpaths, zebra crossings, active travel etc. is outside the scope of the project, but the council does have an active road safety team that responds to safety concerns raised by the public. The points highlighted will be passed over to the road safety team for investigation.

Monitoring and evaluation

97. Officers suggest – that if approved – a review of the scheme is carried out approximately 12 months after implementation.

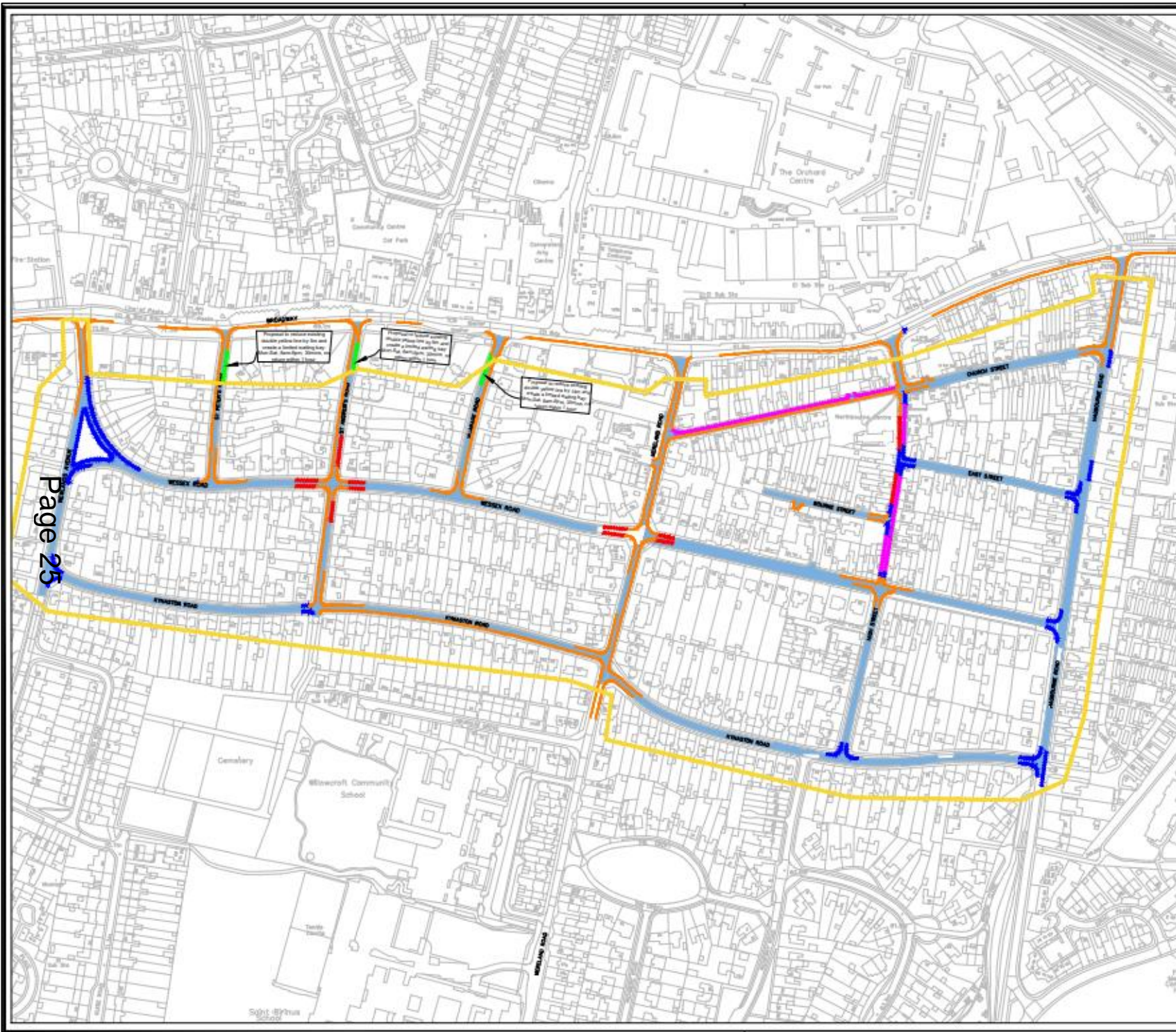
Paul Fermer
Director of Environment and Highways

Annexes
Annex 1: Consultation plan
Annex 2: Response summary charts (*separate document*)
Annex 3: Response summary tables
Annex 4: Consultation responses (*separate document*)
Annex 5: Equality Impact Assessment
Annex 6: Revised proposal plan

Background papers: n/a
Other Documents: n/a

Contact Officer(s):
Manjinder Jutla (Senior Officer – TRO & Schemes)
James Whiting (Team Leader – TRO & Schemes)

November 2025



Page 25

Drawing No. **ANNEX 1**

- Existing double yellow lines
- - - Existing single yellow lines Mon-Sat 8am-6pm
- - - Existing lining to be removed (Single or double yellow lines)
- - - Proposed double yellow lines
- - - Boundary of eligible properties
- Proposed Permit Parking Area Mon-Sat 8am-6pm
- - - Proposed Limited Waiting Parking Bays Mon-Sat, 8am-6pm, 30 mins, no return within 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT SCHEDULED RISKS

| |
|--|
| CONSTRUCTION (ENTER 'NONE' IF APPLICABLE) |
| MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE) |
| TRAFFIC (ENTER 'NONE' IF APPLICABLE) |
| DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE) |

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|------|---------------------|-------|---------|----------|
| | | | | | |

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Oxfordshire County Council
New Road
Oxford
OX1 1ND
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Project title: **CIL Project 25/26 South Oxfordshire**

Drawing title: **Proposed permit parking area Didcot Centre South**

Drawing Status

| | | | |
|-------------|--------------------|----------------------|-----------------------|
| Scale: @ A3 | Drawn by MJ | Checked by JW | Approved by JW |
| | Date drawn | Date checked | Date approved |

Oxfordshire Project No. & File Ref

| | |
|---|-------------------|
| Drawing No. CIL/25-26/ Didcot/ CN/01 | Revision 0 |
|---|-------------------|

a) General comments for the proposed parking scheme

| COMMENT | No. COMMENTS |
|---|---------------------|
| The scheme is needed | 77 |
| Better enforcement required of existing restrictions which would fix any current issues | 31 |
| Allocated bays should be provided for all residents | 11 |
| Public car parks need improving which will assist customers and staff of local businesses | 11 |
| Those that have no off-street parking are being penalised | 10 |
| Residents of The Broadway should be allowed to park in the zone | 9 |
| Currently emergency vehicles struggle to drive down Hagbourne Road due to the obstructive parking that is occurring | 8 |
| Parents will have nowhere to park during school pick up/ drop offs | 8 |
| There are no parking problems on Kynaston Road and Wessex Road | 5 |
| The junction of Wessex Road and Hagbourne Road is dangerous | 3 |
| Most of the parking shortage is caused by resident parking, so this scheme won't fix this problem | 3 |
| The scheme will have a negative impact on house prices | 2 |
| Haydon Road should be included in the scheme | 2 |
| The scheme will cause unnecessary stress for residents | 1 |
| The scheme will improve traffic flow | 1 |
| Electric vehicle bays should be incorporated into the scheme | 1 |
| The Council created the problem by creating additional houses in the area | 1 |
| Extend the scheme from Mereland Road/ Kynaston Road junction to Didcot Leisure Centre | 1 |
| There are no parking problems on Newlands Avenue | 1 |
| There are no parking problems on St Andrews Way | 1 |
| Even if this scheme is implemented, the pavements will remain obstructed | 1 |
| Priority should be given to residents that have no access to off street parking | 1 |
| The scheme will negatively impact staff of Didcot Orchard Centre | 1 |

b) General comments relating to the cost of the scheme

| COMMENT | No. COMMENTS |
|----------------|---------------------|
|----------------|---------------------|

| | |
|---|-----|
| Residents shouldn't have to pay for permits | 137 |
| Only reason for the proposals seems to be financial gain for the Council | 40 |
| Visitor permits are too costly | 7 |
| Non-residents should be charged to park on these roads, not residents | 4 |
| The costs of the permits are too high | 2 |
| The older generation are being subsidised by working age people as they are getting visitors permits for free | 1 |
| Council tax should be reduced if this scheme is introduced as the scheme is costly | 1 |

c) General comments relating to the timing of the scheme

| COMMENT | No. COMMENTS |
|--|---------------------|
| The scheme should only apply 1 hour a day | 1 |
| The scheme should not apply on Saturdays | 1 |
| Reduce the time the scheme applies e.g 12pm-2pm | 1 |
| The scheme should apply Monday-Sunday at all times | 1 |

d) General comments relating to the operational aspect of the scheme

| COMMENT | No. COMMENTS |
|--|---------------------|
| Regular enforcement of the scheme is needed, if it is introduced | 51 |
| The scheme will restrict visitors | 48 |
| The scheme will result in displacement parking on unrestricted roads in the vicinity | 37 |
| Negative impact on businesses/ businesses operating from home as there will be limited parking for customers and staff | 35 |
| More than 2 residents permit are required | 19 |
| Local police officers/ police staff require permits as there is limited parking at the police station | 13 |
| The scheme will negatively impact those that have a carer | 13 |
| Traders permits should be free | 10 |
| The scheme will negatively impact the elderly | 10 |
| Orchard Centre is causing the most problems and shouldn't be allowed any permits | 8 |
| The scheme will negatively impact disabled residents | 8 |

| | |
|--|---|
| The scheme will impact those visiting the local dentist as they only have a small car park on site | 7 |
| More visitors permits are required | 4 |
| Busby House shouldn't be given any permits | 3 |
| The scheme will negatively impact those that require assistance with childcare | 3 |
| Purchasing a permit does not guarantee a space for residents or visitors | 3 |
| The scheme discriminates against those that cannot use online systems to purchase permits | 2 |
| Residents with company cars/ vans should be allowed to park outside their home for free | 2 |
| Bays should be allocated outside properties that have a carer/ a disability | 2 |
| One free resident permit should be allowed per household | 2 |
| One free visitor permit should be given per household with no expiry date | 1 |
| Only one resident permit should be allowed per household | 1 |
| Carers permits should be free | 1 |

e) General comments relating to the proposed and existing limited waiting bays

| COMMENT | No. COMMENTS |
|---|---------------------|
| Extend timing of the bays from 30mins to two hour to help local businesses | 2 |
| All the limited waiting bays should be dual use so residents can utilise them as well | 2 |

f) General comments relating to the proposed no waiting at any time restriction

| COMMENT | No. COMMENTS |
|--|---------------------|
| Can the proposed double yellow line at the west end of Wessex Road be changed to a resident permit parking bay | 1 |
| Parking is already limited, and additional double yellow lines will reduce this even further | 1 |
| Double yellow lines are needed on the Wessex Road/ Hagbourne Road intersection to assist with obstructive parking | 1 |
| A double yellow line is being proposed where a disabled bay has recently been implemented on Hagbourne Road | 1 |
| Remove the double yellow lines outside 24 East Street | 1 |
| Additional double yellow lines should be placed outside 8-14 Newlands Avenue and outside 135/137 Wessex Road. Also, the double yellow lines should be extended at the Wessex Road/ Hagbourne Road junction | 1 |

| | |
|---|---|
| Do not introduce additional double yellow lines on Hagbourne Road, it reduces the parking further | 1 |
|---|---|

g) General comments relating to the proposed removal of the no waiting at any time restrictions

| COMMENT | No. COMMENTS |
|---|--------------|
| Don't remove any double yellow lines, they are needed | 3 |
| Removing the double yellow lines south of St Andrews Way near Wessex Road junction is hazardous | 2 |
| The double yellow lines outside 11a St Andrews Way are needed, do not remove them | 1 |
| Don't remove the double yellow lines on Wessex Road/Mereland Road junction, they are needed | 1 |

h) Other comments relating to general design

| COMMENT | No. COMMENTS |
|--|--------------|
| A single yellow line/ double yellow line scheme is required, not a residents permit scheme | 7 |
| Signs should be placed on Hagbourne Road to stop large vehicles from entering this road | 3 |
| More car parks need to be created | 2 |
| Concerns regarding the displacement parking that will occur on Kynaston Road if the school street scheme is implemented | 2 |
| Parking on opposite sides of Wessex Road is dangerous and causes access issues | 1 |
| The dis-used land next to Travis Perkins should be turned into a car park | 1 |
| A zebra crossing is required on Mereland Road | 1 |
| The footpaths on The Broadway should be widened so residents can park on their front gardens | 1 |
| Keep clear marking should be implemented to keep rear access points to properties, free of obstructions | 1 |
| More needs to be done to reduce traffic volumes and support active travel in this area | 1 |
| Wessex Road, Kynaston Road and all the roads in between should be made one way | 1 |
| Staff from Thomas Merryfield, park in Northborough Centre car park every day . Parking should be prioritised for residents, not businesses | 1 |
| The new disabled bay on Hagbourne Road is not being used by a blue badge holder | 1 |



Oxfordshire County Council
Equalities Impact Assessment

DIDCOT CENTRE SOUTH – PROPOSED PARKING MEASURES INCLUDING
RESIDENTS PERMIT PARKING SCHEME

10/10/2025

Contents

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| Section 3: Impact Assessment - Additional Community Impacts..... | 28 |
| Section 3: Impact Assessment - Additional Wider Impacts..... | 29 |
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Section 1: Summary details

| | |
|--|---|
| Directorate and Service Area | ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT |
| What is being assessed (e.g. name of policy, procedure, project, service or proposed service change). | DIDCOT – PROPOSED CENTRE SOUTH PARKING MEASURES INCLUDING THE INTRODUCTION OF A RESIDENT’S PERMIT PARKING SCHEME |
| Is this a new or existing function or policy? | Existing – 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). | <p>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan (NMP) 2023-2028</p> <p>LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people’s health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31:</p> <ol style="list-style-type: none"> a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. <p>NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.</p> <p>With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced.</p> <p>Some areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing obstructive parking caused by non-residents. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also</p> |

| | |
|---------------------------|--|
| | <p>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 Permit controlled 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.</p> <p>Parking permit charges may 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.</p> |
| Completed By | James Whiting – Team Leader, TRO and Parking Schemes |
| Authorised By | Cathy Champion – Operations Manager (Civil Enforcement) |
| Date of Assessment | 10/10/2025 |

Section 2: Detail of proposal

| | |
|--|---|
| <p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p> | <p>Civil Parking Enforcement was decriminalised in 2021 and this opened up opportunities to consider areas that would benefit from the introduction of Permit parking schemes and to review existing restrictions. Didcot as a major town in South Oxfordshire was in scope for this project and as such, we have consulted local opinions over a wide area around Didcot Centre South. Didcot and the surrounding areas is growing significantly (with over 10,000 new homes and a similar number of new jobs), thus is becoming even more a draw as a shopping centre as well a more work commuters. The car parks in the centre of Didcot are well used and often at capacity meaning more people are looking to the roads around the central area in which to park, which is impacting the ability for residents to park near their properties.</p> |
|--|---|

| | |
|--|---|
| <p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p> | <p>The proposals include a mixture of no waiting restrictions, time limited bays and permit holder bays to better manage parking in the Didcot Centre South area 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. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for South Oxfordshire.</p> |
| <p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p> | <p>Prior to undertaking the public consultation, an informal consultation took place in May 2025 which was carried out by the Town Councillors. This was done to understand the parking issues in the area. The majority of the residents who responded were in favour of a residents permit scheme and mentioned there is a significant issue with non-resident parking. After this, a meeting was held with the County Councillor and Town Councillors to discuss the outcome of the informal consultation, and a preliminary design was presented in line with the feedback that was received. They approved the scheme and requested that the County Council to progress with the statutory consultation.</p> |
| <p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p> | <p>The proposals have been developed in consultation with the County Councillors and following consultation with residents to address a known problem of non-resident parking in the Didcot Centre South area. The do-nothing option would likely result in the County Council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents.</p> |

| Section 3: Impact Assessment - Protected Characteristics | No Impact | Positive | Negative | Description of Impact | Any actions or mitigation to reduce negative impacts | Action owner* (*Job Title, Organisation) | Timescale and monitoring arrangements |
|--|--------------------------|-------------------------------------|--------------------------|--|---|--|--|
| Age | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | A reduction in non-resident parking and/or the removal of obstructive car parking from residential streets is expected to 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 the second set. | OCC project team | Post implementation engagement including with Local Member |

| | | | | | | | |
|--|--|--|---------------------------------|---|--|-------------------------|---|
| <p>Disability</p> | <p><input type="checkbox"/></p> | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>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.</p> <p>Management of on street parking may impact on people reliant on care.</p> <p>A reduction in non-resident 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.</p> | <p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in time limited bays and permit holder spaces without time limit, without a permit and for free, as long as the blue badge is on display.</p> | <p>OCC project team</p> | <p>Post implementation engagement including with Local Member</p> |
| <p>Gender Reassignment</p> | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.</p> | | | |
| <p>Marriage & Civil Partnership</p> | <p><input checked="" type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p><input type="checkbox"/></p> | <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.</p> | | | |

| | | | | | | | |
|----------------------------------|-------------------------------------|-------------------------------------|--------------------------|--|---|------------------|--|
| Pregnancy & Maternity | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>A reduction in non-resident 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.</p> | The proposals include a mixture of time limited and permit parking bays. With higher turnover of spaces there is a greater probability that users will be able to find spaces closer to their destinations. | OCC project team | Post implementation engagement including with Local Member |
| Race | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified and a CPZ is not considered to impact disproportionately on any race. | | | |
| Sex | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex. | | | |
| Sexual Orientation | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation. | | | |
| Religion or Belief | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation. | | | |

Section 3: Impact Assessment - Additional Community Impacts

| Additional community impacts | No Impact | Positive | Negative | Description of impact | Any actions or mitigation to reduce negative impacts | Action owner (*Job Title, Organisation) | Timescale and monitoring arrangements |
|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|--|--|--|
| Rural communities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities. | | | |
| Armed Forces | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces. | | | |
| Carers | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street. | The polices for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit. Further provision is provided for by the introduction of time limited bays which cater for short visits. | OCC project team | Post implementation engagement including with Local Member |
| Areas of deprivation | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Introduction of a charge for parking permits | The charge for residents' permits are kept to a minimum to cover the costs of operating a permit parking scheme. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users. | OCC project team | Post implementation engagement including with Local Member |

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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Staff working for the County Council will not be disproportionately impacted. | | | |
| Other Council Services | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | Potential need for some council services e.g. social services, to use a car and park in residential streets. | Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whilst undertaking their duties. | OCC project team | Monitoring as part of a wider policy changes. |
| Providers | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers. | | | |
| Social Value ¹ | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | No impact on social value within existing contracts. | | | |

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

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 | 10/10/2025 |
| Person Responsible for Review | James Whiting – Team Leader, TRO and Parking Schemes |
| Authorised By | Cathy Champion – Operations Manager (Civil Enforcement) |

Drawing No. _____

-  Existing double yellow lines
-  Existing disabled bay
-  Existing single yellow lines Mon-Sat 8am-6pm
-  Existing lining to be removed (Single or double yellow lines)
-  Proposed double yellow lines
-  Boundary of eligible properties
-  Proposed Permit Parking Area Mon-Sat 8am-6pm
-  Proposed Limited Waiting Parking Bays Mon-Sat, 8am-6pm, 30 mins, no return within 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SET OUT ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS TO ROAD USERS:

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

(ENTER 'NONE' IF APPLICABLE)

USE

(ENTER 'NONE' IF APPLICABLE)

DISCONTINUING/DEMOLITION

(ENTER 'NONE' IF APPLICABLE)

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|------|---------------------|-------|---------|----------|
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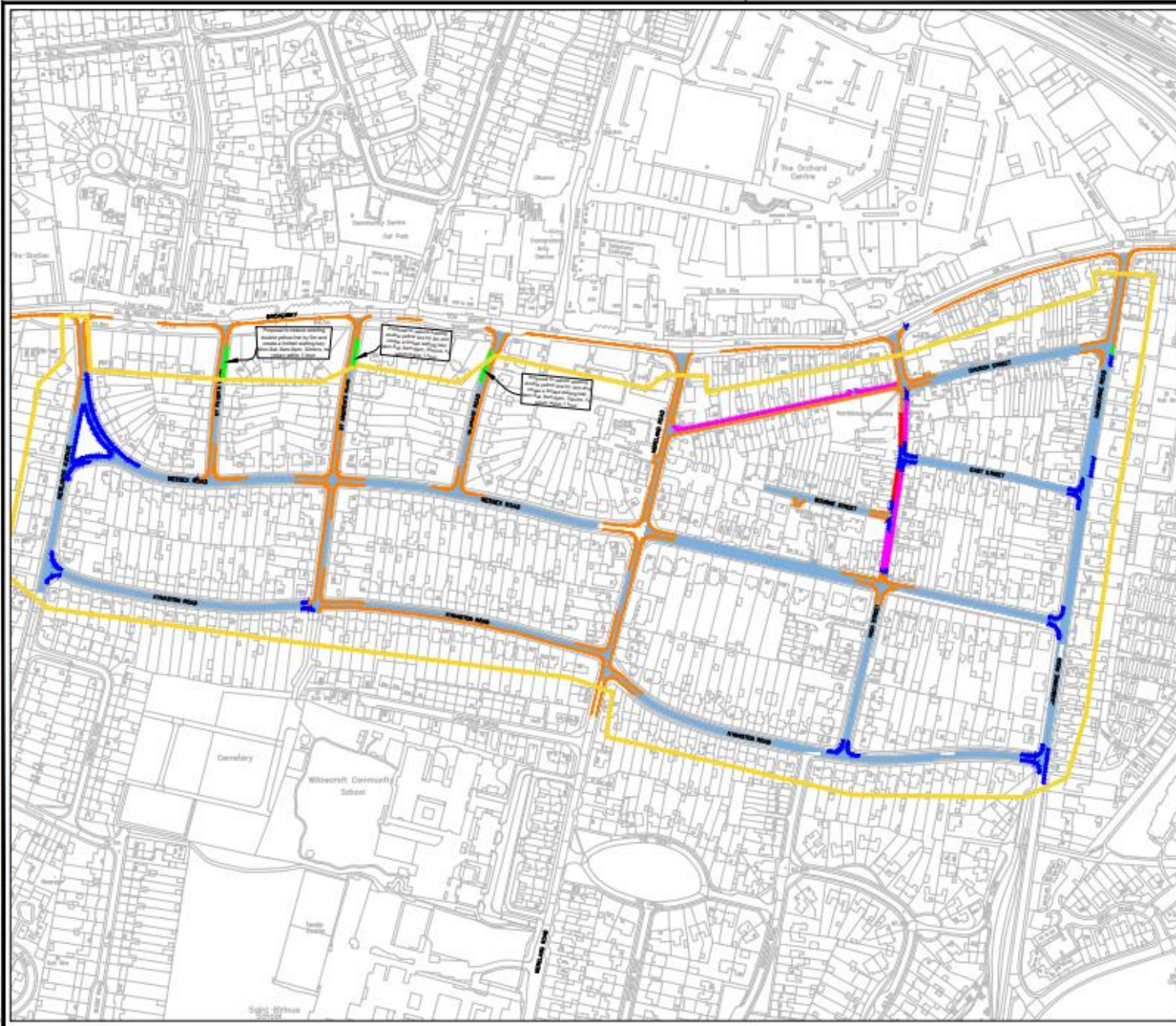
Project title
**CIL Project 25/26
 South Oxfordshire**

Drawing title
**Proposed permit parking area
 Didcot Centre South**

Drawing Status

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|------------|--------------------|----------------------|-----------------------|
| Scale @ A3 | Drawn by MJ | Checked by JW | Approved by JW |
| | Date drawn | Date checked | Date approved |

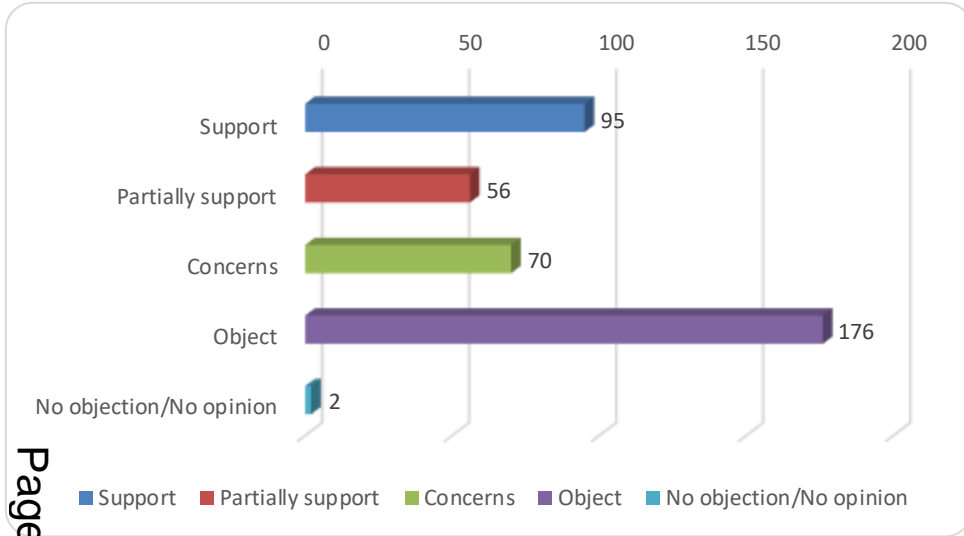
Oxfordshire Project No. & File Ref
 Drawing No. **CIL/25-26/ Didcot/ CN/01** Revision **0**



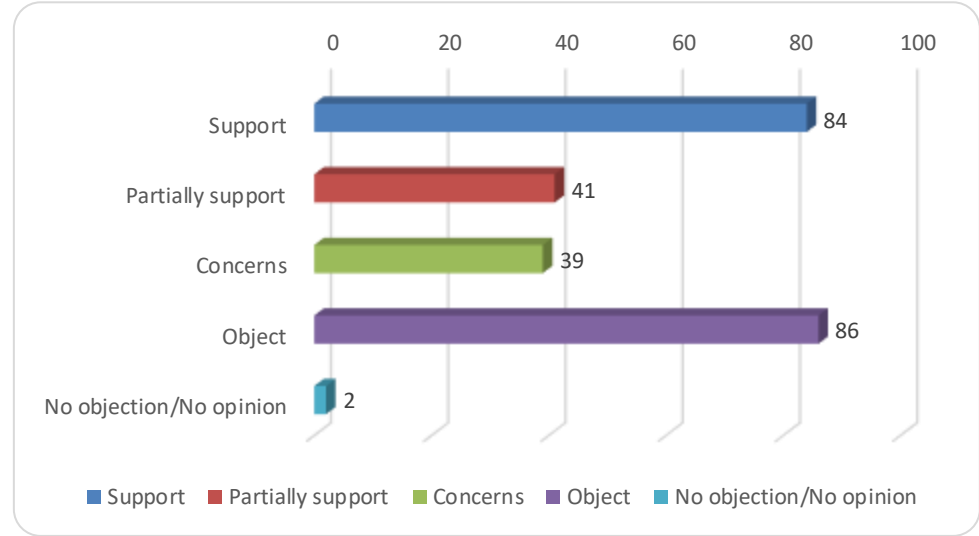
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Question: Do you do you support the introduction of a controlled parking scheme in the area?

All respondents

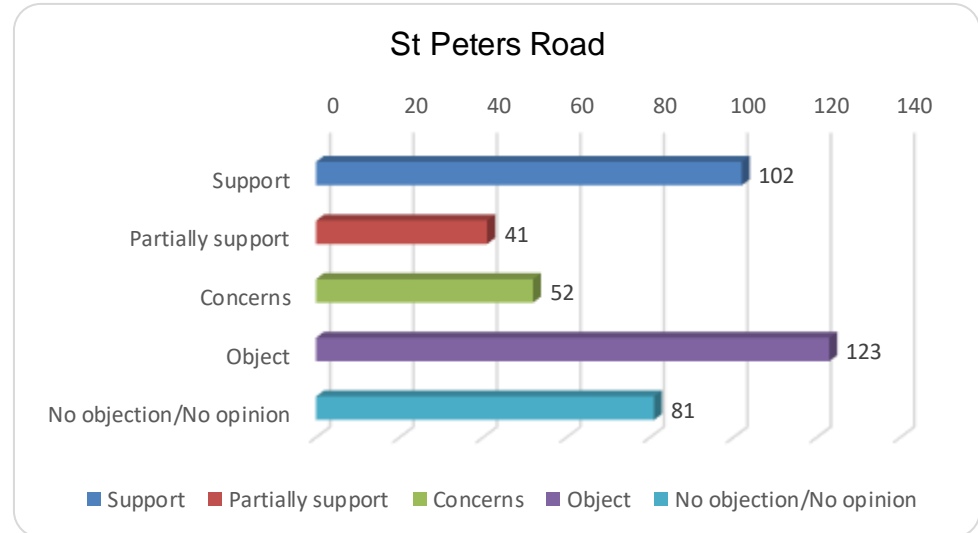
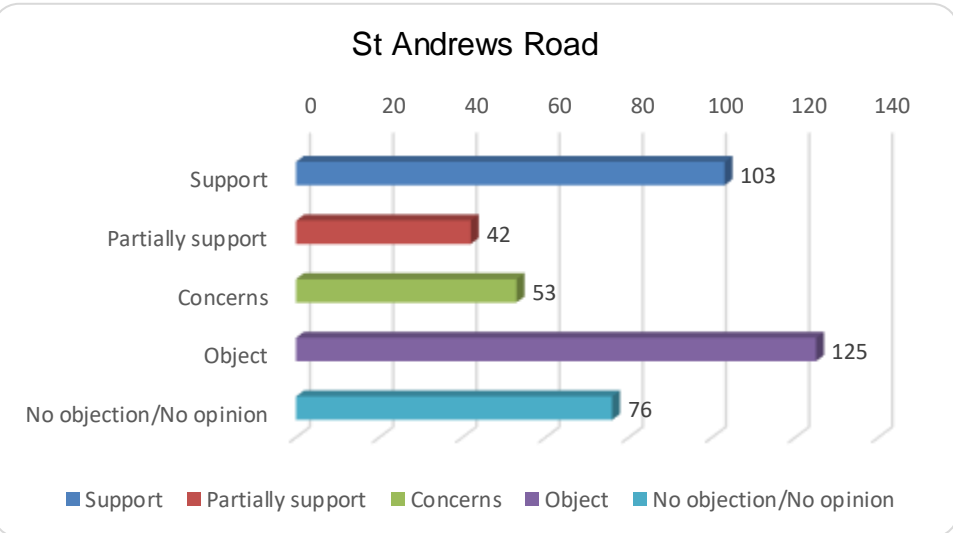


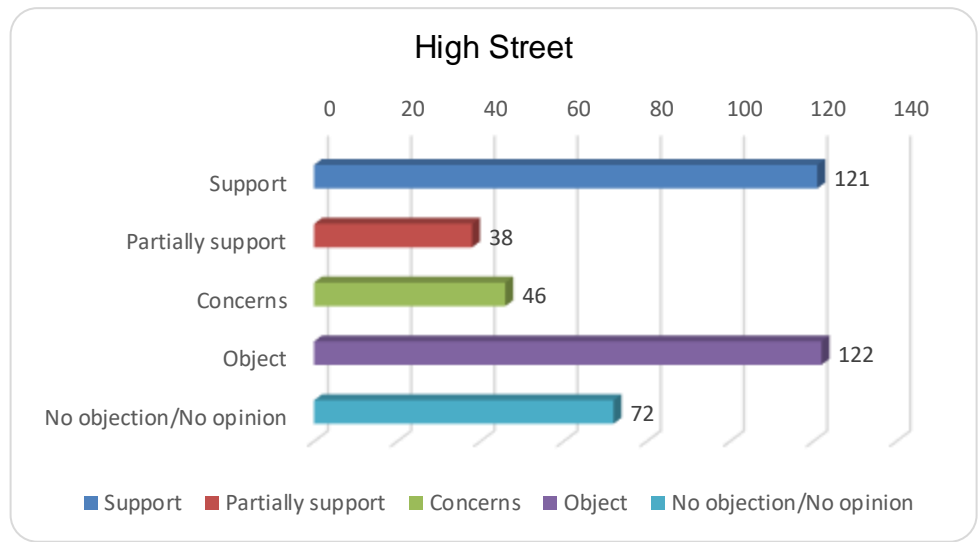
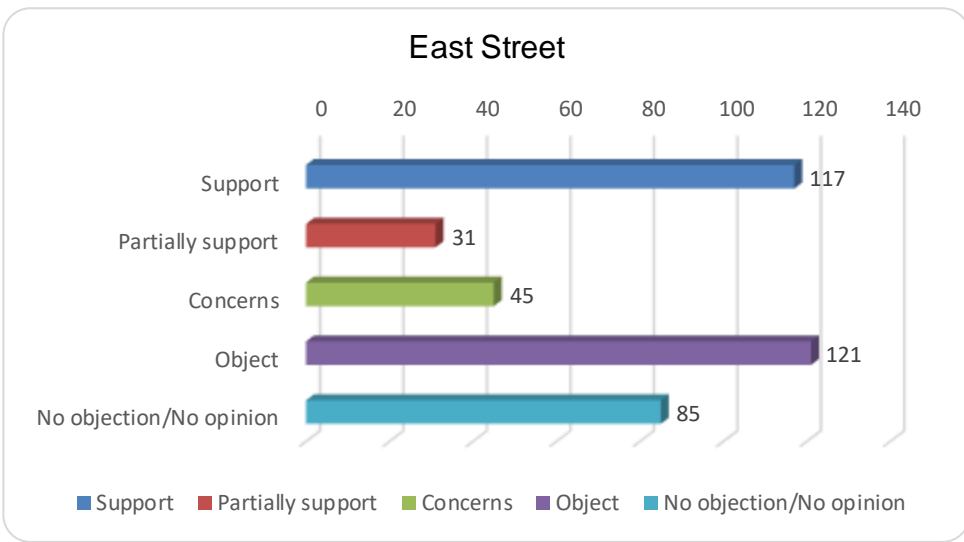
Respondents identifying as living in the proposed zone



Limited waiting parking proposals

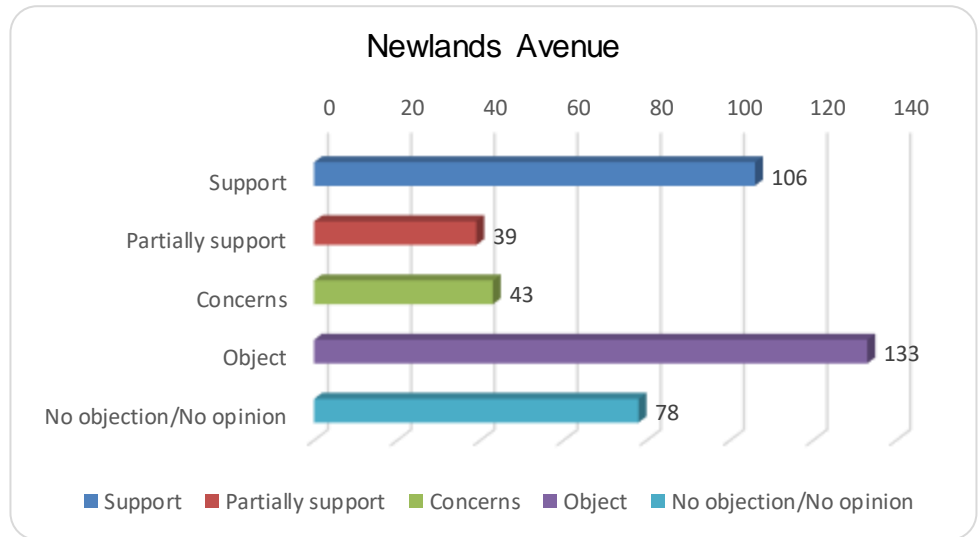
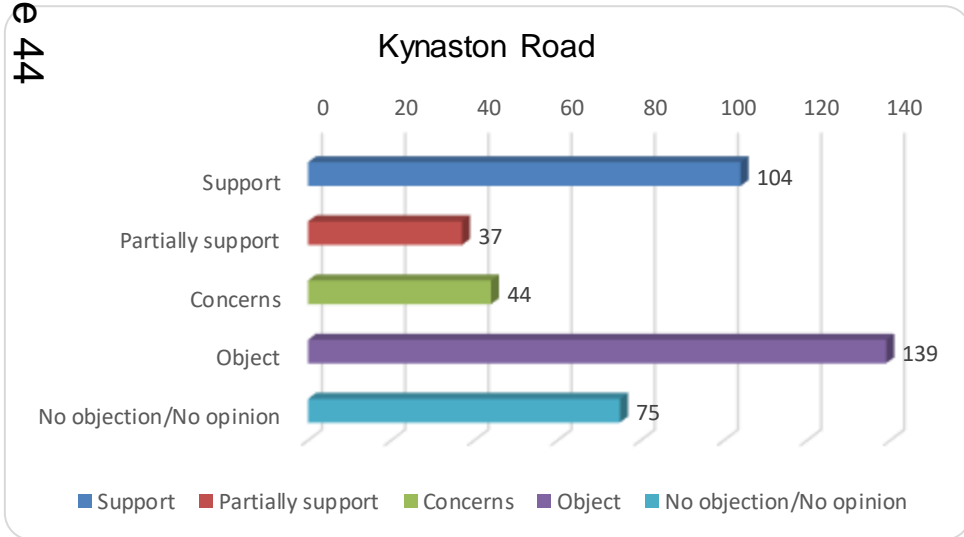
Question: Please select which of the following best describes your opinion of the proposal to introduce new 'Limited Waiting Monday to Saturday, 8am-6pm , 30 mins, no return within 1 hour' parking bays on the following roads:



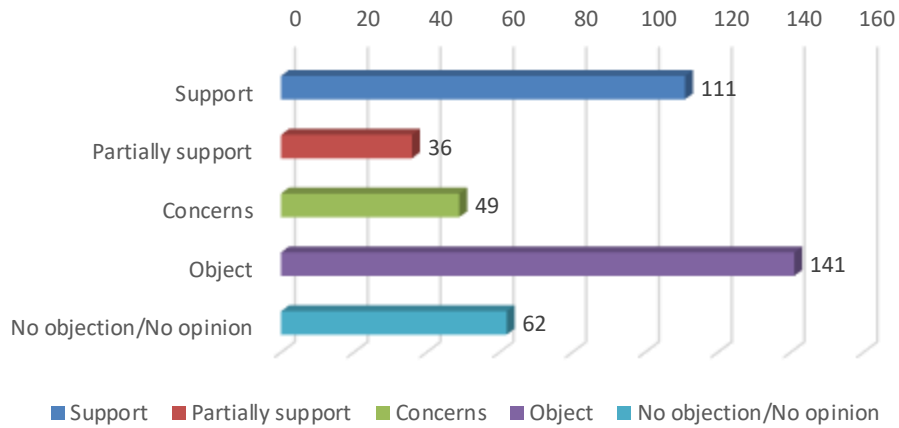


No waiting at any time proposals (double yellow lines)

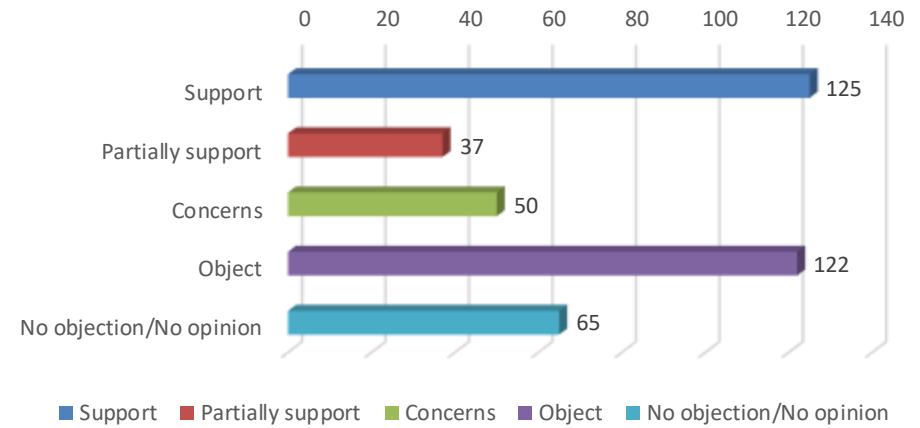
Question: Please select which of the following best describes your opinion of the proposal to introduce 'No Waiting at Any Time' parking restrictions (Double yellow lines) on the following roads:



Wessex Road



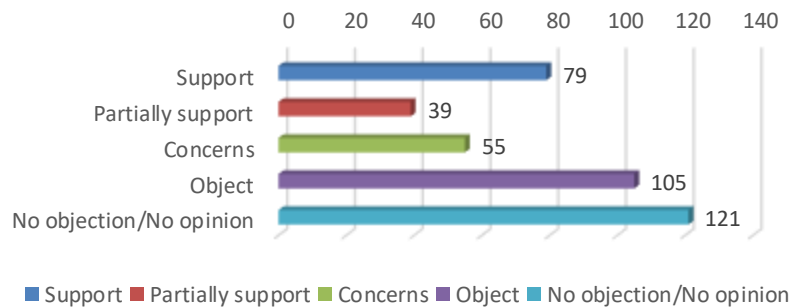
Hagbourne Road



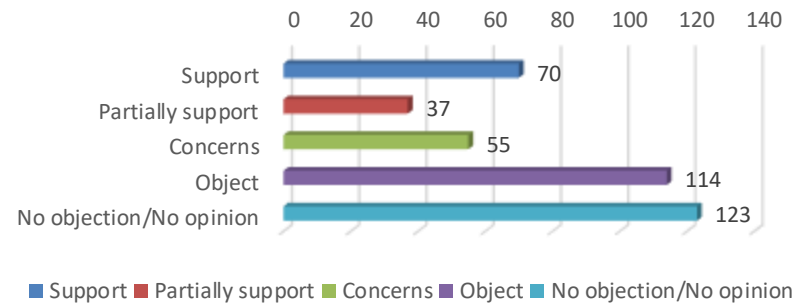
Proposed removal of parking restrictions

Question: Please select which of the following best describes your opinion of the proposal to remove existing parking restrictions on the following roads:

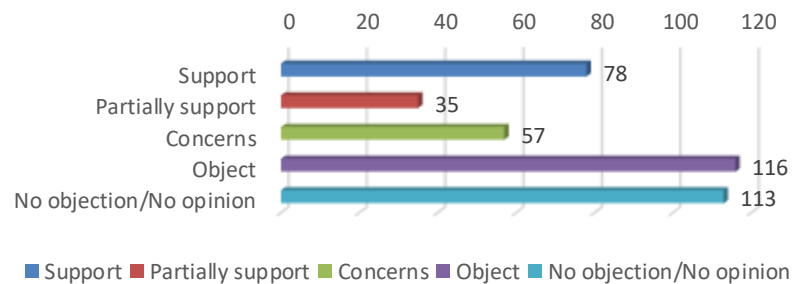
High Street



St. Andrews Road



Wessex Road



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A. Email responses

| RESPONDENT | COMMENTS |
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| (e1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (e2) Didcot Town Council, (Planning and Development Committee) | Concerns – Didcot Town Council's Planning and Development Committee does not hold strong views regarding the proposed permit parking on the suggested roads. However, the Committee wishes to raise concerns about parking arrangements during funerals at Kynaston Road Cemetery. On such occasions, a significant number of mourners may attend, who may have no alternative but to park along Kynaston Road, which would fall within the proposed permit zones. The Committee therefore requests that both mourners and Council vehicles be granted exemption from these restrictions. |
| (e3) Didcot Police station, (Thames Valley Police) | <p>Concerns – acting on behalf of officers and staff of our Didcot Police station on Mereland Road, Didcot.</p> <p>With the lack of parking space at Didcot Police Station, staff there resort to parking in the Wessex Road and any other nearby streets; however, they have heard that the council will be turning Wessex Road into residential parking only, which will cause issues for all teams working out of Didcot.</p> <p>I am wondering if you could provide me with any indication as to the timeline when this change will come into effect? Also have any provisions been considered for police parking? Is there someone I could liaise with to do with this matter? I wonder if issuing parking permits, which support both residents and our operational needs could be a consideration?</p> |
| (e4) Local group/organisation, (MyVision Oxfordshire) | <p>Concerns – We've been through your proposal and only have a couple of comments:</p> <ul style="list-style-type: none"> • We're pleased that no existing disabled parking places will be affected by this proposal |

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| | <ul style="list-style-type: none"> • I'm concerned that your proposal states that permits will be "Available via online application using the council website or on forms to download". Please bear in mind that many older or disabled people living in Oxfordshire may not have internet access: <ul style="list-style-type: none"> o Only 54% of those 75+ have access to the internet (Source: ONS, 2020) o Just 64% of blind and partially sighted people living in Oxfordshire use the internet (Source: RNIB 2022) • While it may be a desire of the County Council to make all such applications online only, an alternative form of applying for these permits needs to be available in addition to the online version. |
| (e5) Local resident, (Didcot, Broadway) | <p>Object – I have filled out the online form but most of the questions don't feel relevant to my complaint and therefore I am also emailing you separately.</p> <p>At present, the houses along Broadway from the junction with Hagbourne road to the junction with Newlands Avenue don't have driveways and installing them would be impractical and against council policy. Therefore, these Broadway residents park on the side streets behind Broadway. Under these proposals Broadway residents would not be entitled to permits which would leave them with nowhere local to park. Additionally, the vast majority, possibly all, of the houses that can apply for permits have driveways. This is perverse, that those without the provision to park on their own land are being banned from parking on the road whereas those who have off-street parking are being offered all of the on-street parking! The houses on Broadway are part of the same neighbourhood as those on the streets directly behind, we are not out of town commuters or shoppers inconveniencing residents by not paying for parking at the station or the Orchard centre, we are just ordinary residents who should not be arbitrarily banned from parking our cars in the area we live in.</p> <p>Personally, I don't think that there is great need for a residents only parking scheme, it's very rarely difficult to find somewhere to park, but if there is going to be one then all residents need to be eligible, anything else feels vindictive and perverse. Where are Broadway residents supposed to park? Under the proposed scheme we wouldn't even be able to have visitors, carers or tradespeople arriving by car.</p> <p>I trust that this is all an oversight and the scheme will either be scrapped or altered so that the residents along Broadway are eligible for permits. If you could reassure me prior to the meeting on the 13th of November that this oversight will be rectified that would be greatly appreciated as it is causing myself and my neighbours a great deal of stress.</p> |

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| <p>(e6) Local resident, (Didcot, Kynaston Road)</p> | <p>Object – I strongly object to these proposals , you are going to charge residents £80 per year for the privilege of parking on the road in front of our own houses or on the road nearby ! , residents should be allowed to park free of charge on the road , you are saying you want to control nuisance parking by commuters and NON residents , so why should residents be penalised ?</p> <p>At worst you should be proposing a permit system which is free for residents.</p> <p>I'm presuming there is no intention of charging residents for parking on their own driveways but out of concern can you confirm this please.</p> <p>Also how much will this cost and what revenue will it bring in ?</p> |
| <p>(e7) Local resident, (Didcot, East Street)</p> | <p>Object – we believe it will have a significant and detrimental impact on both local residents and small businesses in the community, particularly houses like ours that don't have a driveway.</p> <p>1. Impact on Local and Home-Based Businesses: The proposed restrictions, including the 30-minute waiting limit on certain roads, will have a disproportionate impact on small and home-based businesses, many of which provide essential services to the local community. Mrs da Rosa runs a home-based acupuncture clinic and regularly sees clients with musculoskeletal conditions, chronic pain and mobility challenges. For many, walking from the Orchard Centre or other distant car parks is simply not feasible, particularly for elderly clients who do not qualify for a Blue Badge but still struggle with mobility.</p> <p>Didcot should be proud of its growing number of independent practitioners, therapists, and small enterprises that serve the local community. Restrictive parking policies risk driving these businesses out of residential areas, limiting residents' access to local health and wellbeing services and undermining Didcot's local economy - all at a time when councils are encouraging people to shop local and support small businesses.</p> <p>Introducing more flexible options, such as business or healthcare visitor permits for verified local practitioners, would ensure that residents can continue to access essential services close to home. Alternatively, adjusting the restriction times (for example, to 12–2 pm only) or allowing limited-time parking of 1–2 hours would deter all-day commuter parking without penalising residents, clients and local service providers who depend on fair access to their homes and workplaces.</p> |

2. Unreasonable Permit Limit per Household:

The proposal to allow only two permits per household does not reflect the realities of modern living, where many families share homes with adult children or lodgers. In our area, a number of residents - ourselves included - rent rooms to lodgers who work locally and require weekday accommodation. This arrangement not only provides essential housing for local workers but also supports the community's economy and helps homeowners manage rising living and mortgage costs.

By preventing lodgers from being able to park, the scheme risks reducing the availability of affordable accommodation for local employees and diminishing a valuable source of income for residents. It would, in effect, penalise households contributing both to the local economy and to the housing challenges Didcot already faces.

Suggested solution: Allow residents to apply for additional permits where there is a demonstrable need, recognising the role of lodgers and flexible housing arrangements in supporting the town's workforce and economy.

3. Insufficient Visitor Permit Allocation:

Allowing only 35 visitor permits per year is unreasonably restrictive when there are so many houses without driveways. Social contact and community connection are vital for wellbeing—particularly for the elderly and those living alone.

These limits will also affect residents who receive regular visits from carers, cleaners, tradespeople, therapists or friends and family.

Suggested solution: Increase the number of annual visitor passes and/or provide reusable visitor permits that can be displayed for the duration of a visit and then reused.

4. Root Cause of Parking Pressure:

It appears this proposal is a short-term revenue-generating measure rather than a solution to the real issue. The majority of parked vehicles belong to local retail and service workers from the Orchard Centre (e.g. Sainsbury's, Currys) who are not offered free or discounted staff parking, and their shifts often exceed the 5-hour paid car park limit.

Suggested solution: Address the root cause by working with local employers to offer affordable staff parking options. This would reduce all-day on-street parking without penalising residents or small businesses.

5. Fairer Alternative Scheme:

If a parking scheme is deemed necessary, we propose a fairer model that:

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| | <ul style="list-style-type: none"> • Restricts parking only during specific hours (e.g. 12pm–2 pm) to prevent commuter parking while maintaining flexibility for residents, visitors and small business clients. • Introduces clearer and properly enforced road markings to prevent unsafe or obstructive parking, ensuring emergency vehicle access. • Reviews parking provision for local workers in nearby commercial zones to reduce displacement into residential streets. <p>6. Conclusion: While we agree that parking in the area needs better management, the proposed permit scheme in its current form will cause more harm than good. It risks isolating residents, damaging local livelihoods, and eroding community connection - all while generating income for the council and private car park owners rather than providing tangible benefits to those who live here.</p> <p>We therefore strongly urge the council to reconsider this proposal and engage meaningfully with residents and local business owners to create a balanced, evidence-based alternative that truly serves the needs of Didcot's community.</p> |
| (e8) Social housing landlord, (Didcot, Station Road) | <p>Concerns – as a social landlord with many homes in Didcot Central and South. These are all serviced by our repairs subsidiary, Soha Response, on a regular basis. Repairs might take anything from half an hour to several hours and necessitate a van being parked outside a home.</p> <p>It would be really helpful if we could be kept in the loop about the outcome of the consultation, the timing of any action you will carry through as a result, and any likely exceptions you will make for trades operatives in vans. In addition we have visiting Housing Officers who would attend properties in cars.</p> |
| (e9) Local business, (Didcot, High Street) | <p>Concerns – Whilst we have no formal objection to the scheme we do have some concerns...</p> <p>We are a family business that has been here for over 50 years. We have 5 full time office employees and another 3 or 4 who pop in at various times throughout the week. We have 2 “off street” parking spaces but the rest of the team will park near the office, generally on Bourne Street.</p> <p>Your letter referred to residents but there was no information for businesses. We would anticipate needing at least 2 permits – but your operating principles refer to proof of residency and vehicle ownership – which we would be unable to link to our property. We would also need Visitor permits please for the more irregular visitors to our office.</p> |

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| | <p>I hope you have plans in place for how this may work for us. We have been able to work and park here since 1972 and very much hope to continue...</p> |
| <p>(e10) Local business, (Didcot, Vicarage Road)</p> | <p>Concerns – As a small business operating within the proposed area of restrictions I would like to voice my concerns. The business is run as a garage for servicing/repairing vehicles so there is a lot of movement/parking of these around the location, if the introduction of permits and restrictions were to be enforced on Vicarage Road this would be absolutely detrimental to my business. I would therefore urge you to reconsider introducing this along Vicarage Road or allow me to have several open permits for parking customer vehicles within the location.</p> |
| <p>(e11) Local resident, (Didcot, Church Street)</p> | <p>Concerns – We completely acknowledge that there is a definite need for a change in procedure/structure to the current parking struggles we are facing not only on our street but neighbouring streets. We have 2 main areas of contention to raise regarding parking.</p> <p>1. As mentioned, we agree there needs to be a crack down on ‘non residential’ vehicles parking in/on the streets highlighted in your map. Almost daily, we are struggling to park anywhere near our home and having to risk parking on kerbs down a main road. Not only is it not acceptable for cases of emergency, but we have a small child (toddler) and having to move child and pram etc to and from the car that is 300 meters away is exhausting. The new proposal of permits for local residents will help to some degree, should we be able to find a space.</p> <p>2. The main argument is the current parking restrictions/lack of parking available on Church Street (Northbourne Centre side). We have been living here for over 3 years and was advised upon purchasing the house that we can apply for a space in the Northbourne Centre car park.</p> <p>We sent a number of emails in the first 2 years requesting a residential parking permit, but got no reply. In more recent times, we had a reply to say we need to go on the waiting list which we have been for well over a year. We have since chased multiple times as the car park seems to be half full every day, but no luck.</p> <p>Further to this, we notice several staff from Thomas Merryfield use this everyday so are depriving local residents the space to park there. I understand they may be paying for these annually however to take these over people living on the street is unacceptable, considering there is no alternative for us.</p> |

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| | <p>We look forward to hearing the result/outcome in the next few weeks, all we ask is that the Council consider the residents needs first, especially those that live on a one-way no parking street.</p> |
| <p>(e12) Local resident, (Didcot, Hagbourne Road)</p> | <p>Concerns – I am writing to express my concerns regarding the proposed changes to parking on Hagbourne Road, Didcot.</p> <p>I live at on Hagbourne Road, which places my property near the edge of the proposed residents-only parking scheme. Parking has always been challenging in this area, particularly as I can only search for available spaces in one direction from my home (it is all double-yellow lines in the direction of Broadway, and in front of my property).</p> <p>Earlier this year, a nearby resident successfully applied for the addition of a disabled parking space roughly opposite the junction with Church Street. This change has effectively removed two standard parking spaces. Unfortunately, this space is being used by a non-disabled person who uses his relative's blue badge to park his works van. This misuse has been reported several times, yet the situation remains unresolved. I do not believe there is a genuine need for a disabled bay in that location.</p> <p>The map provided with the consultation letter appears to show an extension of the double-yellow lines opposite the Church Street junction; however, the placement of these lines is unclear. It is difficult to tell whether the drawing simply indicates the existing disabled bay or proposes further restrictions. Given the loss of parking caused by the disabled bay, which is not needed, I am strongly opposed to any additional removal of parking spaces in this area.</p> <p>I would be grateful for clarification regarding the exact location of the proposed parking restrictions near my home, and I would like to have it formally noted that I am strongly opposed to any further reduction in available parking on Hagbourne Road.</p> |
| <p>(e13) Local resident, (Didcot, Hagbourne Road)</p> | <p>Support – I agree with the proposals... but... I live along hagbourne road .. and I believe what will happen is people who work in town, and visitors to busby house will park further along hagbourne road past Cavendish park entrance where they is not going to be any restrictions , this road is already very dangerous for the school children crossing from fleet meadow across to bridge close... an accident waiting to happen. A zebra crossing is really needed there.</p> |
| <p>(e14) Local resident, (Didcot, Hagbourne Road)</p> | <p>Support – It is with great excitement that we receive your proposed changes to the parking in Hagbourne Road.</p> |

For years now, we have suffered far too long from the excessive parking in our street causing mayhem and the potential of serious accidents. As you will know, a lot of the problems relate to:

- staff at Busby House parking in our road for up to 10 hours a day
- patients parking in our road
- employees working at the Orchard Centre and Royal Mail parking in our road
- emergency services and refuse collections often can't pass the parked vehicles
- delivery lorries can't pass and have to hold up the traffic and this is consistently with patients parking from Busby House

Hopefully, one day, we may resemble the luxury that Hayden Road experiences!

B. Online responses

| RESPONDENT | COMMENTS | | | | | | | | | | | | | | | | |
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| (o1) Local resident, (Didcot, Blenheim close) | <p>Live within proposed area – Yes General view – Object</p> <p>The council take enough money from us by doing a piss poor job of keeping Didcot a clean safe place it's a total disgrace</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 651 2040 1023"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1129 2040 1252"> <tr> <td>St Andrews Road – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>St Peters Road – Object</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | |
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| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o2) Local resident, (Didcot, Bourne Street) | <p>Live within proposed area – Yes General view – Object</p> <p>Financial cost is a concern - I have no option but to have a car. I also need visitors to visit me as I'm currently vulnerable due to treatment for a serious medical condition; parking permits for visitors visiting for short periods will be impractical if visitors still have to park several streets away, then come and collect a permit, take it back to their car and then come back to my house for, say, a 30-minute visit. I may also need more visits than would be permitted. Not sure the scheme will help as I think a lot of the people parking on my road (Bourne Street) are people living here or visiting.</p> <p>Need to be able to park close to own house and no indication given of where the bays will be.</p> <p>Object to the restriction on single person households only being allowed one permit, whereas other households can have two. I'm very reliant on my car to get to medical appointments. Considering having a second vehicle as back up.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Concerns |
| | Church Street – Concerns | Newlands Avenue – Concerns |

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| | East Street – Concerns | St Andrews Road – Concerns |
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Concerns | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o3) Local resident, (Didcot, Bourne Street) | Live within proposed area – Yes General view – Object | |

I object to this whole policy, I can't see how charging the people who live on the these roads and park on them is right, you should allow the people who live and park on these road free access and charge the people who come and block our roads due to parking and walking down to the high street,

Residents permit holders parking only:

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Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
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Double yellow lines:

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Removal of parking restrictions:

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| | St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| (o4) Local resident, (Didcot, Broadway) | <p>Live within proposed area – Yes General view – Object</p> <p>For the people living on Broadway there will be no parking spaces left if this proposal goes ahead. That will adversely effect the living conditions and property prices In the area</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 695 2040 1070"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="512 1171 2040 1297"> <tr> <td>St Andrews Road – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>St Peters Road – Object</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | |
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| | East Street – Concerns | Newlands Avenue – Object |
| | High Street – Concerns | Wessex Road – Object |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o5) Local business, (Didcot, Broadway) | <p>Live within proposed area – Yes General view – Object</p> <p>As a local business we are dependent on parking for ourselves and our staff on the local roads without any time restriction and permits. This type of time restriction will make us hiring the staff impossible and this makes it difficult to run local businesses</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">St Andrews Road – Object</td> <td data-bbox="1294 296 2040 357">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Peters Road – Object</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 523 2040 708"> <tr> <td data-bbox="510 523 1294 584">East Street – Object</td> <td data-bbox="1294 523 2040 584">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 584 1294 644">High Street – Object</td> <td data-bbox="1294 584 2040 644">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 644 1294 708">Kynaston Road – Object</td> <td data-bbox="1294 644 2040 708">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 810 2040 935"> <tr> <td data-bbox="510 810 1294 871">High Street – Object</td> <td data-bbox="1294 810 2040 871">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 871 1294 935">St Andrews Road – Object</td> <td data-bbox="1294 871 2040 935"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
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| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| (o6) Local business, (Didcot, Broadway) | <p>Live within proposed area – Yes General view – Object</p> <p>This will make the residents and business owners and workers impossible to park their cars</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1278 2040 1339"> <tr> <td data-bbox="510 1278 1294 1339">Bourne Street – Object</td> <td data-bbox="1294 1278 2040 1339">Mereland Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | |
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| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| (o7) Local resident, (Didcot, Church Street) | Live within proposed area – Yes | |
| | General view – Object | |
| | Unfair for visitors to not be able to park near my house. Me and my partner live in a flat with only 1 car parking spot so one of us would have to pay the annual fee to park on the street just outside our flat. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |
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|---|---|-------------------------------|-------------------------------|---------------------------------|---------------------------------|-----------------------------|---------------------------------|--------------------------------|--------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------------|
| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">High Street – Object</td> <td data-bbox="1294 296 2040 357">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Andrews Road – Object</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | |
| (o8) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Object</p> <p>The scheme imposes an unacceptable cost to residents. I would support residential parking zones if they were free to residents, perhaps paid for by metered parking for general use. I would support paying for residential parking if it came with provision of on street electric chargers - which I would be prepared to pay for at point of use in addition to a parking permit, and could be profit making for the council.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 900 2040 1273"> <tr> <td data-bbox="510 900 1294 960">Bourne Street – Object</td> <td data-bbox="1294 900 2040 960">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 960 1294 1021">Church Street – Object</td> <td data-bbox="1294 960 2040 1021">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1021 1294 1082">East Street – Object</td> <td data-bbox="1294 1021 2040 1082">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1082 1294 1142">Hagbourne Road – Object</td> <td data-bbox="1294 1082 2040 1142">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1142 1294 1203">High Street – Object</td> <td data-bbox="1294 1142 2040 1203">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1203 1294 1264">Kynaston Road – Object</td> <td data-bbox="1294 1203 2040 1264">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
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| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | |
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| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o9) Local resident, (Didcot, church street) | Live within proposed area – Yes General view – Object | |
| | I object because I don't want to pay for a parking permit annually. It should be free to anyone who owns a house on those streets | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – No objection/No opinion |
| | Church Street – Object | Newlands Avenue – No objection/No opinion |
| | East Street – Object | St Andrews Road – No objection/No opinion |

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|---|---|---|
| | Hagbourne Road – Object | St Peters Road – No objection/No opinion |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o10) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Object</p> <p>We don't own a car. Introducing parking permits makes it harder and more expensive for people visiting us to park.</p> | |

If parking permits are introduced it should be capped at 1 per house. That is already a higher number of cars per household than can fit in our street.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – No objection/No opinion |
| Church Street – Object | Newlands Avenue – No objection/No opinion |
| East Street – Object | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Object | St Peters Road – No objection/No opinion |
| High Street – Object | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – Object | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Object |

Removal of parking restrictions:

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|--|---|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o11) Local resident, (Didcot, Church Street) | Live within proposed area – Yes General view – Object | |
| | I live on this street, the parking restrictions and proposed paying monthly effects me greatly. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
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| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | |
| (o12) Local resident, (Didcot, Church street) | <p>Live within proposed area – Yes General view – Object</p> <p>There are occasions when I'm required to leave my personal car overnight at the office and come home in a pool car for an early morning start. I don't want to have to park on someone else's road to support this. Adding permit parking is going to lead to unnecessary costs to residents. I can't always park on my road but I think an extra couple of minutes walk is a fine trade off for this. Especially as there are occasions when I'd like to have visitors I don't want the hassle of sorting a visitors for them or having them. It is absolutely draconian that I would have to pay to park in front of a house I own. Why do over 70s get it free? It's not like the rest of us are completely flush with cash. Ultimately if one of my neighbours wants to have guaranteed parking then they should've moved to somewhere which already has it, or better yet just found a house with a driveway.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td>Bourne Street – No objection/No opinion</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | | | | | | |
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| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | |

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| | East Street – No objection/No opinion | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
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| | <u>Limited waiting parking bays:</u> | |
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| | East Street – Object | Newlands Avenue – Object |
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| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o13) Local resident, (Didcot, Druids walk) | Live within proposed area – Yes General view – Object | |

Putting potential parking permits in the area of great western drive is ridiculous let alone I will lose my job because of it due needing to have a work vehicle in my possession 24-7

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
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Limited waiting parking bays:

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|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – Concerns | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o14) Local resident, (Didcot, East street) | Live within proposed area – Yes General view – Object | |
| | Not feasible. Just the residents having 2 cars per house would fill the road. This would not prevent the main issue which is with illegal parking on the junction that makes the area dangerous to walk and drive and the bin men unable to work, plus the inability for ambulance and fire engine to get through the road | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – Object | St Andrews Road – No objection/No opinion |
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| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |

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| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o15) Local business, (Didcot, East Street) | <p data-bbox="510 746 936 810">Live within proposed area – Yes General view – Object</p> <p data-bbox="510 849 2040 1388"> Dear Mr Mauz, I am writing to formally object to the proposed resident permit parking scheme for Didcot: Central South area, as we believe it will have a significant and detrimental impact on both local residents and small businesses in the community, particularly houses like ours that don't have a driveway. 1. Impact on Local and Home-Based Businesses The proposed restrictions, including the 30-minute waiting limit on certain roads, will have a disproportionate impact on small and home-based businesses, many of which provide essential services to the local community. Mrs da Rosa runs a home-based acupuncture clinic and regularly sees clients with musculoskeletal conditions, chronic pain and mobility challenges. For many, walking from the Orchard Centre or other distant car parks is simply not feasible, particularly for elderly clients who do not qualify for a Blue Badge but still struggle with mobility. Didcot should be proud of its growing number of independent practitioners, therapists, and small enterprises that serve the local community. Restrictive parking policies risk driving these businesses out of residential areas, limiting residents' access to local health and wellbeing services and undermining Didcot's local economy - all at a time when councils are encouraging people to shop local and support small businesses. Introducing more flexible options, such as business or healthcare visitor permits for verified local practitioners, would ensure that residents can continue to access essential services close to home. Alternatively, adjusting the restriction </p> | | | | | | | | | | |

times (for example, to 12–2 pm only) or allowing limited-time parking of 1–2 hours would deter all-day commuter parking without penalising residents, clients and local service providers who depend on fair access to their homes and workplaces.

2. Unreasonable Permit Limit per Household

The proposal to allow only two permits per household does not reflect the realities of modern living, where many families share homes with adult children or lodgers. In our area, a number of residents - ourselves included - rent rooms to lodgers who work locally and require weekday accommodation. This arrangement not only provides essential housing for local workers but also supports the community's economy and helps homeowners manage rising living and mortgage costs.

By preventing lodgers from being able to park, the scheme risks reducing the availability of affordable accommodation for local employees and diminishing a valuable source of income for residents. It would, in effect, penalise households contributing both to the local economy and to the housing challenges Didcot already faces.

Suggested solution: Allow residents to apply for additional permits where there is a demonstrable need, recognising the role of lodgers and flexible housing arrangements in supporting the town's workforce and economy.

3. Insufficient Visitor Permit Allocation

Allowing only 35 visitor permits per year is unreasonably restrictive when there are so many houses without driveways. Social contact and community connection are vital for wellbeing—particularly for the elderly and those living alone. These limits will also affect residents who receive regular visits from carers, cleaners, tradespeople, therapists or friends and family.

Suggested solution: Increase the number of annual visitor passes and/or provide reusable visitor permits that can be displayed for the duration of a visit and then reused.

4. Root Cause of Parking Pressure

It appears this proposal is a short-term revenue-generating measure rather than a solution to the real issue. The majority of parked vehicles belong to local retail and service workers from the Orchard Centre (e.g. Sainsbury's, Currys) who are not offered free or discounted staff parking, and their their shifts often exceed the 5-hour paid car park limit.

Suggested solution:

Address the root cause by working with local employers to offer affordable staff parking options. This would reduce all-day on-street parking without penalising residents or small businesses.

5. Fairer Alternative Scheme

If a parking scheme is deemed necessary, we propose a fairer model that:

Restricts parking only during specific hours (e.g. 12pm–2 pm) to prevent commuter parking while maintaining flexibility for residents, visitors and small business clients.

Introduces clearer and properly enforced road markings to prevent unsafe or obstructive parking, ensuring emergency vehicle access.

Reviews parking provision for local workers in nearby commercial zones to reduce displacement into residential streets.

6. Conclusion

While we agree that parking in the area needs better management, the proposed permit scheme in its current form will cause more harm than good. It risks isolating residents, damaging local livelihoods, and eroding community connection - all while generating income for the council and private car park owners rather than providing tangible benefits to those who live here.

We therefore strongly urge the council to reconsider this proposal and engage meaningfully with residents and local business owners to create a balanced, evidence-based alternative that truly serves the needs of Didcot's community.

Yours sincerely,

Rod & Catherine da Rosa
16 East Street, Didcot, OX11 8EJ

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
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Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| Kynaston Road – Concerns | Hagbourne Road – Partially support | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | |
| <p data-bbox="203 1010 474 1106">(o16) Local resident, (Didcot, Edinburgh Drive)</p> | <p data-bbox="510 746 936 810">Live within proposed area – Yes General view – Object</p> <p data-bbox="510 850 2011 978">There should be no residents’ parking schemes anywhere in Didcot. This is not necessary and just a money making scheme for the council at the expense of local residents. This adds both cost and stress to residents. There are already restrictions in many areas such as no parking between 1-2pm. If this isn’t effective then maybe it should be enforced better.</p> <p data-bbox="510 1018 1012 1050"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1086 1294 1147">Bourne Street – Object</td> <td data-bbox="1294 1086 2042 1147">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1147 1294 1208">Church Street – Object</td> <td data-bbox="1294 1147 2042 1208">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1208 1294 1268">East Street – Object</td> <td data-bbox="1294 1208 2042 1268">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1268 1294 1329">Hagbourne Road – Object</td> <td data-bbox="1294 1268 2042 1329">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1329 1294 1390">High Street – Object</td> <td data-bbox="1294 1329 2042 1390">Vicarage Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object |
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| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o17) Local resident, (Didcot, Hagbourne Rd) | <p>Live within proposed area – Yes General view – Object</p> <p>I disagree with the idea of permits we already have traffic management eg yellow lines they are just not enforced or monitored if the video is to reduce stationary traffic giving people permits to park defeats that objective and can cause real hardship to families x</p> <p>Residents permit holders parking only:</p> | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – No objection/No opinion | Newlands Avenue – Concerns |
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| <p>(o18) Local resident, (Didcot, Hagbourne Road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>If residents require parking, they need to purchase appropriate properties. More parking restrictions are needed as it's almost impossible to drive safely on many of the roads in the area. Businesses operate in Hagbourne Road.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Object</p> | <p>Mereland Road – Object</p> |
| | <p>Church Street – Object</p> | <p>Newlands Avenue – Object</p> |
| | <p>East Street – Object</p> | <p>St Andrews Road – Object</p> |
| | <p>Hagbourne Road – Object</p> | <p>St Peters Road – Object</p> |
| | <p>High Street – Object</p> | <p>Vicarage Road – Object</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Object</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>St Peters Road – Support</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Support</p> | <p>Newlands Avenue – Support</p> | |

| | | |
|--|---|--|
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o19) Local resident, (Didcot, Hagbourne Road) | Live within proposed area – Yes General view – Object | |
| | I don't want to have to pay to park on the public street outside my home. That's not fair. You could bring in a permit without making residents pay for that. If you can verify and resident, and have free permits for them then I'm all for the scheme. But I shouldn't have to pay to park on a public street outside my home. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Object | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |

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|---|--|--|--|---|--|--|--|--|--|--|--------------------------------|--|--|--|--|
| | <table border="1"> <tr> <td data-bbox="510 231 1294 290">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 231 2040 290">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 290 1294 351">St Peters Road – No objection/No opinion</td> <td data-bbox="1294 290 2040 351"></td> </tr> </table> <p data-bbox="510 391 772 422"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – No objection/No opinion</td> <td data-bbox="1294 459 2040 518">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 518 1294 579">High Street – No objection/No opinion</td> <td data-bbox="1294 518 2040 579">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 579 1294 639">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 579 2040 639">Hagbourne Road – Object</td> </tr> </table> <p data-bbox="510 679 929 711"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 748 1294 807">High Street – No objection/No opinion</td> <td data-bbox="1294 748 2040 807">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 807 1294 868">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 807 2040 868"></td> </tr> </table> | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – Object | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| <p data-bbox="206 1093 474 1193">(o20) Local resident, (Didcot, Hagbourne Road)</p> | <p data-bbox="510 973 936 1040">Live within proposed area – Yes General view – Object</p> <p data-bbox="510 1077 2027 1343">£80 for a privilege that I already have? I'd rather not pay. Therefore I do not support this scheme at all. The cost of the visitor permits are also expensive. The road is full of young people thinking of starting families, this prohibits people coming over to help and such when babies are born. It also prohibits guests visiting if we run out of visitor passes. A maximum of 50 is not a lot with 365 days in a year. I hope each visitor pass is valid for one week from start date, and that it's not on a per day basis. Else this would also isolate people. I think if you are really doing this for the residents, each resident should have one free parking permit per year, and a block of visitor passes too, with an unlimited allowance per year, as long as we pay.</p> | | | | | | | | | | | | | | |

It is very very expensive when you consider we are not the rich people of Oxfordshire living here. We are all trying to get by.

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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|--|---|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o21) Local resident, (Didcot, High Street) | Live within proposed area – Yes General view – Object | |
| | I can't afford a permit to park outside my house. Why are you removing double yellow lines and making junctions dangerous? | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – Object | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |

| | | |
|--|--|--|
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Object |
| | St Andrews Road – No objection/No opinion | |
| (o22) Local resident, (Didcot, high street) | <p>Live within proposed area – Yes General view – Object</p> <p>I do not believe there will be any enforcement. There is good reason to believe there will little or no enforcement of the new parking restrictions. There is minimal enforcement of the existing parking restrictions. I do not believe there will be any enforcement of the new parking restrictions. The 20mph limit was imposed on South Didcot yet there is no enforcement. This demonstrates there will be no enforcement of the new parking restrictions. I will be paying £80 for a parking permit yet without enforcement there will be no change to the situation.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Concerns | Mereland Road – Concerns |
| | Church Street – Concerns | Newlands Avenue – Concerns |
| | East Street – Concerns | St Andrews Road – Concerns |

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|--|---|--|
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Object | Vicarage Road – Concerns |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – No objection/No opinion | |
| (o23) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Object</p> <p>I live in High Street but I don't think it is fair to pay more money for parking. The council tax is already quite expensive. I am not really happy with the lights of High Stree It around ox11 8eg and nothing is done about it.</p> | |

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – Object | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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|------------------------------|--|
| High Street – Support | Wessex Road – No objection/No opinion |
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|--|---|--|-------------------------------|-------------------------------|-------------------------------|---------------------------------|-----------------------------|---------------------------------|--------------------------------|--------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------------|----------------------------------|--------------------------------|---------------------------------|--|-----------------------------|---------------------------------|
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | | |
| (o24) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Object</p> <p>I don't see why we should have to pay to park outside our own property , just make parking for workers at orchard centre free with permits as they are the ones parking down our street !!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 632 2040 1007"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1109 2040 1233"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 1337 2040 1396"> <tr> <td>East Street – Object</td> <td>Newlands Avenue – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Object | Newlands Avenue – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | | | | |

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|---|---|---|
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o25) Local resident, (Didcot, Kynaston) | <p>Live within proposed area – Yes General view – Object</p> <p>This will not make cars disappear they still have to park somewhere. It is just another way of taking money from the motorist on top of the road tax.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Concerns | Mereland Road – Object |
| | Church Street – Concerns | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |

| | | |
|---|--|---------------------------------|
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o26) Local resident, (Didcot, Kynaston) | <p>Live within proposed area – Yes General view – Object</p> <p>I propose that Kynaston Road and Wessex Road get tuned into one way streets, that flow in opposite directions to each other. With all the road being one way between Kynaston and Wessex, flowing from Kynaston to Wessex, with the exception of merland Road. Causing one big one way circle. This should help with traffic flow as there will not be any dodging in and out of cars!! Then put double yellow lines down one side of the road, forcing everyone to park on one side of the road.</p> <p>Then scrapping the idea of permit parking or drop the charge from £80 to being free or a small charge like £10 per car.</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Partially support | Newlands Avenue – Partially support |
| High Street – Partially support | Wessex Road – Partially support |
| Kynaston Road – Partially support | Hagbourne Road – Partially support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

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|---|---|---------------------------------|
| (o27) Local resident, (Didcot, Kynaston) | Live within proposed area – Yes | |
| | General view – Object | |
| | Another income revenue for local government to make it harder for the people to live with the increased cost of living. Traffic enforcement is non existent, as with the double standard police. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| <u>Double yellow lines:</u> | | |
| East Street – Partially support | Newlands Avenue – Partially support | |
| High Street – Partially support | Wessex Road – Partially support | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | |

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|---|--|-------------------------------|-------------------------------|---------------------------------|---------------------------------|-----------------------------|---------------------------------|---|--------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------------|
| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">High Street – Object</td> <td data-bbox="1294 296 2040 357">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Andrews Road – Object</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | |
| <p>(o28) Local resident, (Didcot, Kynaston)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>I am objecting as a resident on Kynaston Road that I don't see parking as a problem. The problems I have are speeding vehicles and vehicle noise. I had to give up shift work partially because of daytime noise and particularly the ice cream van stopping near my house at 3pm most afternoons. I think speed bumps should be installed on all residential roads. Having to pay for a parking permit is unfair as it limits the few friends and family that visit us. Parking in Kynaston is not a problem to me.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 932 2040 1305"> <tr> <td data-bbox="510 932 1294 992">Bourne Street – Object</td> <td data-bbox="1294 932 2040 992">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 992 1294 1053">Church Street – Object</td> <td data-bbox="1294 992 2040 1053">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1053 1294 1114">East Street – Object</td> <td data-bbox="1294 1053 2040 1114">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1114 1294 1174">Hagbourne Road – Partially support</td> <td data-bbox="1294 1114 2040 1174">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1174 1294 1235">High Street – Object</td> <td data-bbox="1294 1174 2040 1235">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1235 1294 1295">Kynaston Road – Object</td> <td data-bbox="1294 1235 2040 1295">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Partially support | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | |
| Hagbourne Road – Partially support | St Peters Road – Object | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | |

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|---|--|--|
| | St Andrews Road – Object | Vicarage Road – No objection/No opinion |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| | (o29) Local resident, (Didcot, Kynaston) | Live within proposed area – Yes General view – Object |
| You are restricting how many people in a house can have a car | | |
| <u>Residents permit holders parking only:</u> | | |
| Bourne Street – Object | | Mereland Road – Concerns |
| Church Street – Concerns | | Newlands Avenue – Object |
| East Street – Concerns | St Andrews Road – Concerns | |

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|--|---|-----------------------------------|
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Object | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Object | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o30) Local resident, (Didcot, Kynaston Rd) | <p>Live within proposed area – Yes General view – Object</p> <p>1. Waste of money as I expect there will be minimal enforcement (as already the case in the town centre). 2. As I walk & drive regularly on some of these streets, I see NO major issue with parking on Wessex or Kynaston Roads. 3.</p> | |

Charging for permits is really quite ridiculous; as if residents don't get taxed enough for minimal return. 4. It merely pushes the issue further away in to other streets.

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – Object |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

| | | |
|--|---|--|
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o31) Local resident, (Didcot, Kynaston Rd) | <p>Live within proposed area – Yes General view – Object</p> <p>Cars parked on Kynaston Rd are owned by its residents, visitors and contractors. From a K Rd perspective these proposals would add cost and bureaucracy to normal usage while doing nothing to relieve pressure on on-road parking. A restriction to 1 car/house might have a positive impact on availability, but would be very disruptive to some residents.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Concerns | Mereland Road – Concerns |
| | Church Street – Concerns | Newlands Avenue – Concerns |
| | East Street – Concerns | St Andrews Road – Concerns |
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Object | Wessex Road – Concerns |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |

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| High Street – Support | Wessex Road – Support | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | |
| (o32) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Object</p> <p>This is not needed. People currently park illegally and dangerously and nothing is done. There is absolutely no enforcement. If the current parking restrictions were policed properly there would be be no problem. Also I am not prepared to pay to park outside my own house - this is just a revenue making scheme for the council.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1086 2042 1385"> <tr> <td data-bbox="510 1086 1294 1149">Bourne Street – Object</td> <td data-bbox="1294 1086 2042 1149">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1149 1294 1211">Church Street – Object</td> <td data-bbox="1294 1149 2042 1211">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1211 1294 1273">East Street – Object</td> <td data-bbox="1294 1211 2042 1273">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1273 1294 1335">Hagbourne Road – Object</td> <td data-bbox="1294 1273 2042 1335">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1335 1294 1398">High Street – Object</td> <td data-bbox="1294 1335 2042 1398">Vicarage Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object |
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| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| (o33) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Object</p> <p>Parking restrictions and permitting requirements on the road where I live add inconvenience to us. All cars that park around our house in a manner that makes it difficult to get on my drive belong to my neighbours and their visitors, so this doesn't help with that. I object to having to pay for permits because other people are whinging, when we don't have any major issues.</p> | | | | | | | | | | | | | | | | |

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

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|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – Object | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| <p>(o34) Local resident, (Didcot, Kynaston road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>I do NOT wish to have to pay for parking outside my own home!!!!!! I also dont wish to have to pay for my visitors parking permits either!! The road is tight for parking but not due to commuters or non residents, its the residents who have lots of cars and small driveways!! To say we have to pay for permits and only 2 per household is insane!!! I will NOT be purchasing permits to park within my own street!!! This will also devalue properties round here if the parking is deemed difficult and expensive!!!!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="497 715 2060 1091"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="497 1193 2060 1321"> <tr> <td>St Andrews Road – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>St Peters Road – Object</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | |
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| | Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | |
| | East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | | | |
| | Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | | | | |
| | High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | |
| | Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| | St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | |
| | St Peters Road – Object | | | | | | | | | | | | | | | | | |

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| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | |
| (o35) Local resident, (Didcot, Kynaston Road) | <p data-bbox="510 746 936 810">Live within proposed area – Yes General view – Object</p> <p data-bbox="510 850 2018 1153">I object to you making existing residents have to pay (£80 per year) to park outside their own property, when this is currently free. As the owner of my property I am currently able to park on the road, and have visitors including elderly relatives park on the road, free of charge. I object to a scheme being imposed that now requires me as a resident to pay an annual fee. I also object because there is limited to no benefit of introducing it, compared with a high cost of running it. Kynaston Road is far enough away from the railway station and shops for it not to be a hot spot for people parking there during the day. When people do park on the road they are not causing a nuisance. The road is not overcrowded, and people park sensibly along it. Please, spend money on useful investment in the roads or public services and do not waste it on unnecessary parking schemes. Do not impose additional annual charges on people already living in the area and make life more difficult for them when friends and family are visiting.</p> <p data-bbox="510 1193 1010 1225"><u>Residents permit holders parking only:</u></p> <table border="1"> <tbody> <tr> <td data-bbox="510 1262 1294 1321">Bourne Street – Object</td> <td data-bbox="1294 1262 2040 1321">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1321 1294 1380">Church Street – Object</td> <td data-bbox="1294 1321 2040 1380">Newlands Avenue – Object</td> </tr> </tbody> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | | | | | | |
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| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o36) Local resident, (Didcot, Kynaston Road) | Live within proposed area – Yes General view – Object | |

It will cause less parking for residents. There is a parking near the staff club which is vacant. Will these streets council tax be reduced if such plans go ahead?

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
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| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o37) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Object</p> <p>I have never noticed any issues with parking on Kynaston Road that would warrant this type of action. The cars that currently park on the roadside do an excellent job of slowing down the traffic whilst not blocking the road for any emergency access that may be needed. I feel this is just another way for raising revenue by stealth taxes and penalising residents that are already finding it hard. More gardens will now be lost to nature so residents can park off the road; which, considering Didcot wants to be know as a 'garden town', is laughable.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – No objection/No opinion | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |

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| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – No objection/No opinion | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | |
| (o38) Local resident, (Didcot, Kynaston road) | <p>Live within proposed area – Yes General view – Object</p> <p>Having lived on kynaston road for almost 20 years , there has never been a problem with parking. I 100% object to any form of permit parking.. residents on kynaston road are happy with the way it currently is , i.e not having to pay the council for a permit to park outside my own front door. Its outrageous that potentially this could be imposed !!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1121 2040 1364"> <tr> <td data-bbox="510 1121 1294 1182">Bourne Street – Object</td> <td data-bbox="1294 1121 2040 1182">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1182 1294 1243">Church Street – Object</td> <td data-bbox="1294 1182 2040 1243">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1243 1294 1303">East Street – Object</td> <td data-bbox="1294 1243 2040 1303">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1303 1294 1364">Hagbourne Road – Object</td> <td data-bbox="1294 1303 2040 1364">St Peters Road – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | | |
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| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | |

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| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | | | | |
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| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | | | | |
| (o39) Local resident, (Didcot, Kynaston road) | <p>Live within proposed area – Yes General view – Object</p> <p>I have concerns about visiting relatives. The cost of parking permits.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | | | | | |

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| Bourne Street – No objection/No opinion | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Support | St Peters Road – Partially support |
| High Street – Partially support | Vicarage Road – Partially support |
| Kynaston Road – Object | Wessex Road – Partially support |

Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

| | |
|--|--|
| East Street – Support | Newlands Avenue – Support |
| High Street – Partially support | Wessex Road – Partially support |
| Kynaston Road – Object | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Partially support | Wessex Road – Partially support |
| St Andrews Road – Partially support | |

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| <p>(o40) Local resident, (Didcot, Kynaston road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>It's just a money making scheme that will screw over residents. Why should I or my visitors have to pay to park outside my own home. It's should be at the very least a free permit for residents with a free block of visitor passes. None of our opinions matter anyways because you'll do it either way</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – No objection/No opinion</p> |
| | <p>Church Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> |
| | <p>East Street – No objection/No opinion</p> | <p>St Andrews Road – No objection/No opinion</p> |
| | <p>Hagbourne Road – No objection/No opinion</p> | <p>St Peters Road – No objection/No opinion</p> |
| | <p>High Street – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – No objection/No opinion</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>St Peters Road – No objection/No opinion</p> | |
| <p><u>Double yellow lines:</u></p> | | |

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| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – Partially support | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o41) Local resident, (Didcot, Kynaston road) | Live within proposed area – Yes General view – Object | |
| | I think itsunfair that we should pay to park outside our own house, the problem would also be pushed elsewhere | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
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| | <u>Limited waiting parking bays:</u> | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 290">St Andrews Road – Object</td> <td data-bbox="1294 231 2040 290">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 290 1294 352">St Peters Road – Object</td> <td data-bbox="1294 290 2040 352"></td> </tr> </table> <p data-bbox="510 391 772 422"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – Object</td> <td data-bbox="1294 459 2040 518">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 518 1294 580">High Street – Object</td> <td data-bbox="1294 518 2040 580">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 580 1294 643">Kynaston Road – Object</td> <td data-bbox="1294 580 2040 643">Hagbourne Road – Object</td> </tr> </table> <p data-bbox="510 681 927 713"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 750 1294 809">High Street – Object</td> <td data-bbox="1294 750 2040 809">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 809 1294 871">St Andrews Road – Object</td> <td data-bbox="1294 809 2040 871"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| <p data-bbox="206 1114 474 1214">(o42) Local resident, (Didcot, Kynaston road)</p> | <p data-bbox="510 976 936 1040">Live within proposed area – Yes General view – Object</p> <p data-bbox="510 1078 2042 1315">I support that Mereland road is dangerous with two schools on that road. Everyone parks at laburnham grove which is not fair on the elderly residents. I support mereland road but don't understand why there has never been a zebra crossing for the children's safety. I do not support other roads having a permit scheme like kynaston road and Wessex because I have many visitors who park on my drive (never on the road) and this is going to cost us more money to live in this area on this street. To put permits on so many more roads than needed is ridiculous I have lived on kynaston on/off for 30 years and never had problems with cars that park along this road and I've lived in two different houses along this road.</p> <p data-bbox="510 1353 1012 1385"><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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|--|--|
| Bourne Street – No objection/No opinion | Mereland Road – Partially support |
| Church Street – No objection/No opinion | Newlands Avenue – Object |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Object | St Peters Road – No objection/No opinion |
| High Street – Object | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|---------------------------------|
| East Street – No objection/No opinion | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Support |

Removal of parking restrictions:

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|--|--|
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| | | |
| <p>(o43) Local resident, (Didcot, Kynaston Road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>Vicarage road most of it is people using for town or the garage parking on yellow lines</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – Object</p> |
| | <p>Church Street – No objection/No opinion</p> | <p>Newlands Avenue – Concerns</p> |
| | <p>East Street – No objection/No opinion</p> | <p>St Andrews Road – No objection/No opinion</p> |
| | <p>Hagbourne Road – Concerns</p> | <p>St Peters Road – No objection/No opinion</p> |
| | <p>High Street – Partially support</p> | <p>Vicarage Road – Object</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – No objection/No opinion</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>St Peters Road – No objection/No opinion</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> | |

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|---|---|---|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – Object | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o44) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Object</p> <p>This appears to be nothing more than a shameless money grab. Paying to park at your own home is a completely disgusting idea thought up by people it won't affect...we pay our council tax, we pay our road tax, with precious little value for money. This idea is utterly abhorrent as it will, as with all these ideas, affect those who can least afford it. Alongside threats of fines with becoming a "school street" area. Didcot Town Council are taking the biscuit. I, for one, and I know there are many, many others 100% OBJECT to this proposal. No, I will not pay to park at my own home plus pay for visitors.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |

| | | |
|---|---|--|
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o45) Local resident, (Didcot, Kynaston road) | <p>Live within proposed area – Yes General view – Object</p> <p>I live on Kynaston road and I have no objections on the way thing are already having parking restrictions will just affect me in a negative way and stop friends and family from coming to visit</p> | |

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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|--|--|
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| <p>(o46) Local resident, (Didcot, Kynaston road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>To be in one of a very few number of houses along Kynaston Road that does not have a driveway would mean we have no choice but to have to pay to park outside our own home. This does not seem fair on residents who already pay tax on their vehicles, tax for works on the road etc. There is also a cemetery on Kynaston Road with limited parking. What happens when bereaved families find themselves with a fine after attending the funeral of a loved one because there was a lot of people attending and they had no option but to park on the road???</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Concerns</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Concerns</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Partially support</p> |
| | <p>Hagbourne Road – Concerns</p> | <p>St Peters Road – Partially support</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Partially support</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Concerns</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>St Peters Road – Support</p> | |

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|--|---|-------------------------------|--|-------------------------------|--|--|---|--|--|--|--|
| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 296 2040 485"> <tr> <td data-bbox="510 296 1294 357">East Street – Support</td> <td data-bbox="1294 296 2040 357">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 357 1294 418">High Street – Support</td> <td data-bbox="1294 357 2040 418">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 418 1294 485">Kynaston Road – Partially support</td> <td data-bbox="1294 418 2040 485">Hagbourne Road – Partially support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 587 2040 708"> <tr> <td data-bbox="510 587 1294 647">High Street – Partially support</td> <td data-bbox="1294 587 2040 647">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 647 1294 708">St Andrews Road – Partially support</td> <td data-bbox="1294 647 2040 708"></td> </tr> </table> | East Street – Support | Newlands Avenue – Partially support | High Street – Support | Wessex Road – Partially support | Kynaston Road – Partially support | Hagbourne Road – Partially support | High Street – Partially support | Wessex Road – Partially support | St Andrews Road – Partially support | |
| East Street – Support | Newlands Avenue – Partially support | | | | | | | | | | |
| High Street – Support | Wessex Road – Partially support | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | |
| <p>(o47) Local resident, (Didcot, Kynaston Road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>I don't see the point of making something we get for free now be paid for residents, and an extra potential cost for visitors/services. Consider making the permits FREE. Living here I don't notice a particular problem with on street parking or availability thereof. There are multiple residents down Kynaston Road that have multiple vehicles and this will incur an extra cost for them without any benefits. I support the removal of the High Street lining removal, it's currently a bit silly and only issues tickets to people visiting the charity shop.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1257 2040 1377"> <tr> <td data-bbox="510 1257 1294 1318">Bourne Street – Object</td> <td data-bbox="1294 1257 2040 1318">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1318 1294 1377">Church Street – Object</td> <td data-bbox="1294 1318 2040 1377">Newlands Avenue – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | |

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| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Partially support | St Peters Road – Object |
| | High Street – Support | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Support | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o48) Local resident, (Didcot, Kynaston Road) | Live within proposed area – Yes General view – Object | |

I object to restrictions on my street as I have a lot of family who visit me this will be much harder for them to park their cars.

I agree some streets need restrictions especially Hagbourne road

Residents permit holders parking only:

| | |
|--|--|
| Bourne Street – No objection/No opinion | Mereland Road – Support |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – Object | Hagbourne Road – Support |

Removal of parking restrictions:

| | | |
|--|--|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – Partially support | |
| (o49) Local resident, (Didcot, Kynaston Road) | Live within proposed area – Yes General view – Object | |
| | I work on every street and live on one of them this would be bad for my business , also visitors that visit me | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |

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|---|--|-----------------------------------|
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o50) Local resident, (Didcot, Lynmouth) | Live within proposed area – Yes General view – Object | |
| | People will just use other roads to park. I know many people who own more than 2 vehicles and to be restricted from their home, their road.... immoral, especially if you own the property. Way more issues to deal with. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Concerns |
| | Church Street – No objection/No opinion | Newlands Avenue – Concerns |
| | East Street – No objection/No opinion | St Andrews Road – Concerns |
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">St Andrews Road – Partially support</td> <td data-bbox="1294 296 2040 357">Vicarage Road – Partially support</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Peters Road – Partially support</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 523 2040 708"> <tr> <td data-bbox="510 523 1294 584">East Street – Partially support</td> <td data-bbox="1294 523 2040 584">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 584 1294 644">High Street – Partially support</td> <td data-bbox="1294 584 2040 644">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 644 1294 708">Kynaston Road – Partially support</td> <td data-bbox="1294 644 2040 708">Hagbourne Road – Partially support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 810 2040 935"> <tr> <td data-bbox="510 810 1294 871">High Street – Concerns</td> <td data-bbox="1294 810 2040 871">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 871 1294 935">St Andrews Road – Concerns</td> <td data-bbox="1294 871 2040 935"></td> </tr> </table> | St Andrews Road – Partially support | Vicarage Road – Partially support | St Peters Road – Partially support | | East Street – Partially support | Newlands Avenue – Object | High Street – Partially support | Wessex Road – Object | Kynaston Road – Partially support | Hagbourne Road – Partially support | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| St Andrews Road – Partially support | Vicarage Road – Partially support | | | | | | | | | | | | | | |
| St Peters Road – Partially support | | | | | | | | | | | | | | | |
| East Street – Partially support | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | |
| <p>(o51) Local resident, (Didcot, Mereland Road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>Cost to park on road is outrageous. Permit parking should be free for all residents with no risk of charging in the future.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1315 2040 1374"> <tr> <td data-bbox="510 1315 1294 1374">Bourne Street – Object</td> <td data-bbox="1294 1315 2040 1374">Mereland Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | |

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|---|---------------------------------|
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

(o52) Local resident,
(Didcot, Mereland
Road)

Live within proposed area – **Yes**
General view – **Object**

Issues associated with parking/road use limited to school pick up/drop off times
Amount of double yellow lines can help manage parking issues however seem to be increasing on top of charging a fee

Appears that larger family households being punished for having more potential drivers
Annual cost high for a low parking demand area

Unclear if parking permits belong to the car vs house i.e. if 1 off road parking space is owned by a 2 car household can they just purchase 1 permit

Disgusting that workers, especially carers, have to acquire permits when they work irregular routes/hours when they already have particularly low wages

Residents permit holders parking only:

| | |
|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

| | | | | | | | | | | | | | | |
|--|---|--|-------------------------------|-----------------------------------|-------------------------------|---------------------------------|---------------------------------|----------------------------------|--------------------------------|--------------------------------|-----------------------------------|-------------------------------|-------------------------------|-----------------------------|
| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – Concerns</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Concerns</td> <td data-bbox="1294 323 2040 386">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – Concerns</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – Concerns</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – Concerns</td> <td data-bbox="1294 552 2040 614">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – Concerns</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | | East Street – Concerns | Newlands Avenue – Concerns | High Street – Concerns | Wessex Road – Concerns | Kynaston Road – Concerns | Hagbourne Road – Concerns | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | | | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | |
| (o53) Local resident, (Didcot, Mereland Road) | <p>Live within proposed area – Yes General view – Object</p> <p>I do not see why I should have to pay to park my car outside my house, its unfair and ridiculous!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1018 2040 1385"> <tr> <td data-bbox="510 1018 1294 1080">Bourne Street – Object</td> <td data-bbox="1294 1018 2040 1080">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1080 1294 1142">Church Street – Object</td> <td data-bbox="1294 1080 2040 1142">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1142 1294 1204">East Street – Object</td> <td data-bbox="1294 1142 2040 1204">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1204 1294 1267">Hagbourne Road – Object</td> <td data-bbox="1294 1204 2040 1267">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1267 1294 1329">High Street – Object</td> <td data-bbox="1294 1267 2040 1329">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1329 1294 1385">Kynaston Road – Object</td> <td data-bbox="1294 1329 2040 1385">Wessex Road – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 422"> <tr> <td data-bbox="510 296 1294 359">St Andrews Road – Object</td> <td data-bbox="1294 296 2040 359">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 359 1294 422">St Peters Road – Object</td> <td data-bbox="1294 359 2040 422"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 525 2040 710"> <tr> <td data-bbox="510 525 1294 587">East Street – Object</td> <td data-bbox="1294 525 2040 587">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 587 1294 649">High Street – Object</td> <td data-bbox="1294 587 2040 649">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 649 1294 710">Kynaston Road – Object</td> <td data-bbox="1294 649 2040 710">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 812 2040 938"> <tr> <td data-bbox="510 812 1294 874">High Street – Object</td> <td data-bbox="1294 812 2040 874">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 874 1294 938">St Andrews Road – Object</td> <td data-bbox="1294 874 2040 938"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| <p>(o54) Local resident, (Didcot, Mereland Road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>* The council should be able to police the current parking restrictions. * Also maintenance of the current road markings is at the level of the 3rd world. If the council is not able or willing to police and properly maintain the current parking regime, asking for an expanded system is a step in the wrong direction. Every administrator should know that!</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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|---|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |
| <u>Double yellow lines:</u> | |
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |
| <u>Removal of parking restrictions:</u> | |
| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

(o55) Local resident,
(Didcot, Newlands
ave)

Live within proposed area – **Yes**
General view – **Object**

Why should I be charged

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Support | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 263 2038 387"> <tr> <td data-bbox="512 263 1294 323">High Street – Object</td> <td data-bbox="1294 263 2038 323">Wessex Road – Object</td> </tr> <tr> <td data-bbox="512 323 1294 387">St Andrews Road – Object</td> <td data-bbox="1294 323 2038 387"></td> </tr> </table> | | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | |
| <p>(o56) Local resident, (Didcot, Newlands Avenue)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>I am 100% objecting to the proposed introduction of parking permits as you have provided no evidence to support the need for permits. This is just another example of a council wanting to introduce a money making scheme under the guise of it solving a supposed “problem”. Residents already pay a lot of money to run a car tax, insurance etc this is just another cost associated with owning a car. Our Council Tax has increased this year and the condition of our roads has gotten worse. Permits will make every residents life more difficult compared to the problem you say it will resolve. Family and friends may visit less due to parking issues and you will just push the problem to other roads where there are no permits. I think people living in the areas you indicate accept its a free for all when it comes to parking, frustrating at times, yes , but thats life, but to charge them to park on the “Kings Highway” outside their own house and restrict how many friends/family with cars can visit at any one time is appalling. I suggest you stop using hard working people as “cash cow’s”.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 1102 2038 1347"> <tr> <td data-bbox="512 1102 1294 1163">Bourne Street – Object</td> <td data-bbox="1294 1102 2038 1163">Mereland Road – Object</td> </tr> <tr> <td data-bbox="512 1163 1294 1224">Church Street – Object</td> <td data-bbox="1294 1163 2038 1224">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="512 1224 1294 1284">East Street – Object</td> <td data-bbox="1294 1224 2038 1284">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="512 1284 1294 1347">Hagbourne Road – Object</td> <td data-bbox="1294 1284 2038 1347">St Peters Road – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | |

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| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o57) Local resident, (Didcot, Newlands Avenue) | <p>Live within proposed area – Yes General view – Object</p> <p>Concerns are that the Council will just be taking money from residents without any enforcement, and it's a potentially problematic for visitors also, if say the designated parking bays were being used, and your visitor would not be able to</p> | |

park nearby. This is just another way of making money off people, without any REAL benefits to local residents. I strongly object to this proposal!

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – Object |
| Church Street – No objection/No opinion | Newlands Avenue – Object |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Object | St Peters Road – No objection/No opinion |
| High Street – Concerns | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|-------------------------------|----------------------------------|
| East Street – Concerns | Newlands Avenue – Object |
| High Street – Concerns | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Concerns |

Removal of parking restrictions:

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| | High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | |
| | St Andrews Road – Concerns | | | | | | | | | | | | | |
| (o58) Local resident, (Didcot, Newlands Avenue) | <p>Live within proposed area – Yes General view – Object</p> <p>This is not going to solve the issue as drivers will move to park in other areas, why should residents be punished and made to PAY for permits to park where they live. They shouldn't have to pay at all! Th is will also be a nightmare with the other consultation around restrictions to parking for the roads by the church that lead to the school, so you're penalising residents twice. What about residents that have carers and childcare and other professionals that need to park on the street to serve the houses for a short amount of time. This is clearly not thought through at all and money would be better spend on more effective speed bumps and roundabouts but that doesn't make the council any money so I guess that is why they are looking into things that would actually improve society!!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 866 2042 1238"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | |

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| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o59) Local resident, (Didcot, Newlands avenue) | <p>Live within proposed area – Yes General view – Object</p> <p>We should not be forced to pay more money on top of everything else we pay for including council tax etc, to park outside our own homes. It's disgusting that this is being introduced. More and more pressure you're putting on people, financially, let alone mental health following this. Focus on things that need doing like fixing the multiple pot holes down every road, or sorting out the workers who are ripping up our roads every 3 weeks and have been there doing the same roads for the last year. Ripping up our driveways to fix the same thing 4 times. Constant temporary traffic lights meaning you can't get anywhere! There's no support. There's no give. It's take take take. You're pushing the problem into the next streets not making it disappear. Causing more and more expense. We should be able to park outside our own homes.</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| (o60) Local resident, (Didcot, Saint Andrews) | <p>Live within proposed area – Yes General view – Object</p> | |
| | <p>There is plenty of parking spaces and the roads are never blocked. There are no issues and I don't want to keep buying permits for guests.</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <p><u>Limited waiting parking bays:</u></p> | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
| <p><u>Double yellow lines:</u></p> | | |
| East Street – Object | Newlands Avenue – Object | |

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| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o61) Local resident, (Didcot, Saint Andrews) | <p>Live within proposed area – Yes General view – Object</p> <p>I'm objecting as this is not required. There is always adequate parking and there is no issue with individuals blocking the road. This is just another money making scheme.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |

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| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| | (o62) Local resident, (Didcot, St Andrews) | Live within proposed area – Yes General view – Object |
| Some roads definitely need it as some don't as parking is no issues in certain areas | | |
| <u>Residents permit holders parking only:</u> | | |
| Bourne Street – Support | | Mereland Road – Support |
| Church Street – Support | | Newlands Avenue – Support |
| East Street – Support | | St Andrews Road – Object |

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| | Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Support |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | St Andrews Road – Object | |
| (o63) Local resident, (Didcot, St Andrews Rd) | Live within proposed area – Yes General view – Object I don't think the proposed measures are necessary. | |

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

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| <p>(o64) Local resident, (Didcot, St Andrews Road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>No parking problems in St Andrews Road There is no parking enforcement in these area now</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – No objection/No opinion</p> | <p>Newlands Avenue – Support</p> |
| | <p>East Street – No objection/No opinion</p> | <p>St Andrews Road – Object</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – No objection/No opinion</p> |
| | <p>High Street – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>Kynaston Road – No objection/No opinion</p> | <p>Wessex Road – No objection/No opinion</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Object</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>St Peters Road – No objection/No opinion</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – No objection/No opinion</p> | <p>Newlands Avenue – Support</p> | |

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| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – Object | |
| (o65) Local resident, (Didcot, st andrews road) | <p>Live within proposed area – Yes General view – Object</p> <p>It seems that the residents are being used as a source of income for the council At this moment there is very little enforcement on the present parking restrictions in place now So how will parking enforcement be put in place on new parking restrictions</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – Object |
| | Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

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| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – No objection/No opinion | |
| St Peters Road – No objection/No opinion | | |
| | <u>Double yellow lines:</u> | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | |
| | <u>Removal of parking restrictions:</u> | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | |
| St Andrews Road – Object | | |
| (o66) Local resident, (Didcot, St andrews road) | Live within proposed area – Yes General view – Object | |
| | Its a scam to take our money! | |
| | <u>Residents permit holders parking only:</u> | |
| Bourne Street – Object | Mereland Road – Object | |
| Church Street – Object | Newlands Avenue – Object | |

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| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o67) Local resident, (Didcot, st andrews road) | Live within proposed area – Yes General view – Object | |

I feel strongly against have to pay for parking on the road that I live on, especially when there is virtually no enforcement now on people parking on double yellow lines within the town

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – Partially support |
| Church Street – No objection/No opinion | Newlands Avenue – Partially support |
| East Street – No objection/No opinion | St Andrews Road – Object |
| Hagbourne Road – Partially support | St Peters Road – No objection/No opinion |
| High Street – Object | Vicarage Road – No objection/No opinion |
| Kynaston Road – Partially support | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

| | |
|---|--|
| St Andrews Road – Object | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Partially support |

Removal of parking restrictions:

| | | |
|--|--|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – Object | |
| (o68) Local resident, (Didcot, St Peter Road) | <p>Live within proposed area – Yes General view – Object</p> <p>With already very restricted parking spaces in the area, more restrictions will cause trouble for everyone. The accessibility to all houses and around will become problem and property prices will fall</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <p><u>Double yellow lines:</u></p> | |

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|---|---|---------------------------------|
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o69) Local resident, (Didcot, St Peter's road) | Live within proposed area – Yes General view – Object | |
| | A lot of people work for a living in these areas and use work vehicles. These may not be owned by them selves and need to be parked close by due to the high drug and theft crime rates in Didcot. Add on top of that we have dropped kerbs and yellow lines and no one cares because there is no enforcement anyway . Stop taxing the working man! | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object | |

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| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
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| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| (o70) Local resident, (Didcot, Tavistock avenue) | <p>Live within proposed area – Yes General view – Object</p> <p>It would make it hard for disabled people to visit family, or drop children off at school, and it would make it generally harder for everyone else to visit family and friends</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1315 2040 1377"> <tr> <td data-bbox="510 1315 1294 1377">Bourne Street – Object</td> <td data-bbox="1294 1315 2040 1377">Mereland Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | |

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| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – Partially support | Wessex Road – Partially support |
| St Andrews Road – Partially support | |

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| (o71) Local resident, (Didcot, Vicarage road) | Live within proposed area – Yes | |
| | General view – Object | |
| | I live on the street parking can be a nightmare when people park over my drop curb why should I have to pay to park a vehicle on the road when I pay road tax. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
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| High Street – Object | Wessex Road – Object | |
| Kynaston Road – Object | Hagbourne Road – Object | |

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| High Street – Object | Wessex Road – Object | | | | | |
| St Andrews Road – Object | | | | | | |
| <p>(o72) Local resident, (Didcot, Vicarage Road)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>My principle concerns are as follows:</p> <ol style="list-style-type: none"> 1. There are existing double yellow lines in place, but these are parked on DAILY, ALL DAY and there is no enforcement. This is the case throughout Vicarage Road and Wessex Road. 2. Without enforcement this becomes an empty policy that will be a cost to residents, but which brings no benefit. Commuters will continue to park on the streets. As it stands enforcement of the EXISTING restrictions would be sufficient to deal with commuters without the need to introduce new controls. The failure of enforcement is creating an inaccurate picture here. 3. Many houses contain more than 2 vehicles. This is the other reason for cars parking all day on the streets here. The house opposite me regularly has 2 - 3 cars parked outside my house. This is not a problem for me as I currently need only 1 parking space, though in time my partner will need one also. However, both cars are registered in my name with her as an additional driver. The proposed parking permit scheme would cause a problem here, wouldnt it? 4. Equality & Diversity: the house in my area which has the most cars is the home of a large muslim family. They are very good neighbours. There are many grown up children living in the house, and they have about 6 cars. I believe this policy would unfairly penalise large families, and in particular those of the ethnicity of my neighbours who are culturally disposed to maintain a large household of grown up children (adults). Allowing only 2 cars per household is an arbitrary measure which would be culturally insensitive and would not promote equality and diversity. <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 1273 2040 1385"> <tr> <td data-bbox="512 1273 1294 1334">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1273 2040 1334">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="512 1334 1294 1385">Church Street – No objection/No opinion</td> <td data-bbox="1294 1334 2040 1385">Newlands Avenue – No objection/No opinion</td> </tr> </table> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | |

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| | East Street – No objection/No opinion | St Andrews Road – Concerns |
| | Hagbourne Road – No objection/No opinion | St Peters Road – Concerns |
| | High Street – No objection/No opinion | Vicarage Road – Object |
| | Kynaston Road – No objection/No opinion | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Object |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o73) Local resident, (Didcot, Vicarage Road) | Live within proposed area – Yes General view – Object | |

The fact that I would have to pay for a permit on the road I live on is ridiculous, also if I have guests over and the drive is full they have no where to park, as residents we should have no restrictions except for people we don't know

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

| | | |
|---|--|-----------------------------------|
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o74) Local resident, (Didcot, Vicarage Road) | Live within proposed area – Yes General view – Object | |
| | Objection - the double yellow lines that are currently present are very rarely enforced so no deterrent to people parking on them most of the day. I do not appreciate having to pay to be able to 'possibly' park outside or near to my property. If traffic officers were employed on a daily basis round here then there wouldn't be a parking issue. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Object |
| | Church Street – No objection/No opinion | Newlands Avenue – Concerns |
| | East Street – No objection/No opinion | St Andrews Road – Object |
| | Hagbourne Road – Partially support | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 290">East Street – No objection/No opinion</td> <td data-bbox="1294 229 2042 290">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 290 1294 351">High Street – No objection/No opinion</td> <td data-bbox="1294 290 2042 351">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 351 1294 411">Kynaston Road – Concerns</td> <td data-bbox="1294 351 2042 411">Hagbourne Road – Concerns</td> </tr> <tr> <td colspan="2" data-bbox="510 450 2042 488"><u>Removal of parking restrictions:</u></td> </tr> <tr> <td data-bbox="510 520 1294 580">High Street – No objection/No opinion</td> <td data-bbox="1294 520 2042 580">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 580 1294 641">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 580 2042 641"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – Concerns | High Street – No objection/No opinion | Wessex Road – Concerns | Kynaston Road – Concerns | Hagbourne Road – Concerns | <u>Removal of parking restrictions:</u> | | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – Concerns | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | |
| <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| (o75) Local resident, (Didcot, Vicarage road) | <p data-bbox="510 746 936 813">Live within proposed area – Yes General view – Object</p> <p data-bbox="510 852 1984 884">Local residents should not have to pay outside their own home. Drive ways can only hold up-to 2-3 cars at a time.</p> <p data-bbox="510 922 1012 954"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 986 1294 1046">Bourne Street – Object</td> <td data-bbox="1294 986 2042 1046">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1046 1294 1107">Church Street – Object</td> <td data-bbox="1294 1046 2042 1107">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1107 1294 1168">East Street – Object</td> <td data-bbox="1294 1107 2042 1168">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1168 1294 1228">Hagbourne Road – Object</td> <td data-bbox="1294 1168 2042 1228">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1228 1294 1289">High Street – Object</td> <td data-bbox="1294 1228 2042 1289">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1289 1294 1350">Kynaston Road – Object</td> <td data-bbox="1294 1289 2042 1350">Wessex Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | |
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| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| (o76) Local resident, (Didcot, Vicarage Road) | <p>Live within proposed area – Yes General view – Object</p> <p>Why should residents have to pay to park outside their own property?</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1246 2040 1369"> <tr> <td data-bbox="510 1246 1294 1308">Bourne Street – Object</td> <td data-bbox="1294 1246 2040 1308">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1308 1294 1369">Church Street – Object</td> <td data-bbox="1294 1308 2040 1369">Newlands Avenue – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | | | | | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |

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| | East Street – Object | St Andrews Road – Object |
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| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o77) Local resident, (Didcot, Vicarage Road) | Live within proposed area – Yes General view – Object | |

This is a RIDICULOUSLY COSTLY scheme that is not needed. The prospect of an £80 annual fee per parking permit, £160 per household is OUTRAGEOUS. In addition I believe this policy to be RACIST given that most houses in this area with more than 2 cars are from families that come from South Asian heritage. A household with 5 cars (2 parents and 3 grown up children) would have to pay £400 a year JUST TO PARK AT HOME! We strenuously object to this policy. Any parking policy MUST BE ZERO COST to residents. If there was people actually enforcing the parking on double yellow lines (never happens) this policy wouldn't even be needed!

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
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Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
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| High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | |
| <p>(o78) Local resident, (Didcot, Wessex)</p> | <p>Live within proposed area – Yes General view – Object</p> <p>A designated, regularly patrolling Traffic Warden, issuing fines for parking on existing double yellow lines/ parking too close to T junctions/ parking that causes obstructions (all Highway Code stuff) would sort things out in most of it. Putting 'Residents Parking Only' signage up, upheld by regularly patrolling Traffic Warden, in East Street/Church Street</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 865 2040 1238"> <tr> <td data-bbox="510 865 1292 925">Bourne Street – Object</td> <td data-bbox="1292 865 2040 925">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 925 1292 986">Church Street – Object</td> <td data-bbox="1292 925 2040 986">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 986 1292 1046">East Street – Object</td> <td data-bbox="1292 986 2040 1046">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1046 1292 1107">Hagbourne Road – Object</td> <td data-bbox="1292 1046 2040 1107">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1107 1292 1168">High Street – Object</td> <td data-bbox="1292 1107 2040 1168">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1168 1292 1228">Kynaston Road – Object</td> <td data-bbox="1292 1168 2040 1228">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
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| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | |

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| | St Andrews Road – Object | Vicarage Road – Object |
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| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
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| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o79) Local resident, (Didcot, Wessex Rd) | <p>Live within proposed area – Yes General view – Object</p> <p>The cost of this seems high, residents should get FREE parking on their own street. This seems like a money making 'scam' as I do not believe this will be enforced properly.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |

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| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
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| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o80) Local resident, (Didcot, Wessex Road) | Live within proposed area – Yes General view – Object I object extremely strongly on a number of grounds: | |

1. The existing parking restrictions are not enforced, so what makes you think the new ones will be? Life will become harder (and more expensive) for those of us who obey the law, while doing nothing to actually solve any parking problems as enforcement is essentially zero.

2. This is an unnecessary expense. Life is already getting painfully expensive as it is. Taxes are going up across the board, living expenses have been climbing over the past few years. The last thing anyone here needs is yet more externally imposed expense just for living on our own roads. Parking on our own streets is not - and should not be - a paid extra cost. This also feels like the thin end of a wedge in that it's introducing a means for an additional revenue stream where none currently exists and, thus, the temptation for future councils to increase the costs beyond inflation will be very hard to resist.

3. Most of the parking shortage in the area is actually caused by residents parking their own vehicles anyway, so this won't actually fix that.

4. You're making no provision in these rules for households who have more than two vehicles. This may, perhaps, be surprising to you but there are plenty of families who have a genuine need for more than two cars. Perhaps because they have adult children at home, perhaps because they have a work vehicle that needs to be kept at home, or perhaps for other reasons.

5. I note that this is also a way in which the older generation are being subsidised by working age people, as the proposal is for visitor permits to be free for the over 70's. These are people who frequently have more disposable income than younger families (who at the same time are more likely to need multiple vehicles due to work commitments).

6. This adds another barrier to people getting work done at their houses for more than a week at a time, as contractor permits are only available for a maximum of a week.

7. This is another small, but irreversible infringement on civil liberties, and another small but meaningful step in the relentless one-way growth in bureaucracy. Schemes like this, while reversible in principle, are never actually rolled back in practise. We end up - like the proverbial boiling frog - living in a world characterised by the slow and relentless march of rules.

In summary, not only do I dislike this proposal, but I find it quite deeply offensive and believe that it won't even solve any of the problems it is purportedly trying to solve.

The medicine is much worse than the disease.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
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| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |
| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| (o81) Local resident, (Didcot, Wessex Road) | Live within proposed area – Yes General view – Object | |
| | My concerns and objections are as follows: | |
| | 1. The new policy allows for 2 cars per household. Many, many houses on our street and in our area contain large families with grown up children who also live at home, and who drive to their jobs. This arbitrary choice of 2 permits per household needs to be removed. In my immediate vicinity there are 5 households with two owners (parents) and AT LEAST 2 grown up children who park on the road or in front of their house. | |
| | 2. The policy is culturally insensitive: we have several neighbours who are from muslim or south asian heritage where there are large, grown up families living together in the same household. There is a household on the corner where there are at least 5 adults co-habiting, across 3 generations, all of whom drive and own cars. The 2 car permit policy does not support equality and diversity and so should be dismissed. | |
| | 3. On Wessex Road there are sufficient double yellow lines BUT THEY ARE NOT ENFORCED. A visit by town councillors at any time of the working day will demonstrate multiple examples of train commuters parking on double yellow lines, such as the corner of Wessex Road and Vicarage road, because they know through experience that they will never get a ticket. This policy of parking permits SHOULD NOT be introduced without first attempting regular enforcement through daily visits from a traffic warden for a period of at least 1 month. IF such an exercise there remains a problem with parking then the permit scheme could be looked at. | |
| | 3. There should be ZERO cost to residents for this scheme, and it should be funded through the fines raised on cars that do not belong to residents. A safeguard needs to be built into the scheme to ensure that cars that belong to residents (such as in example 1 & 2 above) are NOT fined for parking where they live. | |
| | <u>Residents permit holders parking only:</u> | |
| Bourne Street – No objection/No opinion | Mereland Road – Object | |
| Church Street – No objection/No opinion | Newlands Avenue – Object | |
| East Street – No objection/No opinion | St Andrews Road – Object | |
| Hagbourne Road – No objection/No opinion | St Peters Road – Object | |
| High Street – Concerns | Vicarage Road – Object | |

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| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Object | | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | | |
| (o82) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Object</p> <p>This is disgrace to tax residents £70 on their own homes.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | | | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Concerns |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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|---|---|---------------------------------|
| (o83) Local resident, (Didcot, Wessex Road) | Live within proposed area – Yes | |
| | General view – Object | |
| | <p>There is no issue with parking here. We are far enough from the station that regular commuters do not park here. The principle problem is the lack of traffic wardens enforcing existing double yellow lines. Local businesses on Broadway park every single day on the double yellow lines. The proposed permit cost of £80 per year is outrageous in a cost of living crisis. For a 2 Car household it equates to another month of council tax just to park! Disproportionate and not right. All my neighbours of the same view that this scheme will penalise the residents and that the parking problem is not significant enough to warrant it.</p> | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |

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| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o84) Local resident, (Didcot, Wessex road) | Live within proposed area – Yes | |
| | General view – Object | |
| | Stupid paying to park outside your own street. Another way of making money | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |

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| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| (o85) Local resident, (Didcot, Wessex Road) | <p data-bbox="510 976 936 1040">Live within proposed area – Yes General view – Object</p> <p data-bbox="510 1078 1220 1110">It just needs a parking warden to control existing policy</p> <p data-bbox="510 1149 1012 1181"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1217 1294 1275">Bourne Street – Concerns</td> <td data-bbox="1294 1217 2040 1275">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 1275 1294 1339">Church Street – Concerns</td> <td data-bbox="1294 1275 2040 1339">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 1339 1294 1396">East Street – Concerns</td> <td data-bbox="1294 1339 2040 1396">St Andrews Road – Partially support</td> </tr> </table> | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Partially support | East Street – Concerns | St Andrews Road – Partially support | | | | | | | | |
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| Church Street – Concerns | Newlands Avenue – Partially support | | | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Partially support | | | | | | | | | | | | | | |

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| | Hagbourne Road – Partially support | St Peters Road – Concerns |
| | High Street – Partially support | Vicarage Road – Concerns |
| | Kynaston Road – Concerns | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Concerns |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o86) Local resident, (Didcot,) | Live within proposed area – Yes General view – Object No one should be charged for parking where they live. Its a cost of living crisis. | |

The parking restrictions are causing havoc for people living in the area. Killing off businesses. People cannot afford all these different permits to exist and own a car like the new restrictions in oxford it all costs too much and should not be allowed.

These parking restrictions are unnecessary costs that tear families apart make it harder for people to see friends and lived ones and harder for them to bring people to visit to then go out to their local community and benefit their community by buying more. They have less money in their pockets less reason to travel because of the costs. Most of those roads only get traffic during school rush and people who live their. Its unfair to charge them for their existence.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
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| Hagbourne Road – Object | St Peters Road – Object |
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| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |

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| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o87) Local business, (Abingdon, Broadway) | <p>Live within proposed area – No General view – Object</p> <p>1) Reduced Customer Parking / Footfall Loss: The scheme restricts non-resident parking in many roads during key business hours (8am-6pm). If customers can't park near the shop, fewer people are likely to come in. Limited waiting bays (30 mins) may be too short for many errands or shopping trips, especially when people need to browse, carry goods etc.</p> <p>2) Displacement / Accessibility Problems: Double yellow lines ("No Waiting at Any Time") will reduce available stopping zones; customers who need to drop in briefly will be discouraged. Removal of waiting restrictions in some places is positive, but likely insufficient to compensate for the loss elsewhere.</p> <p>3) Cost of Visitor Permits / Barriers to Impulse and Local Walk-In Trade: The proposal sets visitor permit costs (beyond free blocks). For many customers, paying or arranging permit systems is off-putting. Impulse purchases and walk-in sales may decline.</p> <p>4) Effect on Shopping vs Online Retail: As you already raised, if parking becomes harder, convenience shifts strongly toward online shopping. That may further reduce the resilience of bricks-and-mortar stores.</p> <p>5) Business Ratepayers' Expectations and Investment: Having run a business for 10 years, you invest in stock, staff, etc. You rely on consistent footfall. Sudden or poorly mitigated restrictions undermine return on that investment.</p> <p>6) Commuter vs Local Use Distinction Not Adequately Resolved:</p> | |

Proposal is intended to deter non-resident all-day parking (e.g. commuters). That goal is reasonable. But the means are broad and will catch customers of local businesses as “non-residents” even if they are short-stay.

7) Insufficient Provision for Clients / Delivery / Disabled Access:

Are there exemptions or provisions for people with mobility issues, or for delivery vehicles? If not, this may prevent helpful access or cause safety risks.

8) Implementation / Transition Costs:

There might be confusion, signage costs, enforcement issues. During transition, customers may get penalised inadvertently, causing ill will.

Residents permit holders parking only:

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Limited waiting parking bays:

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| | Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| | St Andrews Road – Support | | | | | | | | | | | | | |
| (o88) Member of public, (Abingdon, Langley Road) | <p>Live within proposed area – No General view – Object</p> <p>This will stop people visiting friends and family. There are no reduced parking fees for workers in the local car parks (such as in Wallingford and Abingdon). Public transport is not always an option. A 25 min walk would be needed to catch bus Abingdon to Didcot for me.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 895 2040 1270"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
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| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o89) Local business, (Berinsfield, Station road) | Live within proposed area – No General view – Object | |
| | If local businesses could have parking permits in the car parks then this would take cars off the residential streets | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |

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| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o90) Local resident, (Didcot, Abbott Road) | <p>Live within proposed area – No General view – Object</p> <p>The proposal will only cause traffic and parking displacement while lining the pockets of the council. It will impact at home services provided to residents who have no off-road parking</p> | |

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
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| St Andrews Road – Object | Vicarage Road – Object |
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Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
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| | St Andrews Road – Object | |
| (o91) Local resident, (Didcot, Anderson Street) | Live within proposed area – No General view – Object | |
| | Negative impact to local businesses and high street | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
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| | Kynaston Road – Object | Wessex Road – Object |
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| | High Street – Concerns | Wessex Road – Object | | | | | | |
| | Kynaston Road – Object | Hagbourne Road – Object | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | |
| | High Street – Support | Wessex Road – Support | | | | | | |
| | St Andrews Road – Support | | | | | | | |
| (o92) Local resident, (Didcot, Balliol Drive) | <p>Live within proposed area – No General view – Object</p> <p>Although I do not live within the area where the parking permits are being proposed for. I have 3 family members who do live within them areas. 2 without driveways who both have 2 cars and will then have to pay to park outside their own home which is absolutely ridiculous. We are a large, close family who spend a lot of time together at each others houses. Having restrictions on visiting would then stop us from seeing each other as much as 25 visits is just not enough especially for large families! My parents would then have to pay more money just so they can see their own children which is completely wrong!</p> <p>Also with parking restrictions up near 2 very busy schools, plus the plans of having the school road closures where do you expect the parents to then park especially if they need to get to work straight after drop off? It's an absolutely ridiculous idea!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="497 1161 2060 1347"> <tr> <td data-bbox="497 1161 1294 1228">Bourne Street – Object</td> <td data-bbox="1294 1161 2060 1228">Mereland Road – Object</td> </tr> <tr> <td data-bbox="497 1228 1294 1295">Church Street – Object</td> <td data-bbox="1294 1228 2060 1295">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="497 1295 1294 1347">East Street – Object</td> <td data-bbox="1294 1295 2060 1347">St Andrews Road – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object |
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| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
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| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Concerns |
| | High Street – Support | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o93) Local resident, (Didcot, Barberry Drive) | <p>Live within proposed area – No General view – Object</p> <p>This is a mad area, it is already difficult to get around in Didcot. We have family and friends in the area, how are we meant to visit? 25 visitor pass a year.. So we arrange allowed to have family over at Christmas or new year? We</p> | |

aren't allowed to have a supermarket delivery/a health visitor? What about the elderly? You are limiting support for everyone in that area

Residents permit holders parking only:

| | |
|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

| | | |
|---|---|---------------------------------|
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o94) Local resident, (Didcot, Beaufort Close) | <p>Live within proposed area – No General view – Object</p> <p>It will adversely affect residents and their visitors. Restrictions on Hagbourne Road will pose an issue for the dental surgery.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <p><u>Double yellow lines:</u></p> | |

| | | |
|--|--|--|
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o95) Local resident, (Didcot, Bowness Avenue) | Live within proposed area – No General view – Object | |
| | I have previously lived in Brighton and Winchester at the point where parking permits were brought in and it caused nothing but stress and more arguments with neighbours on our road, plus a divide with those on neighbouring roads who then had more people parking on them. I don't understand why Didcot has a general lack of double yellow lines on junctions and this would make driving around far safer! Permits are another way of the council getting money and will lead to people moving out of the area but then driving into town more increasing pressure on the roads in other ways. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Concerns | Mereland Road – Object |
| | Church Street – Concerns | Newlands Avenue – Object |
| | East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns | |

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|---|---|--|
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Object | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (096) Local resident, (Didcot, Broadway) | <p>Live within proposed area – No General view – Object</p> <p>I am a resident on Broadway, our household only owns one car, and currently we use parking spaces on St Peter's Road and Wessex Road. The proposed plan does not include residents of Broadway to be eligible to purchase a permit. Currently it is already a challenge to reliably find a space near our property to park, the introduction of this plan</p> | |

will mean we will have absolutely no where to park at all, whilst most of the eligible properties outlined by this plan actually all have their own off street parking. Therefor I feel this plan actually doesn't consider the people who are most in need of on-street parking spaces. The council is claiming that this plan is suppose to prevent commuters to park in this area, and allow local residents to park instead, as far as I am aware commuters is not an issue in this area, and I am a resident in this area, this plan jeopardises and does not improve parking for us.

Residents permit holders parking only:

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|---|--|
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – Object |
| East Street – No objection/No opinion | St Andrews Road – Object |
| Hagbourne Road – No objection/No opinion | St Peters Road – Object |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Object |

Limited waiting parking bays:

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|---------------------------------|--|
| St Andrews Road – Object | Vicarage Road – No objection/No opinion |
| St Peters Road – Object | |

Double yellow lines:

| | |
|--|---|
| East Street – No objection/No opinion | Newlands Avenue – Object |
| High Street – No objection/No opinion | Wessex Road – Object |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

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|--|---|--|--|--------------------------------|---------------------------------|----------------------------------|--|----------------------------------|---------------------------------|---------------------------------|------------------------------|--|--|-----------------------------|----------------------------------|--------------------------------|---------------------------------|--|
| | <u>Removal of parking restrictions:</u> <table border="1" data-bbox="510 261 2040 387"> <tr> <td data-bbox="510 261 1294 323">High Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Andrews Road – Object</td> <td data-bbox="1294 323 2040 387"></td> </tr> </table> | | High Street – No objection/No opinion | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | | | |
| (o97) Local resident, (Didcot, Bush Furlong) | <p data-bbox="510 491 922 560">Live within proposed area – No General view – Object</p> <p data-bbox="510 596 1379 628">It did help to maintain a better traffic throw and wider the drive way.</p> <p data-bbox="510 663 1010 695"><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 727 2040 1102"> <tr> <td data-bbox="510 727 1294 790">Bourne Street – Support</td> <td data-bbox="1294 727 2040 790">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 790 1294 852">Church Street – Support</td> <td data-bbox="1294 790 2040 852">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 852 1294 914">East Street – No objection/No opinion</td> <td data-bbox="1294 852 2040 914">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 914 1294 976">Hagbourne Road – Support</td> <td data-bbox="1294 914 2040 976">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 976 1294 1038">High Street – Support</td> <td data-bbox="1294 976 2040 1038">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1038 1294 1102">Kynaston Road – Partially support</td> <td data-bbox="1294 1038 2040 1102">Wessex Road – Object</td> </tr> </table> <p data-bbox="510 1139 889 1171"><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1203 2040 1329"> <tr> <td data-bbox="510 1203 1294 1265">St Andrews Road – Support</td> <td data-bbox="1294 1203 2040 1265">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1265 1294 1329">St Peters Road – Support</td> <td data-bbox="1294 1265 2040 1329"></td> </tr> </table> <p data-bbox="510 1366 770 1398"><u>Double yellow lines:</u></p> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – No objection/No opinion | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – No objection/No opinion | Kynaston Road – Partially support | Wessex Road – Object | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 290">East Street – Support</td> <td data-bbox="1294 229 2042 290">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 290 1294 351">High Street – Support</td> <td data-bbox="1294 290 2042 351">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 351 1294 411">Kynaston Road – Support</td> <td data-bbox="1294 351 2042 411">Hagbourne Road – Support</td> </tr> </table> <p data-bbox="510 453 927 485"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 580">High Street – Partially support</td> <td data-bbox="1294 520 2042 580">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 580 1294 641">St Andrews Road – Support</td> <td data-bbox="1294 580 2042 641"></td> </tr> </table> | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Partially support | Wessex Road – Support | St Andrews Road – Support | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Support | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | |
| <p data-bbox="206 983 472 1082">(o98) Local resident, (Didcot, Candytuft way)</p> | <p data-bbox="510 746 920 810">Live within proposed area – No General view – Object</p> <p data-bbox="510 852 2042 1120">The price of £80 to park outside your own house is absolutely ridiculous on so many levels also what about the houses that have 4 cars each parent and each child (assuming a 4 person household or house share) but only room for 1 on the drive leaving 1 person unable to get their car parked their, 50 permits a yes for visitors so allowing one every 7 days.birthdays christmas etc all having multiple visitor uses per house, people using it to park now the orchard centre charge 24/7 taking away their use ages. Businesses who need things delivered like garages, or trucks needing to get down there the entire things a joke and shouldn't be implemented, instead there needs to be looked at why the parking is so bad and that's usually due to people using it to shop becuase the other car park rates are ridiculous for those who plan to be there more than 2 hours</p> <p data-bbox="510 1158 1010 1190"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1225 1294 1286">Bourne Street – Object</td> <td data-bbox="1294 1225 2042 1286">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1286 1294 1347">Church Street – Object</td> <td data-bbox="1294 1286 2042 1347">Newlands Avenue – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | |

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| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o99) Local resident, (Didcot, Darent Place) | Live within proposed area – No General view – Object | |

People shouldn't have to pay to park at their own house, that should be free.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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|------------------------------|--|
| High Street – Support | Wessex Road – No objection/No opinion |
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|---|--|---------------------------------|
| | St Andrews Road – No objection/No opinion | |
| (o100) Member of public, (Didcot, Fen Violet drive) | Live within proposed area – No General view – Object | |
| | I think it will make the area more confusion. It will push the parking issue to other local roads. If you also make the road with St Birinus a schools road this will make this area of difficult extremely confusing and difficult to navigate. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Partially support | Vicarage Road – Partially support | |
| St Peters Road – Partially support | | |
| <u>Double yellow lines:</u> | | |
| East Street – Object | Newlands Avenue – Object | |

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|---|---|--|
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o101) Local resident, (Didcot, Freeman Road) | Live within proposed area – No | |
| | General view – Object | |
| | I have family living in Wessex road who we see frequently (more than 30 times a year) and would therefore use all of their visitors permits. This scheme doesn't take into consideration needs of residents and their families. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Concerns | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |

| | | |
|---|--|--|
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – Object |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Object |
| | St Andrews Road – No objection/No opinion | |
| (o102) Local resident, (Didcot, Glebe road) | <p>Live within proposed area – No General view – Object</p> <p>Residents should not have to pay to park at their own property. Also schemes like this tend to spread and with increased cost to the residents. I would question why you would spend money on this consultation when you will go ahead with it even if the response is overwhelmingly negative.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |

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|---|---|---------------------------------|
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
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| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
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| | East Street – Object | Newlands Avenue – Object |
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| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o103) Local resident, (Didcot, Green Road) | Live within proposed area – No General view – Object | |

Improve the public parking facilities and main roads to cope with all the additional residents of Didcot. Compare numbers to 15 years ago. Leave the older part of Didcot alone. Don't you have additional parking restrictions coming into trial on some of these same roads with no entry for schools... bad combination

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
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Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
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Removal of parking restrictions:

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|--|---|--|
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o104) Local resident, (Didcot, High Street) | Live within proposed area – No General view – Object | |
| | The cost of residents permits is ridiculous. On what basis should residents have to pay to park near their own property. If parking restrictions are brought in any residents permits should be free of charge. The proposed changes are likely to negatively impact those that can least afford it and likely to be discriminatory | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – Object | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">East Street – Object</td> <td data-bbox="1294 229 2040 288">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 288 1294 347">High Street – Object</td> <td data-bbox="1294 288 2040 347">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 347 1294 406">Kynaston Road – Object</td> <td data-bbox="1294 347 2040 406">Hagbourne Road – Object</td> </tr> </table> <p data-bbox="510 453 927 485"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 579">High Street – Object</td> <td data-bbox="1294 520 2040 579">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 579 1294 638">St Andrews Road – Object</td> <td data-bbox="1294 579 2040 638"></td> </tr> </table> | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | |
| (o105) Local resident, (Didcot, King Alfred Drive) | <p data-bbox="510 746 922 810">Live within proposed area – No General view – Object</p> <p data-bbox="510 850 1995 914">I am not in favour of permits which my fellow neighbours are requires to pay on top of existing council tax, road tax, insurance tax, and others. Its really tough out there and this is a slap on their face.</p> <p data-bbox="510 954 1010 986"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1021 1294 1080">Bourne Street – Object</td> <td data-bbox="1294 1021 2040 1080">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1080 1294 1139">Church Street – Object</td> <td data-bbox="1294 1080 2040 1139">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1139 1294 1198">East Street – Object</td> <td data-bbox="1294 1139 2040 1198">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1198 1294 1257">Hagbourne Road – Object</td> <td data-bbox="1294 1198 2040 1257">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1257 1294 1316">High Street – Object</td> <td data-bbox="1294 1257 2040 1316">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1316 1294 1375">Kynaston Road – Object</td> <td data-bbox="1294 1316 2040 1375">Wessex Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
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| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1292 357">St Andrews Road – Object</td> <td data-bbox="1292 296 2040 357">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 357 1292 421">St Peters Road – Object</td> <td data-bbox="1292 357 2040 421"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 523 2040 710"> <tr> <td data-bbox="510 523 1292 584">East Street – Object</td> <td data-bbox="1292 523 2040 584">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 584 1292 644">High Street – Object</td> <td data-bbox="1292 584 2040 644">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 644 1292 710">Kynaston Road – Object</td> <td data-bbox="1292 644 2040 710">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 812 2040 936"> <tr> <td data-bbox="510 812 1292 873">High Street – Object</td> <td data-bbox="1292 812 2040 873">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 873 1292 936">St Andrews Road – Object</td> <td data-bbox="1292 873 2040 936"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| <p>(o106) Member of public, (Didcot, Lovelace Green)</p> | <p>Live within proposed area – No General view – Object</p> <p>I work at the Police Station on Mereland Road. I, as well as countless other Police officers, PCSOs etc rely on being able to park by the station in order to work and carry out our duty to the community. We have very limited parking at the station, 4-5 cars if you're lucky can't fit there however we, as previously mentioned, have close to a hundred or so officers that work at/visit the station every single week. We simply cannot do our jobs if we cannot get to work.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – No objection/No opinion | Mereland Road – Concerns |
| Church Street – Partially support | Newlands Avenue – Concerns |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Concerns | St Peters Road – No objection/No opinion |
| High Street – Concerns | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |
| <u>Double yellow lines:</u> | |
| East Street – No objection/No opinion | Newlands Avenue – Object |
| High Street – Concerns | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – No objection/No opinion |
| <u>Removal of parking restrictions:</u> | |
| High Street – Support | Wessex Road – Support |
| St Andrews Road – No objection/No opinion | |

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| (o107) Local resident, (Didcot, Loyd Rd) | Live within proposed area – No | |
| | General view – Object | |
| | This is pushing a lot of restrictions onto resident and their families. I feel that there is a better way to enforce better parking/vehicles in the road. E.g. through traffic wardens and restricting parking so vehicles cannot be left there all day (e.g. no parking in the middle of the day). It feels like these extreme and expensive restrictions are gradually being brought in unfairly across many roads. Yellow lines in key areas of concern would be more effective (although it would bring in less money!) | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |
| East Street – Object | Newlands Avenue – Object | |

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|--|---|---------------------------------|
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o108) Local resident, (Didcot, Loyd Road) | <p>Live within proposed area – No General view – Object</p> <p>Paid parking for residents goes against their right to park where they live. Registering residents vehicles is ok as long no money is exchanged. Need to be able to bring in visitors/hire/loan/courtesy cars when necessary without charge. Some residents may not be able to use online systems. Use anpr or wardens to monitor residents vehicles and an easy appeal system for alternative vehicles as described above. Overall a bad idea. Bit like the stupid 20mph zones that are meaningless.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 422"> <tr> <td data-bbox="510 296 1294 359">St Andrews Road – Object</td> <td data-bbox="1294 296 2040 359">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 359 1294 422">St Peters Road – Object</td> <td data-bbox="1294 359 2040 422"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 525 2040 710"> <tr> <td data-bbox="510 525 1294 587">East Street – Object</td> <td data-bbox="1294 525 2040 587">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 587 1294 649">High Street – Object</td> <td data-bbox="1294 587 2040 649">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 649 1294 710">Kynaston Road – Object</td> <td data-bbox="1294 649 2040 710">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 812 2040 938"> <tr> <td data-bbox="510 812 1294 874">High Street – Partially support</td> <td data-bbox="1294 812 2040 874">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 874 1294 938">St Andrews Road – Partially support</td> <td data-bbox="1294 874 2040 938"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Partially support | Wessex Road – Partially support | St Andrews Road – Partially support | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | | | | | |
| <p>(o109) Local resident, (Didcot, Lynmouth Road)</p> | <p>Live within proposed area – No General view – Object</p> <p>This will not help in anyway but just cause unnecessary stress to local residents of Didcot. Not all roads are included in this so as a resident down Lynmouth Road (a road not included) , I know that the volume of cars that are usually allowed to go everywhere will be restricted to 1 or 2 roads so it will clog those up instead. It will not deter people from parking or bringing children to school by other means, it was just cause them to find new roads to park on instead which is going to halt the whole system due to sheer volume down a smaller amount of roads.</p> | | | | | | | | | | | | | | |

I also think that it is completely outrageous to expect people to pay to park at their own homes in a town like Didcot. It's just another money making scheme and actually would drive a lot of people away from the town because if I was in the process of buying a house and I knew about the resident permit, it would be enough to put me off.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o110) Local resident, (Didcot, Mansfield garden) | <p>Live within proposed area – No General view – Object</p> <p>Because this is yet another way to tax the local people of Didcot you already take enough money through council tax and can't look after the road the paths, the local town is messy but yet you want more money.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <p><u>Double yellow lines:</u></p> | |

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| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o111) Local resident, (Didcot, Mereland Road) | <p>Live within proposed area – No General view – Object</p> <p>I work as a PCSO for Thames Valley Police based at Didcot station in Mereland Road. The station has approx 5 parking spaces which means the majority of staff have to park in the roads which are subject to this consultation. The availability of car parks in Didcot is the Orchard Centre which has a maximum stay of 5 hours. Edinburgh Drive has no permit parking and using this car park for the shifts we work would cost in excess of £1500.00 per year per person. The next available car park is the station which costs £890.00 per year for a permit. Also, I do not believe there is enough public parking in Didcot centre to cater for all the staff that work in town. So even if using a car park was an option I believe it would be exceedingly difficult to find a space. One of my colleagues has already had a frightening encounter with one of our known nominals when returning to her vehicle late at night. It is not only the cost of parking but also how vulnerable walking to a vehicle when finishing a late shift which is 2300hrs or later if at an ongoing incident. Police Officers can finish at 0300hrs. Walking some distance to a vehicle at this time of night when you are recognised by local “customers” for a better word is not a nice position to be put in. At the moment the parking we use in nearby streets is surrounded by housing and well lit and due to the fact we are all parked in the nearby streets we always visibly can check everyone is to their vehicle. Unfortunately with recent budget cuts to public services, I would find it extremely detrimental to have to find approx £1000 upwards of my salary to pay for parking for carrying out a role that supports the local community.</p> <p>Residents permit holders parking only:</p> | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| (o112) As part of a group/organisation, (Didcot, Mereland Road) | <p>Live within proposed area – No General view – Object</p> <p>As an officer with Thames Valley Police I will be unable to park and work during daylight hours. The station itself is limited to 5 spaces for staff and we often have upwards of 15 working from the building at any one time. By introducing residential permits staff and officers will not be able to park personal vehicles, nearest available road being a considerable distance. Furthermore, parking in any of the public car parks is limited to 3 hours maximum which is not permitted within a working day. I commute from Botley and as such am not able to cycle, public transport is also not an option due to the necessity to arrive at varied hours with consistency.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 751 2040 1123"> <tr> <td>Bourne Street – No objection/No opinion</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td>East Street – No objection/No opinion</td> <td>St Andrews Road – No objection/No opinion</td> </tr> <tr> <td>Hagbourne Road – No objection/No opinion</td> <td>St Peters Road – No objection/No opinion</td> </tr> <tr> <td>High Street – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1225 2040 1353"> <tr> <td>St Andrews Road – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>St Peters Road – No objection/No opinion</td> <td></td> </tr> </table> | | Bourne Street – No objection/No opinion | Mereland Road – Object | Church Street – Object | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | |
| | Bourne Street – No objection/No opinion | Mereland Road – Object | | | | | | | | | | | | | | | | |
| | Church Street – Object | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| | Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – No objection/No opinion</td> <td data-bbox="1294 323 2040 386">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – Object</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 614">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Support | St Andrews Road – No objection/No opinion | | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Object | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Support | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | |
| (o113) Local resident, (Didcot, Merritt Road) | <p>Live within proposed area – No General view – Object</p> <p>No consideration for the access to the dentist practice.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1018 2040 1385"> <tr> <td data-bbox="510 1018 1294 1080">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1018 2040 1080">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1080 1294 1142">Church Street – No objection/No opinion</td> <td data-bbox="1294 1080 2040 1142">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1142 1294 1204">East Street – No objection/No opinion</td> <td data-bbox="1294 1142 2040 1204">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1204 1294 1267">Hagbourne Road – Object</td> <td data-bbox="1294 1204 2040 1267">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1267 1294 1329">High Street – No objection/No opinion</td> <td data-bbox="1294 1267 2040 1329">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1329 1294 1385">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 1329 2040 1385">Wessex Road – No objection/No opinion</td> </tr> </table> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – Object | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 296 2040 357">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Peters Road – No objection/No opinion</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 525 2040 708"> <tr> <td data-bbox="510 525 1294 585">East Street – No objection/No opinion</td> <td data-bbox="1294 525 2040 585">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 585 1294 646">High Street – No objection/No opinion</td> <td data-bbox="1294 585 2040 646">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 646 1294 708">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 646 2040 708">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 812 2040 936"> <tr> <td data-bbox="510 812 1294 873">High Street – No objection/No opinion</td> <td data-bbox="1294 812 2040 873">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 873 1294 936">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 873 2040 936"></td> </tr> </table> | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – Object | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| <p>(o114) Local resident, (Didcot, Newlands avenue)</p> | <p>Live within proposed area – No General view – Object</p> <p>The entire scheme sounds more like a money making scheme for the council over an actual improvement. Having watched Didcot expand over the last few decades, this idea won't hit the issues at the actual problem. It will only affect the people who live in the areas having to pay out money to park where they live A better solution would be a viable parking option for staff of the orchard centre/broadway.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|---------------------------------|-----------------------------------|
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

Removal of parking restrictions:

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|-----------------------------------|-------------------------------|
| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

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|---|---|---------------------------------|
| (o115) Local resident, (Didcot, Orwell drive) | Live within proposed area – No | |
| | General view – Object | |
| | Against the scheme, need to be able to drive down mereland road | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |
| East Street – Object | Newlands Avenue – Object | |
| High Street – Object | Wessex Road – Object | |
| Kynaston Road – Object | Hagbourne Road – Object | |

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|---|---|--|-------------------------------|-------------------------------|---------------------------------|---------------------------------|-----------------------------|---------------------------------|--------------------------------|--------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------------|---------------------------------|-------------------------------|--------------------------------|--|
| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 263 2038 387"> <tr> <td data-bbox="510 263 1294 323">High Street – Object</td> <td data-bbox="1294 263 2038 323">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Andrews Road – Object</td> <td data-bbox="1294 323 2038 387"></td> </tr> </table> | | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | | | |
| <p>(o116) Member of public, (Didcot, Oxford crescent)</p> | <p>Live within proposed area – No General view – Object</p> <p>Cost of parking permit. If residents object to the implementation of these parking restrictions and they are implemented without support of the residents the permits should be free of charge.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 762 2038 1134"> <tr> <td data-bbox="510 762 1294 823">Bourne Street – Object</td> <td data-bbox="1294 762 2038 823">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 823 1294 884">Church Street – Object</td> <td data-bbox="1294 823 2038 884">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 884 1294 944">East Street – Object</td> <td data-bbox="1294 884 2038 944">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 944 1294 1005">Hagbourne Road – Object</td> <td data-bbox="1294 944 2038 1005">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1005 1294 1066">High Street – Object</td> <td data-bbox="1294 1005 2038 1066">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1066 1294 1134">Kynaston Road – Object</td> <td data-bbox="1294 1066 2038 1134">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1238 2038 1362"> <tr> <td data-bbox="510 1238 1294 1299">St Andrews Road – Object</td> <td data-bbox="1294 1238 2038 1299">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1299 1294 1362">St Peters Road – Object</td> <td data-bbox="1294 1299 2038 1362"></td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – Object</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Object</td> <td data-bbox="1294 323 2040 386">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – Object</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – Object</td> <td data-bbox="1294 552 2040 614">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – Object</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | |
| (o117) Local resident, (Didcot, Pennyroyal place) | <p>Live within proposed area – No General view – Object</p> <p>Not good to put parking restrictions in these areas for numerous reasons access for disabled/carers, services such as hair dressers</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1051 2040 1359"> <tr> <td data-bbox="510 1051 1294 1114">Bourne Street – Object</td> <td data-bbox="1294 1051 2040 1114">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1114 1294 1176">Church Street – Object</td> <td data-bbox="1294 1114 2040 1176">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1176 1294 1238">East Street – Object</td> <td data-bbox="1294 1176 2040 1238">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1238 1294 1300">Hagbourne Road – Object</td> <td data-bbox="1294 1238 2040 1300">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1300 1294 1362">High Street – Object</td> <td data-bbox="1294 1300 2040 1362">Vicarage Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | |

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| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Object | | Vicarage Road – Object |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |
| East Street – Object | | Newlands Avenue – Object |
| High Street – Object | | Wessex Road – Object |
| Kynaston Road – Object | | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | | |
| High Street – Support | | Wessex Road – Support |
| St Andrews Road – Support | | |
| (o118) Local resident, (Didcot, Portway) | <p>Live within proposed area – No General view – Object</p> <p>Why should residents pay so much to park OUTSIDE THEYRE OWN HOME SHOULD BE FREE</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

(o119) Member of public, (Didcot, Queensway)

Live within proposed area – **No**
General view – **Object**

So not support! Making lives more difficult than it already is! Another government money making scheme! My mother lives on Queensway and some roads are regular routes I have to take to care for her as her carer! Shouldn't have to pay to care for my mother who is elderly and disabled! She will be left alone if I cannot get to her! Bloody sickening!!!

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – Object |
| Church Street – No objection/No opinion | Newlands Avenue – Object |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
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| East Street – No objection/No opinion | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |

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| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o120) Local resident, (Didcot, Sandrigham) | <p>Live within proposed area – No General view – Object</p> <p>Who will police this? No one gets a ticket for parking on single or double yellows in the town? Why should residents pay to park outside their house? Thou ,any could use their driveways? Some may choose to park outside for fear of someone blocking their driveway? Just double / single yellow line the whole area? Again, no one will get a ticket for it? Traders will have to pass on the added cost of parking to their customers? Why dont you look at the endemic parking on Sandringham road near Sovereign close, which is really dangerous? Drivers parked on a blind bend, across a footpath? What is the point of filling in this form Christian? OCC will do what they want to anyway? Just like they did with the Oxford congestion zone, the objectors far outweighed the yay's but OCC still put it through.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |

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|---|---|--|
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o121) Local resident, (Didcot, Sinodun Road) | <p>Live within proposed area – No General view – Object</p> <p>I strongly object on all counts due to the following:</p> | |

1. I believe that the parking and waiting restrictions on the said roads will just force people to park or wait on nearby or adjacent streets like mine. You will just make the problems worse for nearby streets. Instead, infrastructure is sorely needed to be built for extra parking. Extra enforcements don't solve the underlying problems.
2. I don't believe that this scheme is operationally or practically or efficiently enforceable. Notably, the existing single and yellow line restrictions are not being enforced or fined and are not stopping people from parking there. So why will these proposals do anything useful, except raise money for the OCC but no measurable benefits for residents.

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

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|---|--|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|-------------------------------|-----------------------------------|
| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 296 2038 421"> <tr> <td data-bbox="512 296 1294 357">High Street – Object</td> <td data-bbox="1294 296 2038 357">Wessex Road – Object</td> </tr> <tr> <td data-bbox="512 357 1294 421">St Andrews Road – Object</td> <td data-bbox="1294 357 2038 421"></td> </tr> </table> | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | |
| High Street – Object | Wessex Road – Object | | | | | | |
| St Andrews Road – Object | | | | | | | |
| <p>(o122) Local resident, (Didcot, St Hildas Close)</p> | <p>Live within proposed area – No General view – Object</p> <p>In general, something needs to be done about the parking issues within Didcot and the surrounding roads outlined but as resident living nearby to these roads but not actually on them. I have great concerns about the knock on effect of what you are proposing. The residence didn't create this problem, the local authorities created with the expansion of the shopping centre and surround areas with the encouragement of you can get the train to London Oxford already from Dicot.</p> <ol style="list-style-type: none"> 1) This is going to displace the parking issue into the surrounding area. 2) you are now charging the residence to solve a problem they did not create. 3) how are you going to enforce it? Because to date all the other parking issues within the town have not been enforced to the extent they need to be if t all. 4) you're now effectively charging people for having visitors in there own home after free permits are used up and this can be quite quick if someone has say some sort of get together in their home. 5) If anyone has traders in the house you have now automatically added an extra charge upon having any work done, effectively a stealth tax. <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 1168 2038 1351"> <tr> <td data-bbox="512 1168 1294 1228">Bourne Street – Concerns</td> <td data-bbox="1294 1168 2038 1228">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="512 1228 1294 1289">Church Street – Concerns</td> <td data-bbox="1294 1228 2038 1289">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="512 1289 1294 1351">East Street – Concerns</td> <td data-bbox="1294 1289 2038 1351">St Andrews Road – Concerns</td> </tr> </table> | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | |

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| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Concerns | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o123) Local resident, (Didcot, Stort close) | <p>Live within proposed area – No General view – Object</p> <p>Make existing car parks for train station uses and for shopping centre better lit, more welcoming and allow staff in local business to park for more than 4 hours, can't park in Orchard centre at all if longer shift so end up having to park in</p> | |

side streets this is just making the issue worse, fix the problem not the result. Sort out existing parking parking provisions and it won't be an issue. You are just penalising everyone else.

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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|---|---|------------------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|-------------------------------|-----------------------------------|----------------------------------|----------------------------------|-------------------------------|---------------------------------|---------------------------------|-------------------------------|----------------------------------|--------------------------------|
| | High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| | St Andrews Road – Support | | | | | | | | | | | | | | | |
| (o124) Local resident, (Didcot, Swarbourne Close) | <p>Live within proposed area – No General view – Object</p> <p>I have concerns that these proposals do not address the underlying issue of too many cars parked roadside only to move the issue to other areas of Didcot. I've no doubt that some of this has been heightened to the poor changes to the parking at Sainsbury's. Permits for residents and charging residents to park outside their homes is a dangerous precedent to set, especially when councils are currently approving playing permission for new houses without sufficient off-road parking in other areas.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 831 2040 1203"> <tr> <td>Bourne Street – Concerns</td> <td>Mereland Road – Concerns</td> </tr> <tr> <td>Church Street – Concerns</td> <td>Newlands Avenue – Concerns</td> </tr> <tr> <td>East Street – Concerns</td> <td>St Andrews Road – Concerns</td> </tr> <tr> <td>Hagbourne Road – Concerns</td> <td>St Peters Road – Concerns</td> </tr> <tr> <td>High Street – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>Kynaston Road – Concerns</td> <td>Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1310 2040 1362"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> </table> | | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns | Kynaston Road – Concerns | Wessex Road – Concerns | St Andrews Road – Support | Vicarage Road – Support |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | |

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| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o125) Local resident, (Didcot, Teal close) | <p>Live within proposed area – No General view – Object</p> <p>This is just another mad cap scheme designed to push cars away from the town. These restrictions are being placed onto people and will result in a loss of value in terms of homes people own. We pay council tax and for what...:bin collections?? I see very little else done for Didcot. The cycle lanes on Wantage Road are now falling apart.....big lumps of kerbs stones causing bikes to swerve into traffic. Fix the roads, clean surrounding area.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |

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|---|---|---------------------------------|
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o126) Local resident, (Didcot, Wantage road) | Live within proposed area – No General view – Object | |

I do not think residents should have to pay to park outside their houses. Residents are not causing the issue with parking, others are. These roads are wide enough for parking, and many properties were not designed to have parking at the front of their property originally. Area should be free unlimited parking to residents and 30 minutes to an hour for others. A system like on Lydalls road where no parking between 2 to 3pm with the caveat residents exempt would get rid of commuters.

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Support | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 261 2047 387"> <tr> <td data-bbox="510 261 1294 323">High Street – No objection/No opinion</td> <td data-bbox="1294 261 2047 323">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 323 2047 387"></td> </tr> </table> | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| <p>(o127) Local resident, (didcot, wintergreen close)</p> | <p>Live within proposed area – No General view – Object</p> <p>To highlight that the matter with the amount of people parking in nearby streets around the Orchard Centre is a Orchard Centre problem with have many people that don't live within walking/cycling distance of the centre that work there and the centre does not provide staff parking also with the maximum stay time in that car park mean that if you are doing more then 8hrs you have to find parking else where. I feel is staff parking was made available to the centre staff you would see a massive improvement in the congestion/ parking in the roads around the orchard centre.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 900 2047 1273"> <tr> <td data-bbox="510 900 1294 962">Bourne Street – Concerns</td> <td data-bbox="1294 900 2047 962">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 962 1294 1024">Church Street – Concerns</td> <td data-bbox="1294 962 2047 1024">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 1024 1294 1086">East Street – Concerns</td> <td data-bbox="1294 1024 2047 1086">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="510 1086 1294 1149">Hagbourne Road – Concerns</td> <td data-bbox="1294 1086 2047 1149">St Peters Road – Concerns</td> </tr> <tr> <td data-bbox="510 1149 1294 1211">High Street – Concerns</td> <td data-bbox="1294 1149 2047 1211">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 1211 1294 1273">Kynaston Road – Concerns</td> <td data-bbox="1294 1211 2047 1273">Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns | Kynaston Road – Concerns | Wessex Road – Concerns |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | |

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|-----------------------------------|---|-----------------------------------|
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o128) Local resident, (Didcot,) | <p>Live within proposed area – No General view – Object</p> <p>The council has created all the houses in Didcot so commuters can travel into London etc. you have not thought about people being lazy and wanting to be as close as possible to get there. When building houses you should think about the infrastructure and create car parks that are A- low in cost to park or B- free</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |

| | | |
|---|---|---------------------------------|
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o129) Local resident, (Didcot, Broadway) | Live within proposed area – No General view – Object | |

I think enforcement and better yellow lines in strategic areas are better than a resident parking scheme. This is also going to be compounded by the safe school streets causing this to be a no go part of Didcot.

Residents permit holders parking only:

| | |
|---|---------------------------------|
| Bourne Street – No objection/No opinion | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Object |
| East Street – Concerns | St Andrews Road – Object |
| Hagbourne Road – No objection/No opinion | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|--|--|
| East Street – Partially support | Newlands Avenue – Partially support |
| High Street – Partially support | Wessex Road – Concerns |
| Kynaston Road – Partially support | Hagbourne Road – Support |

Removal of parking restrictions:

| | | |
|---|--|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o130) Local business, (Didcot, Broadway) | Live within proposed area – No General view – Object | |
| | More thought needs to be put in for people who need to park near these roads to provide a service at these properties by adding more timed bays like the 2h ones Oxford has as the 30 minute bays do not work unless your popping to a shop not providing services to properties | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Concerns | Mereland Road – Support |
| | Church Street – Concerns | Newlands Avenue – Object |
| | East Street – Concerns | St Andrews Road – Concerns |
| | Hagbourne Road – Support | St Peters Road – Concerns |
| | High Street – Support | Vicarage Road – Concerns |
| | Kynaston Road – Partially support | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 292">East Street – Concerns</td> <td data-bbox="1294 231 2042 292">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 292 1294 352">High Street – Partially support</td> <td data-bbox="1294 292 2042 352">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 352 1294 413">Kynaston Road – Partially support</td> <td data-bbox="1294 352 2042 413">Hagbourne Road – Partially support</td> </tr> </table> <p data-bbox="510 451 927 486"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 518 1294 579">High Street – Concerns</td> <td data-bbox="1294 518 2042 579">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 579 1294 639">St Andrews Road – Concerns</td> <td data-bbox="1294 579 2042 639"></td> </tr> </table> | East Street – Concerns | Newlands Avenue – Partially support | High Street – Partially support | Wessex Road – Concerns | Kynaston Road – Partially support | Hagbourne Road – Partially support | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| East Street – Concerns | Newlands Avenue – Partially support | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Concerns | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | |
| (o131) Local business, (Didcot, Broadway) | <p data-bbox="510 746 922 810">Live within proposed area – No General view – Object</p> <p data-bbox="510 849 2011 912">I am writing to formally object to the recently introduced parking restrictions which prohibit parking in the area where my business is located.</p> <p data-bbox="510 919 1975 1046">As a local business owner, I am deeply concerned that these changes will have a negative impact on footfall and accessibility for my customers. The availability of convenient on-street parking has been a key factor in attracting visitors to my business. With these new restrictions in place and given that alternative parking options nearby are frequently full I fear that many customers will choose to go elsewhere.</p> <p data-bbox="510 1053 2042 1149">Local businesses like mine rely heavily on passing trade and spontaneous visits, which are greatly enabled by nearby, short-term parking. Removing this option will discourage potential customers, particularly those with limited mobility or tight schedules.</p> <p data-bbox="510 1155 2011 1251">I respectfully urge the council to reconsider or modify these rules whether by reintroducing time-limited parking, offering dedicated short-stay bays for local businesses, or by implementing a more balanced solution that considers the needs of both traffic flow and local commerce.</p> <p data-bbox="510 1289 1012 1321"><u>Residents permit holders parking only:</u></p> | | | | | | | | | | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| (o132) Local resident, (Didcot, Churchill close) | Live within proposed area – No | |
| | General view – Object | |
| | Detrimental effects on residents social interaction with visitors/family unacceptable costs placed on residents to park in their own roads | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| East Street – Partially support | Newlands Avenue – Object | |
| High Street – Object | Wessex Road – Object | |
| Kynaston Road – Object | Hagbourne Road – Object | |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">High Street – No objection/No opinion</td> <td data-bbox="1294 296 2040 357">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| (o133) Local resident, (Didcot, Cottongrass road) | <p>Live within proposed area – No General view – Object</p> <p>I visit an elderly family member on a road that is one proposed to have permits. If this happens I won't be able to visit as frequently as I usually do. A lot of elderly are lonely and isolated as it is and this will make things worse</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 798 2040 1169"> <tr> <td data-bbox="510 798 1294 858">Bourne Street – Object</td> <td data-bbox="1294 798 2040 858">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 858 1294 919">Church Street – Object</td> <td data-bbox="1294 858 2040 919">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 919 1294 979">East Street – Object</td> <td data-bbox="1294 919 2040 979">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 979 1294 1040">Hagbourne Road – Object</td> <td data-bbox="1294 979 2040 1040">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1040 1294 1101">High Street – Object</td> <td data-bbox="1294 1040 2040 1101">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1101 1294 1161">Kynaston Road – Object</td> <td data-bbox="1294 1101 2040 1161">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1275 2040 1390"> <tr> <td data-bbox="510 1275 1294 1335">St Andrews Road – Object</td> <td data-bbox="1294 1275 2040 1335">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1335 1294 1390">St Peters Road – Object</td> <td data-bbox="1294 1335 2040 1390"></td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 296 2038 485"> <tr> <td data-bbox="510 296 1294 360">East Street – Object</td> <td data-bbox="1294 296 2038 360">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 360 1294 424">High Street – Object</td> <td data-bbox="1294 360 2038 424">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 424 1294 485">Kynaston Road – Object</td> <td data-bbox="1294 424 2038 485">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 587 2038 711"> <tr> <td data-bbox="510 587 1294 651">High Street – Object</td> <td data-bbox="1294 587 2038 651">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 651 1294 711">St Andrews Road – Object</td> <td data-bbox="1294 651 2038 711"></td> </tr> </table> | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | |
| <p>(o134) Member of public, (Didcot, Druids)</p> | <p>Live within proposed area – No General view – Object</p> <p>Stupid. How silly. Paying to park limiting visitors</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1050 2038 1361"> <tr> <td data-bbox="510 1050 1294 1114">Bourne Street – Object</td> <td data-bbox="1294 1050 2038 1114">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1114 1294 1177">Church Street – Object</td> <td data-bbox="1294 1114 2038 1177">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1177 1294 1241">East Street – Object</td> <td data-bbox="1294 1177 2038 1241">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1241 1294 1305">Hagbourne Road – Object</td> <td data-bbox="1294 1241 2038 1305">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1305 1294 1361">High Street – Object</td> <td data-bbox="1294 1305 2038 1361">Vicarage Road – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | |

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| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |
| East Street – Object | Newlands Avenue – Object | |
| High Street – Object | Wessex Road – Object | |
| Kynaston Road – Object | Hagbourne Road – Object | |
| <u>Removal of parking restrictions:</u> | | |
| High Street – Object | Wessex Road – Object | |
| St Andrews Road – Object | | |
| (o135) Local resident, (Didcot, Glebe road) | <p>Live within proposed area – No General view – Object</p> <p>Once you start with this it will expand and further restrict people's movements. Residents pay council tax already, expecting them to pay again to park at their own property. People are fed up with paying more and more and seeing less for their money</p> <p>Residents permit holders parking only:</p> | |

| | |
|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| <p>(o136) Local business, (Didcot, Glebe Road)</p> | <p>Live within proposed area – No General view – Object</p> <p>Im a local window cleaner, and I have several customers on some of these roads. The permits would mean I either have to lose these customers, thereby losing a portion of my monthly income, or increase their prices by an extortionate amount so I can pay for the permits which would mean them cancelling my services; again my income would reduce.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Object</p> | <p>Mereland Road – Object</p> |
| | <p>Church Street – Object</p> | <p>Newlands Avenue – Object</p> |
| | <p>East Street – Object</p> | <p>St Andrews Road – Object</p> |
| | <p>Hagbourne Road – Object</p> | <p>St Peters Road – Object</p> |
| | <p>High Street – Object</p> | <p>Vicarage Road – Object</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Object</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Object</p> | <p>Vicarage Road – Object</p> |
| | <p>St Peters Road – Object</p> | |
| <p><u>Double yellow lines:</u></p> | | |

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| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o137) Local resident, (Didcot, Green Close) | Live within proposed area – No General view – Object | |
| | This is purely a money making scheme, if you genuinely wanted to reduce the out the of town people parking, you'd give FREE parking permits to the residents! I object to these proposals and the slow creep of councils trying to "cash in" on motorists and homeowners! | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 424"> <tr> <td data-bbox="510 296 1294 360">St Andrews Road – Object</td> <td data-bbox="1294 296 2040 360">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 360 1294 424">St Peters Road – Object</td> <td data-bbox="1294 360 2040 424"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 523 2040 711"> <tr> <td data-bbox="510 523 1294 587">East Street – Object</td> <td data-bbox="1294 523 2040 587">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 587 1294 651">High Street – Object</td> <td data-bbox="1294 587 2040 651">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 651 1294 711">Kynaston Road – Object</td> <td data-bbox="1294 651 2040 711">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 810 2040 938"> <tr> <td data-bbox="510 810 1294 874">High Street – Object</td> <td data-bbox="1294 810 2040 874">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 874 1294 938">St Andrews Road – Object</td> <td data-bbox="1294 874 2040 938"></td> </tr> </table> | | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | |
| (o138) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – No General view – Object</p> <p>You are just trying to raise money for the council.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1281 2040 1342"> <tr> <td data-bbox="510 1281 1294 1342">Bourne Street – Object</td> <td data-bbox="1294 1281 2040 1342">Mereland Road – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | |

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| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Support | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – No objection/No opinion | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

(o139) Local
business, (Didcot,
Hagbourne Road)

Live within proposed area – **No**
General view – **Object**

This will make it hard for local businesses

Residents permit holders parking only:

| | |
|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

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|---|--|--|--|--|--|---------------------------------|-----------------------------|---------------------------------|--------------------------------|--------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------------|---------------------------------|-------------------------------|--------------------------------|--|
| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 263 2038 387"> <tr> <td data-bbox="512 263 1294 323">High Street – No objection/No opinion</td> <td data-bbox="1294 263 2038 323">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="512 323 1294 387">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 323 2038 387"></td> </tr> </table> | | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| <p>(o140) Local resident, (Didcot, I have friends who live on High Street and Bourne Street and Merland Road)</p> | <p>Live within proposed area – No General view – Object</p> <p>I don't see why people should have to pay to park outside their house. Give the residents FREE parking permits and give the driver who dont have permits parking ticket.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 762 2038 1134"> <tr> <td data-bbox="512 762 1294 823">Bourne Street – Object</td> <td data-bbox="1294 762 2038 823">Mereland Road – Object</td> </tr> <tr> <td data-bbox="512 823 1294 884">Church Street – Object</td> <td data-bbox="1294 823 2038 884">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="512 884 1294 944">East Street – Object</td> <td data-bbox="1294 884 2038 944">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="512 944 1294 1005">Hagbourne Road – Object</td> <td data-bbox="1294 944 2038 1005">St Peters Road – Object</td> </tr> <tr> <td data-bbox="512 1005 1294 1066">High Street – Object</td> <td data-bbox="1294 1005 2038 1066">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="512 1066 1294 1126">Kynaston Road – Object</td> <td data-bbox="1294 1066 2038 1126">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="512 1238 2038 1362"> <tr> <td data-bbox="512 1238 1294 1299">St Andrews Road – Object</td> <td data-bbox="1294 1238 2038 1299">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="512 1299 1294 1362">St Peters Road – Object</td> <td data-bbox="1294 1299 2038 1362"></td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | | | |

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|---|--|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|-------------------------------|-----------------------------------|----------------------------------|----------------------------------|---------------------------------|--|
| | <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 261 1294 323">East Street – Object</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Object</td> <td data-bbox="1294 323 2040 386">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – Object</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 552 1294 614">High Street – Object</td> <td data-bbox="1294 552 2040 614">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – Object</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | |
| <p>(o141) Local resident, (Didcot, Ingrebourne Way)</p> | <p>Live within proposed area – No General view – Object</p> <p>I have concerns for the residents not being able to park, having to pay for permits as well as problems for anyone visiting them. I also feel that it will cause them problems should they wish to sell there property in the future, I do appreciate that you are trying to stop train travellers from parking long term . I think you should reduce parking charges in the multi story train car park to make it more affordable.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1121 1294 1184">Bourne Street – Concerns</td> <td data-bbox="1294 1121 2040 1184">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 1184 1294 1246">Church Street – Concerns</td> <td data-bbox="1294 1184 2040 1246">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 1246 1294 1308">East Street – Concerns</td> <td data-bbox="1294 1246 2040 1308">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="510 1308 1294 1364">Hagbourne Road – Concerns</td> <td data-bbox="1294 1308 2040 1364">St Peters Road – Concerns</td> </tr> </table> | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | | |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | |

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| | <table border="1"> <tr> <td>High Street – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>Kynaston Road – Concerns</td> <td>Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td>St Andrews Road – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>St Peters Road – Concerns</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – Concerns</td> <td>Newlands Avenue – Concerns</td> </tr> <tr> <td>High Street – Concerns</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>Kynaston Road – Concerns</td> <td>Hagbourne Road – Concerns</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – Concerns</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>St Andrews Road – Concerns</td> <td></td> </tr> </table> | High Street – Concerns | Vicarage Road – Concerns | Kynaston Road – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | | East Street – Concerns | Newlands Avenue – Concerns | High Street – Concerns | Wessex Road – Concerns | Kynaston Road – Concerns | Hagbourne Road – Concerns | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | | | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | | | | |
| (o142) Local resident, (Didcot, Medlock) | <p>Live within proposed area – No General view – Object</p> <p>Charging residents to park outside there own house is very unfair. Also charging their visitors this could lead to less visitors for those who are poor, elderly otlr unwell.</p> | | | | | | | | | | | | | | | | | | |

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

| | |
|--|--|
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| <p>(o143) Police Officer, (Didcot, Mereland Road)</p> | <p>Live within proposed area – No General view – Object</p> <p>I am rejecting the proposal because there are police officers and staff who are based and work out of Didcot Police Station located on Mereland Road. Some of these officers and staff come from far away just to come to work. If the parking restrictions are introduced, police officers and staff will struggle to get to work and do their job. Didcot is a town that is getting bigger and demand for police officers and PCSOs are increasing.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – Object</p> |
| | <p>Church Street – Object</p> | <p>Newlands Avenue – No objection/No opinion</p> |
| | <p>East Street – No objection/No opinion</p> | <p>St Andrews Road – No objection/No opinion</p> |
| | <p>Hagbourne Road – No objection/No opinion</p> | <p>St Peters Road – No objection/No opinion</p> |
| | <p>High Street – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Object</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>St Peters Road – No objection/No opinion</p> | |
| <p><u>Double yellow lines:</u></p> | | |

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|---|---|--|--|--|-----------------------------|-------------------------------|---|
| | <table border="1"> <tr> <td data-bbox="506 201 1285 258">East Street – No objection/No opinion</td> <td data-bbox="1285 201 2049 258">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="506 258 1285 320">High Street – No objection/No opinion</td> <td data-bbox="1285 258 2049 320">Wessex Road – Object</td> </tr> <tr> <td data-bbox="506 320 1285 379">Kynaston Road – Object</td> <td data-bbox="1285 320 2049 379">Hagbourne Road – No objection/No opinion</td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – No objection/No opinion |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Object | | | | | | |
| Kynaston Road – Object | Hagbourne Road – No objection/No opinion | | | | | | |
| (o144) Police Officer, (Didcot, Mereland Road) | <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="506 488 1294 549">High Street – No objection/No opinion</td> <td data-bbox="1294 488 2049 549">Wessex Road – Object</td> </tr> <tr> <td data-bbox="506 549 1294 609">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 549 2049 609"></td> </tr> </table> <p>Live within proposed area – No General view – Object</p> <p>I work at Didcot Police Station. I object to the proposal of restrictions surrounding roads of the Police Station as I/we will simply not be able to park for work! This will have a huge detrimental effect to the whole of Didcot Police Station. We currently have 5/6 bays outside the front of the Police Station for staff and visitors this is completely inadequate. All remaining staff have to park on residential streets. We of course park within the street restrictions, respectful of residents etc. With this proposal I see no way in which we could park to work and this is causing great concern within the Police Station. As part of our role we finish at start at different times of the day. For example finishing at nighttime or early in the morning when it is dark I would feel extremely uncomfortable waking to my car parked extremely far away. I have unfortunately been victim to an incident recently where I and a colleague were followed to our cars and was put in a position where we feared violence. As a female this is a worry every time I leave my place of work. Parking close to the Police is extremely important for our safety especially the fear of violence as a female. We have looked at parking options. Orchard center has a restriction of 5 hours. Baptist house (next door) have previously offered 5 bays at £300 a month. We have no money for this and 5 bays is just simply not enough. In a time when it is really hard to retain Police this is another reason to put off colleagues working/staying at Didcot Police station which really worries me.</p> <p>I am also aware there are proposals for yet further restrictions around Mereland Road and Schools with partial closures of roads. I am concerned these proposals are going to cause chaos.</p> | High Street – No objection/No opinion | Wessex Road – Object | St Andrews Road – No objection/No opinion | | | |
| High Street – No objection/No opinion | Wessex Road – Object | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | |

As a regular parker of the roads mentioned I only ever see residents parking on the road some who have driveways. I don't understand how and why these heavy restrictions are needed.

Residents permit holders parking only:

| | |
|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
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Removal of parking restrictions:

| | | | | | | | | | | | | | |
|--|--|-------------------------------|-------------------------------|---------------------------------|---------------------------------|-----------------------------|---------------------------------|--------------------------------|--------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------------|
| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">High Street – Object</td> <td data-bbox="1294 229 2040 288">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 288 1294 352">St Andrews Road – Object</td> <td data-bbox="1294 288 2040 352"></td> </tr> </table> | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | |
| (o145) Local resident, (Didcot, Merritt) | <p>Live within proposed area – No General view – Object</p> <p>Parking within Didcot is extremely scarce as it is, without introducing permit parking for the majority of old Didcot. 2 permits per household will not suffice for most households, as children are living with parents for longer due to rising costs of housing etc. New parking restrictions at the orchard centre means that with the permit parking in place, drivers will be pushed further afield as they won't even be able to pay to park long stay to visit friends or family. I object to all permit suggestions and think the idea is ludicrous.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 863 1294 927">Bourne Street – Object</td> <td data-bbox="1294 863 2040 927">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 927 1294 991">Church Street – Object</td> <td data-bbox="1294 927 2040 991">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 991 1294 1054">East Street – Object</td> <td data-bbox="1294 991 2040 1054">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1054 1294 1118">Hagbourne Road – Object</td> <td data-bbox="1294 1054 2040 1118">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1118 1294 1182">High Street – Object</td> <td data-bbox="1294 1118 2040 1182">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1182 1294 1246">Kynaston Road – Object</td> <td data-bbox="1294 1182 2040 1246">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | |
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| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | |

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| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o146) Local resident, (Didcot, Newlands Avenue) | Live within proposed area – No General view – Object | |
| | Simply moves the problem further away | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |

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| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o147) Rather not say, (Didcot, No!) | <p>Live within proposed area – No General view – Object</p> <p>Just another way of making more money from residents!</p> | |

Residents permit holders parking only:

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|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
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Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| (o148) Local resident, (Didcot, North Bush Furlong) | <p>Live within proposed area – No General view – Object</p> | |
| | <p>Problems are for all day commuters the system used for many years restricting park for one hour between a set time works well and then only requires policing during that one hour timeslot. Simple and easy restrictive to local people using the area</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Object</p> | <p>Mereland Road – Object</p> |
| | <p>Church Street – Object</p> | <p>Newlands Avenue – Object</p> |
| | <p>East Street – Object</p> | <p>St Andrews Road – Object</p> |
| | <p>Hagbourne Road – Object</p> | <p>St Peters Road – Object</p> |
| | <p>High Street – Object</p> | <p>Vicarage Road – Object</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Object</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| <p>St Andrews Road – Object</p> | <p>Vicarage Road – Object</p> | |
| <p>St Peters Road – Object</p> | | |
| <p><u>Double yellow lines:</u></p> | | |

| | | |
|---|---|---------------------------------|
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o149) Local resident, (Didcot, Ouse Close) | Live within proposed area – No | |
| | General view – Object | |
| | Restricting people to visit friends and family. Should not have to pay. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 290">St Andrews Road – Object</td> <td data-bbox="1294 229 2042 290">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 290 1294 351">St Peters Road – Object</td> <td data-bbox="1294 290 2042 351"></td> </tr> </table> <p data-bbox="510 389 770 424"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 520">East Street – Object</td> <td data-bbox="1294 459 2042 520">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 520 1294 580">High Street – Object</td> <td data-bbox="1294 520 2042 580">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 580 1294 641">Kynaston Road – Object</td> <td data-bbox="1294 580 2042 641">Hagbourne Road – Object</td> </tr> </table> <p data-bbox="510 679 927 715"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 750 1294 810">High Street – Object</td> <td data-bbox="1294 750 2042 810">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 810 1294 871">St Andrews Road – Object</td> <td data-bbox="1294 810 2042 871"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| (o150) Member of public, (Didcot, Park close) | <p data-bbox="510 973 922 1040">Live within proposed area – No General view – Object</p> <p data-bbox="510 1078 1608 1114">It will affect people parking outside their own houses and carers, mobile hairdressers</p> <p data-bbox="510 1152 1012 1187"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1222 1294 1283">Bourne Street – Object</td> <td data-bbox="1294 1222 2042 1283">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1283 1294 1343">Church Street – Object</td> <td data-bbox="1294 1283 2042 1343">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1343 1294 1404">East Street – Object</td> <td data-bbox="1294 1343 2042 1404">St Andrews Road – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | | | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | |

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| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o151) Local resident, (Didcot, Prestwick Burn) | <p>Live within proposed area – No General view – Object</p> <p>There are issues going through Ladygrove all the parked cars are now parking down that end of Didcot due to the restrictions there needs to be restrictions down this end of the town as well it makes</p> | |

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
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| | St Andrews Road – Object | |
| (o152) Local resident, (Didcot, Queensway) | Live within proposed area – No General view – Object | |
| | This an absolute scam. If you are aiming to introduce any permits then it should be free to any Didcot residents with the certain free allowance for the visitors!! Much much more money are you going to take out of my pocket!? Council tax is already an absurd which does not give anything in return!! | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Concerns |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |

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| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o153) Local resident, (Didcot, Queensway) | <p>Live within proposed area – No General view – Object</p> <p>Pushing the issue to Queensway along with the school road restrictions coming into place. Also, meaning all parking will need to be at the orchard centre with the awful design of the car park. Residents of these roads are also limited on visitors. All because of the new housing developments. Residents of these roads with new restrictions are being penalised because Didcot cannot cope with the amount of people that now live here because of these new developments that those residents never wanted!</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |

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| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Object | Vicarage Road – Object | |
| St Peters Road – Object | | |
| <u>Double yellow lines:</u> | | |
| East Street – Object | Newlands Avenue – Object | |
| High Street – Object | Wessex Road – Object | |
| Kynaston Road – Object | Hagbourne Road – Object | |
| <u>Removal of parking restrictions:</u> | | |
| High Street – Object | Wessex Road – Object | |
| St Andrews Road – Object | | |
| (o154) Local resident, (Didcot, Queensway) | <p>Live within proposed area – No General view – Object</p> <p>Having to apply for permits and pay to park outside your own house in a small town like Didcot is making people unhappy and stressed. Parking isnt a huge problem in Didcot - I want to live in a town which has a good community and people enjoy living here - this is making residents feel bitter and poor!</p> <p>Residents permit holders parking only:</p> | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| <p>(o155) Local resident, (Didcot, Sinodun)</p> | <p>Live within proposed area – No General view – Object</p> <p>This seems like a cynical exercise to raise even more money from Didcot residents. The vast majority of parking on the proposed roads are residents. If it's not about about the money then at least 2 permits should be provided to each household.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Object</p> | <p>Mereland Road – Object</p> |
| | <p>Church Street – Object</p> | <p>Newlands Avenue – Object</p> |
| | <p>East Street – Object</p> | <p>St Andrews Road – Object</p> |
| | <p>Hagbourne Road – Object</p> | <p>St Peters Road – Object</p> |
| | <p>High Street – Object</p> | <p>Vicarage Road – Object</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Object</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Object</p> | <p>Vicarage Road – Object</p> |
| | <p>St Peters Road – Object</p> | |
| <p><u>Double yellow lines:</u></p> | | |

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| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o156) Local resident, (Didcot, White Leys Close) | <p>Live within proposed area – No General view – Object</p> <p>You implemented it down our road and never actually enforce it so nothing has changed except I now have to pay annually to still not be able to park in my own street. Expanding it seems pointless and will actually damage businesses as their staff can not park anywhere.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="512 296 2040 422"> <tr> <td data-bbox="512 296 1294 359">St Andrews Road – Object</td> <td data-bbox="1294 296 2040 359">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="512 359 1294 422">St Peters Road – Object</td> <td data-bbox="1294 359 2040 422"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="512 525 2040 710"> <tr> <td data-bbox="512 525 1294 587">East Street – Object</td> <td data-bbox="1294 525 2040 587">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="512 587 1294 649">High Street – Object</td> <td data-bbox="1294 587 2040 649">Wessex Road – Object</td> </tr> <tr> <td data-bbox="512 649 1294 710">Kynaston Road – Object</td> <td data-bbox="1294 649 2040 710">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 812 2040 938"> <tr> <td data-bbox="512 812 1294 874">High Street – Object</td> <td data-bbox="1294 812 2040 874">Wessex Road – Object</td> </tr> <tr> <td data-bbox="512 874 1294 938">St Andrews Road – Object</td> <td data-bbox="1294 874 2040 938"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| <p>(o157) As part of a group/organisation, (Didcot Great Western park, Allen and Harris)</p> | <p>Live within proposed area – No General view – Object</p> <p>Working at allen and Harris 135 Broadway, we all need use of a car to leave the office multiple times a day. Parking to far away would seriously reduce our time in the office and efficiency while working. I propose that workers for local business that need uses of a car during working hours could also purchase a permit to be able to use within working hours</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – Partially support | Mereland Road – Object |
| Church Street – Partially support | Newlands Avenue – Object |
| East Street – Support | St Andrews Road – Object |
| Hagbourne Road – Partially support | St Peters Road – Object |
| High Street – Partially support | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |
| <u>Double yellow lines:</u> | |
| East Street – Support | Newlands Avenue – Object |
| High Street – Support | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

(o158) Local resident, (Didcot just outside this area, Queensway)

Live within proposed area – **No**
 General view – **Object**

It will force more cars to park in other roads and thus spreading the issue further across the area. The roads are already difficult to navigate around parked vehicles.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 296 2040 421"> <tr> <td data-bbox="512 296 1294 357">High Street – Object</td> <td data-bbox="1294 296 2040 357">Wessex Road – Object</td> </tr> <tr> <td data-bbox="512 357 1294 421">St Andrews Road – Object</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | |
| <p>(o159) As part of a group/organisation, (Didcot Police Station, Mereland Road)</p> | <p>Live within proposed area – No General view – Object</p> <p>I am a PCSO working for Thames Valley Police at Didcot Police Station. Didcot Police Station does not have any parking facilities for staff and officers and therefore we are required to park nearby on residential roads. Officers, myself included work a variety of shifts. I finish as late as 2300. Often having to walk as a lone female back to my car which already can feel quite daunting. I personally know of two female officers who have been chased at the end of their shift at night. If this new proposal were to go ahead my options for places to park will be severely limited and add extra time to an already long commute and long shifts - protecting and supporting the community of Didcot. Car parks such as the orchard centre will not be a viable option to park as they are limited to 5 hours. Other parking options will of course add additional costs each day which in the current economic climate will become a strain. Didcot is a thriving town and many people who work in the town rely on these residential roads in order to be able to go to work. Without providing adequate, free parking people may look elsewhere for work, myself included</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 1067 2040 1377"> <tr> <td data-bbox="512 1067 1294 1128">Bourne Street – Concerns</td> <td data-bbox="1294 1067 2040 1128">Mereland Road – Object</td> </tr> <tr> <td data-bbox="512 1128 1294 1189">Church Street – Concerns</td> <td data-bbox="1294 1128 2040 1189">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="512 1189 1294 1249">East Street – Concerns</td> <td data-bbox="1294 1189 2040 1249">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="512 1249 1294 1310">Hagbourne Road – Object</td> <td data-bbox="1294 1249 2040 1310">St Peters Road – Concerns</td> </tr> <tr> <td data-bbox="512 1310 1294 1377">High Street – Object</td> <td data-bbox="1294 1310 2040 1377">Vicarage Road – Concerns</td> </tr> </table> | | Bourne Street – Concerns | Mereland Road – Object | Church Street – Concerns | Newlands Avenue – Object | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Object | St Peters Road – Concerns | High Street – Object | Vicarage Road – Concerns |
| Bourne Street – Concerns | Mereland Road – Object | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Object | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Concerns | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Concerns | | | | | | | | | | | |

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| | <table border="1"> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td>St Andrews Road – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>St Peters Road – Concerns</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – Concerns</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Wessex Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Hagbourne Road – Concerns</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – No objection/No opinion</td> <td>Wessex Road – Support</td> </tr> <tr> <td>St Andrews Road – No objection/No opinion</td> <td></td> </tr> </table> | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | | East Street – Concerns | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Concerns | High Street – No objection/No opinion | Wessex Road – Support | St Andrews Road – No objection/No opinion | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | |
| East Street – Concerns | Newlands Avenue – Object | | | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Concerns | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Support | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| (o160) Local resident, (Didcot west, Merritt Road) | <p>Live within proposed area – No General view – Object</p> <p>I am objecting as it won't solve the problem it will just push the commuters tomorrow further afield and penalise those who park to go into town to get bits. It is impossible to get into other car parks due to the congestion on the roads around</p> <p>Residents permit holders parking only:</p> | | | | | | | | | | | | | | | | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

Removal of parking restrictions:

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| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

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| <p>(o161) Member of public, (East Challow, Canal way)</p> | <p>Live within proposed area – No General view – Object</p> <p>You would be forcing residents to pay to park outside their houses. You will be isolating vulnerable people. How am I supposed to visit my disabled relatives? Half of Kynaston Road is social housing. A huge amount of people on Wessex receive care from companies whose workers DRIVE. How is it fair to expect these people who have lived here for years, to PAY to have company? How would it be enforced when the parking wardens can't even be bothered to ticket illegally parked vehicles on the Broadway! Shambolic waste of money when our roads are falling apart.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="497 715 2060 1093"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="497 1193 2060 1321"> <tr> <td>St Andrews Road – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>St Peters Road – Object</td> <td></td> </tr> </table> <p>Double yellow lines:</p> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | |
| | Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | | |
| | Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | |
| | East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | | | |
| | Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | | | | |
| | High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | |
| | Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| | St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | |
| | St Peters Road – Object | | | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">East Street – Support</td> <td data-bbox="1294 229 2040 288">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 288 1294 347">High Street – Support</td> <td data-bbox="1294 288 2040 347">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 347 1294 406">Kynaston Road – Object</td> <td data-bbox="1294 347 2040 406">Hagbourne Road – Support</td> </tr> </table> <p data-bbox="510 451 925 483"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 579">High Street – Object</td> <td data-bbox="1294 520 2040 579">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 579 1294 638">St Andrews Road – Object</td> <td data-bbox="1294 579 2040 638"></td> </tr> </table> | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Support | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| High Street – Support | Wessex Road – Object | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Support | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | |
| (o162) Local resident, (East Hagbourne, Bishops Orchard) | <p data-bbox="510 746 925 810">Live within proposed area – No General view – Object</p> <p data-bbox="510 850 2040 1153">My step children live on one of the affected roads. My husband and I visit them/pick them up several times a week so would exceed the 50 guest permits allowed before even getting to their friends/ other family visiting. There would be nowhere nearby at all to park so would severely restrict our ability to see them. I understand parking can be a pain on these roads and the need to introduce some form of restriction but charging residents £80 a year to park on their own streets is not the answer. A sensible use of double yellow lines in some - not all sections of these streets and no waiting zones may be more practical but would need to be properly enforced. I don't feel confident that the council will actually stop people from parking dangerously as it is already against the law to do so and nobody stops them as it stands. I don't see why residents should be punished - just actually punish the people who are parking dangerously and too close to junctions!</p> <p data-bbox="510 1193 1014 1225"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1262 1294 1321">Bourne Street – Object</td> <td data-bbox="1294 1262 2040 1321">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1321 1294 1380">Church Street – Object</td> <td data-bbox="1294 1321 2040 1380">Newlands Avenue – Object</td> </tr> </table> | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | | | | | | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | |

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| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Object |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o163) Local resident, (East Hagbourne, N/a) | Live within proposed area – No General view – Object | |

The proposal is extremely unfair to residents and visitors. I understand trying to stop commuters parking in these streets, but perhaps lower parking costs in the train station car park to make it affordable for people, so they are less likely to use the streets. It's unaffordable for a lot of people, it'll put people off buying houses in the area, what about visitors? Yes you get some visitor permits but they will run out quickly before you're made to pay. If this comes in, then it should be considered that each property gets one visitor permit that can be used every time a visitor comes. What about Busby House dental practice? They have about 3 car parking spaces, where are people supposed to park if there are these restrictions in place?

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |

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| | Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| | St Andrews Road – Object | | | | | | | | | | | | | |
| (o164) Local resident, (Great Western Park, Greenwood Way) | <p>Live within proposed area – No General view – Object</p> <p>There are so many other things within our community that need attention. This scheme is not necessary for the town of Didcot. The time, effort & money should be put into other things. Didcot is a small town, the busiest part is entering the Orchard center. The second busiest is around schools. These things should be looked into resolving first (if we want to keep the topic of vehicles). The residents of Didcot do not need to pay more to exist in this town. The cost of living crisis is bad enough, do not make things more expensive especially when they have little impact.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 997 2047 1366"> <tr> <td data-bbox="510 997 1294 1059">Bourne Street – Object</td> <td data-bbox="1294 997 2047 1059">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1059 1294 1121">Church Street – Object</td> <td data-bbox="1294 1059 2047 1121">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1121 1294 1184">East Street – Object</td> <td data-bbox="1294 1121 2047 1184">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1184 1294 1246">Hagbourne Road – Object</td> <td data-bbox="1294 1184 2047 1246">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1246 1294 1308">High Street – Object</td> <td data-bbox="1294 1246 2047 1308">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1308 1294 1366">Kynaston Road – Object</td> <td data-bbox="1294 1308 2047 1366">Wessex Road – Object</td> </tr> </table> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | |
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| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">St Andrews Road – Object</td> <td data-bbox="1294 296 2040 357">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Peters Road – Object</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 525 2040 710"> <tr> <td data-bbox="510 525 1294 585">East Street – Object</td> <td data-bbox="1294 525 2040 585">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 585 1294 646">High Street – Object</td> <td data-bbox="1294 585 2040 646">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 646 1294 710">Kynaston Road – Object</td> <td data-bbox="1294 646 2040 710">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 813 2040 938"> <tr> <td data-bbox="510 813 1294 874">High Street – Partially support</td> <td data-bbox="1294 813 2040 874">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 874 1294 938">St Andrews Road – Partially support</td> <td data-bbox="1294 874 2040 938"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Partially support | Wessex Road – Partially support | St Andrews Road – Partially support | |
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| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | | | | | |
| <p>(o165) Local resident, (HARWELL, Reading road)</p> | <p>Live within proposed area – No General view – Object</p> <p>These restrictions are totally unnecessary and will simply make life more difficult for everyone. The idea of charging residents to park outside their own homes is outrageous or indeed to restrict the number of visitors they can have. The real thinking behind schemes like this is as always to raise extra revenue by forcing people to use expensive car parks. At a time when businesses and shops are struggling to survive this is the last thing that is needed. If the existing illegal parking on double yellow lines was properly enforced this would solve most issues.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| <p>(o166) Local resident, (I live on the ladygrove estate. After the initial permit area started we have a huge increase in parking in our street some cars being left for days and weeks at a time. We currently have 2 cars that have been her 2 weeks., Evenlode drive)</p> | <p>Live within proposed area – No General view – Object</p> <p>Where i live we have already noticed an increase in non residential parking since the initial permit parking has been in place we currently have 2 cars been here for nearly 2 weeks we see people getting cases and wheely bags and walk towards the station.1 for 3 days, there is also a lady that work in a shop in the orchard center ive seen her getting out in her uniform. Also if the street is full they park on the bend which makes it difficult for delivery emergency and refuse vehicles.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 715 2040 1090"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Partially support</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Partially support</td> <td>St Andrews Road – Partially support</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Partially support</td> </tr> <tr> <td>High Street – Partially support</td> <td>Vicarage Road – Partially support</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1193 2040 1318"> <tr> <td>St Andrews Road – Partially support</td> <td>Vicarage Road – Partially support</td> </tr> <tr> <td>St Peters Road – Partially support</td> <td></td> </tr> </table> <p>Double yellow lines:</p> | | Bourne Street – Object | Mereland Road – Object | Church Street – Partially support | Newlands Avenue – Object | East Street – Partially support | St Andrews Road – Partially support | Hagbourne Road – Object | St Peters Road – Partially support | High Street – Partially support | Vicarage Road – Partially support | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Partially support | Vicarage Road – Partially support | St Peters Road – Partially support | |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | | | |
| Church Street – Partially support | Newlands Avenue – Object | | | | | | | | | | | | | | | | | |
| East Street – Partially support | St Andrews Road – Partially support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Partially support | | | | | | | | | | | | | | | | | |
| High Street – Partially support | Vicarage Road – Partially support | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Partially support | Vicarage Road – Partially support | | | | | | | | | | | | | | | | | |
| St Peters Road – Partially support | | | | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">East Street – Object</td> <td data-bbox="1294 229 2040 288">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 288 1294 347">High Street – Object</td> <td data-bbox="1294 288 2040 347">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 347 1294 406">Kynaston Road – Object</td> <td data-bbox="1294 347 2040 406">Hagbourne Road – Object</td> </tr> </table> <p data-bbox="510 453 927 485"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 579">High Street – Object</td> <td data-bbox="1294 520 2040 579">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 579 1294 638">St Andrews Road – Object</td> <td data-bbox="1294 579 2040 638"></td> </tr> </table> | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | |
| <p data-bbox="203 991 481 1090">(o167) Local resident, (Ladygrove, Swale Drive)</p> | <p data-bbox="510 746 922 810">Live within proposed area – No General view – Object</p> <p data-bbox="510 852 2029 951">There aren't enough parking spaces in the town. The council parking spaces at Edinburgh Drive is limited. With Orchard Centre only allow parking upto 5 hours, some working people do need to park on the street for a longer time. This is the reason I objected this proposal.</p> <p data-bbox="510 986 1012 1018"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1053 1294 1112">Bourne Street – Partially support</td> <td data-bbox="1294 1053 2040 1112">Mereland Road – Partially support</td> </tr> <tr> <td data-bbox="510 1112 1294 1171">Church Street – Partially support</td> <td data-bbox="1294 1112 2040 1171">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 1171 1294 1230">East Street – Partially support</td> <td data-bbox="1294 1171 2040 1230">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1230 1294 1289">Hagbourne Road – Support</td> <td data-bbox="1294 1230 2040 1289">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1289 1294 1348">High Street – Object</td> <td data-bbox="1294 1289 2040 1348">Vicarage Road – Object</td> </tr> </table> | Bourne Street – Partially support | Mereland Road – Partially support | Church Street – Partially support | Newlands Avenue – Partially support | East Street – Partially support | St Andrews Road – Object | Hagbourne Road – Support | St Peters Road – Object | High Street – Object | Vicarage Road – Object |
| Bourne Street – Partially support | Mereland Road – Partially support | | | | | | | | | | |
| Church Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | |
| East Street – Partially support | St Andrews Road – Object | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Object | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | |

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| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Support |
| | St Andrews Road – Partially support | |
| (o168) Local resident, (Ladygrove, Teescroft) | Live within proposed area – No General view – Object Another stealth tax <u>Residents permit holders parking only:</u> | |

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

(o169) Local business, (Ladygrove, Grange Beck)

Live within proposed area – **No**
 General view – **Object**

We are a business that looks after and walk animals we have owners and possible new clients in these roads that will make it impossible to operate. I will loose business and owners will have problems obtaining care.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – No objection/No opinion | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

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| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |

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| | Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| | St Andrews Road – Object | | | | | | | | | | | | | |
| (o170) Member of public, (Middle Barton, Fleming) | <p>Live within proposed area – No General view – Object</p> <p>Residents should NOT be charged for a resident's permit. That is a very bad idea - it is their home! And it is a huge sum to find - if there are children living at home and only 2 permits per house it could get very stressful for the family. Residents are being penalised because other people are parking where they live. This is NOT fair.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 895 2040 1270"> <tr> <td data-bbox="510 895 1294 957">Bourne Street – Concerns</td> <td data-bbox="1294 895 2040 957">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 957 1294 1019">Church Street – Concerns</td> <td data-bbox="1294 957 2040 1019">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 1019 1294 1082">East Street – Concerns</td> <td data-bbox="1294 1019 2040 1082">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="510 1082 1294 1144">Hagbourne Road – Concerns</td> <td data-bbox="1294 1082 2040 1144">St Peters Road – Concerns</td> </tr> <tr> <td data-bbox="510 1144 1294 1206">High Street – Partially support</td> <td data-bbox="1294 1144 2040 1206">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 1206 1294 1270">Kynaston Road – Object</td> <td data-bbox="1294 1206 2040 1270">Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Partially support | Vicarage Road – Concerns | Kynaston Road – Object | Wessex Road – Concerns |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | | |
| High Street – Partially support | Vicarage Road – Concerns | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Concerns | | | | | | | | | | | | | |

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| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Partially support | Wessex Road – Concerns |
| | Kynaston Road – Object | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o171) Member of public, (Oxford, '--) | <p>Live within proposed area – No General view – Object</p> <p>Unnecessary, creating extra expense and hassle for everyone. I visit family in Didcot regularly and it will make getting to see them a lot harder if there are parking restrictions. Furthermore, residents should never have to pay to park by their own houses!</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |

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| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o172) As part of a group/organisation, (Thames Valley | Live within proposed area – No General view – Object | |

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|---------------------------------|---|--|-------------------------------|-------------------------------|-------------------------------|---------------------------------|-----------------------------|---------------------------------|--------------------------------|--------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------------|---------------------------------|-------------------------------|--------------------------------|--|-----------------------------|---------------------------------|-----------------------------|-----------------------------|-------------------------------|--------------------------------|
| Police, Mereland Road) | <p>Should this come into place, there is no solution for workers of Thames Valley Police. There is already no suitable parking and officers are having to park streets away just to get into work which is dangerous enough, then this comes in and there's absolutely nowhere for an officer to park to come to work</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 400 2040 770"> <tr> <td>Bourne Street – Object</td> <td>Mereland Road – Object</td> </tr> <tr> <td>Church Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>East Street – Object</td> <td>St Andrews Road – Object</td> </tr> <tr> <td>Hagbourne Road – Object</td> <td>St Peters Road – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 876 2040 997"> <tr> <td>St Andrews Road – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>St Peters Road – Object</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 1102 2040 1287"> <tr> <td>East Street – Object</td> <td>Newlands Avenue – Object</td> </tr> <tr> <td>High Street – Object</td> <td>Wessex Road – Object</td> </tr> <tr> <td>Kynaston Road – Object</td> <td>Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> | | Bourne Street – Object | Mereland Road – Object | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object |
| Bourne Street – Object | Mereland Road – Object | | | | | | | | | | | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|--|--|---------------------------------|
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o173) Member of public, (Wallingford, Allnatt Avenue) | Live within proposed area – No General view – Object | |
| | I have family that live in the proposed area this will make visiting them harder | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |

| | | |
|---|--|--|
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o174) Member of public, (Wantage, Harcour green) | Live within proposed area – No | |
| | General view – Object | |
| | Please stop restricting our right to drive and park. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |
| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | | |

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|--|--|---------------------------------|-------------------------------|--------------------------------|--|-----------------------------|---------------------------------|-----------------------------|-----------------------------|-------------------------------|--------------------------------|--|--|--|--|
| | <table border="1"> <tr> <td data-bbox="510 231 1294 290">St Andrews Road – Object</td> <td data-bbox="1294 231 2038 290">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 290 1294 352">St Peters Road – Object</td> <td data-bbox="1294 290 2038 352"></td> </tr> </table> <p data-bbox="510 391 772 422"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – Object</td> <td data-bbox="1294 459 2038 518">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 518 1294 577">High Street – Object</td> <td data-bbox="1294 518 2038 577">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 577 1294 639">Kynaston Road – Object</td> <td data-bbox="1294 577 2038 639">Hagbourne Road – Object</td> </tr> </table> <p data-bbox="510 678 929 710"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 746 1294 805">High Street – No objection/No opinion</td> <td data-bbox="1294 746 2038 805">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 805 1294 865">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 805 2038 865"></td> </tr> </table> | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Object | Newlands Avenue – Object | High Street – Object | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| <p data-bbox="206 1114 443 1209">(o175) Member of public, (Wantage, Blackthorn Road)</p> | <p data-bbox="510 976 922 1040">Live within proposed area – No General view – Object</p> <p data-bbox="510 1082 2033 1279">I work at Didcot Orchard Center, but the car park only allow the public to park 5 hours in maximum, it is not long enough for my daily working hours. It is always fully parked on Saturday and Sunday. Same case, the Edinburgh carpark is always fully on Saturday and Sunday as well. It is hard for me to park my car especially when I work on Saturday and Sunday. The parking fee of both car park is expensive for the workers. Therefore, I always park my car on Kynaston Road, Wessex Road and Newlands Avenue to save time for searching car park space and same some money as well for my living.</p> <p data-bbox="510 1321 1012 1353"><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – Object |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Concerns | St Peters Road – No objection/No opinion |
| High Street – Concerns | Vicarage Road – No objection/No opinion |
| Kynaston Road – Object | Wessex Road – Object |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |
| <u>Double yellow lines:</u> | |
| East Street – No objection/No opinion | Newlands Avenue – Object |
| High Street – Concerns | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – No objection/No opinion |
| <u>Removal of parking restrictions:</u> | |
| High Street – No objection/No opinion | Wessex Road – Support |
| St Andrews Road – No objection/No opinion | |

(o176) Local resident, (West Hagbourne, North road)

Live within proposed area – **No**
 General view – **Object**

It's just another way of taxing the public

Residents permit holders parking only:

| | |
|--|---------------------------------|
| Bourne Street – Partially support | Mereland Road – Object |
| Church Street – Partially support | Newlands Avenue – Object |
| East Street – Partially support | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Partially support | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|-------------------------------|---------------------------------|
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |

| | | | | | |
|---|---|--|-------------------------------|-----------------------------------|--|
| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 263 2040 387"> <tr> <td data-bbox="510 263 1294 323">High Street – Partially support</td> <td data-bbox="1294 263 2040 323">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Andrews Road – Concerns</td> <td data-bbox="1294 323 2040 387"></td> </tr> </table> | High Street – Partially support | Wessex Road – Concerns | St Andrews Road – Concerns | |
| High Street – Partially support | Wessex Road – Concerns | | | | |
| St Andrews Road – Concerns | | | | | |
| <p>(o177) Local resident, (Didcot, Bourne Street)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>I have lived on Bourne Street for 14 years and we have two cars - ordinarily the street parking is ok, and rarely do I find that I cannot park. The challenges of parking arise from commuters, and renters from the two Airbnb properties on the street. I have several concerns about the parking proposals:</p> <ol style="list-style-type: none"> 1) why are residents the ones to be penalised for others behaviour 2) Any fee should be a set fee and not increase annually as it becomes unaffordable - this is not about making money for the council 3) does the parking permit initiative cover the whole area or just your street? 4) In Reading they give residents 40 visitor passes a year, so why are you offering only 25 in this scheme? Why should our social and personal lives be prohibited or charged because of where we choose to live? 5) How will you police the arrangements - we have one family on our street that has four cars, and whilst they have a drive for one car, they cannot all park on it, so often have three cars parked in the street - how will the scheme affect them? 6) We have a local business on the corner between Bourne Street and the High Street which has parking for 2 cars, but at least 4 - 5 staff that drive to premises - again during the day this does not cause issues for residents - how will this scheme affect them? 7) We have a regular window cleaner that comes to our street, how will he be able to do his job, and whose responsibility will it be to provide him with a pass to park? 8) what about workmen - we had two very large vans parked here the other week, upgrading cabling - as no-one in the street was notified of this work, who is responsible for ensuring they have access? 9) Can you consider a scheme that does not penalise the residents - as I have previously said, it is not the residents that are causing the pausing issues - I think I have demonstrated clearly how others parking here prohibit the parking. | | | | |

- 10) If the parking permit only covers my street, where do I or visitors park otherwise? At present I can park in another street should my street be full but if my permit only covers my street I will no longer be able to park at all, if my street is full - what happens then? Again, as a resident of 14 years, why should I be fined or penalised for living where I live.
- 11) I agree something needs to be done to make parking fairer for the residents - but not at the expense of the residents.
- 12) have you consider working with the Orchard Centre to secure parking for staff? For example, a staff member from Nando's regularly parks in Bourne Street - would it not be better to negotiate a parking arrangement for their staff - than penalise residents. (other than moving house, we don't have a choice, we live here)
- 13) I want reassurance that this is not a money making scheme for the council - and I want reassurance that if implemented, despite objection, that we will not incur annual increases or further penalties for living in Didcot and owning a car.
- 14) I have elderly parents that I look after, and wider family, I need my car, public transport is not sufficient for my needs - so I want reassurance that I will not be looking at additional costs in the future. I already pay my council tax and bin tax - I should not have to pay to park in my street.

Residents permit holders parking only:

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|--|--|
| Bourne Street – Concerns | Mereland Road – No objection/No opinion |
| Church Street – Concerns | Newlands Avenue – No objection/No opinion |
| East Street – Concerns | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Concerns | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | | | | | | | | | | | |
|--|--|--|--|-------------------------------|-------------------------------|--|----------------------------------|-------------------------------|-------------------------------|--|--|
| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">East Street – Concerns</td> <td data-bbox="1294 229 2040 288">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 288 1294 347">High Street – Concerns</td> <td data-bbox="1294 288 2040 347">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 347 1294 406">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 347 2040 406">Hagbourne Road – Concerns</td> </tr> </table> <p data-bbox="510 451 927 483"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 579">High Street – Concerns</td> <td data-bbox="1294 520 2040 579">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 579 1294 638">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 579 2040 638"></td> </tr> </table> | East Street – Concerns | Newlands Avenue – No objection/No opinion | High Street – Concerns | Wessex Road – Concerns | Kynaston Road – No objection/No opinion | Hagbourne Road – Concerns | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – No objection/No opinion | |
| East Street – Concerns | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Concerns | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o178) Local resident, (Didcot, Broadway) | <p data-bbox="510 746 936 810">Live within proposed area – Yes General view – Concerns</p> <p data-bbox="510 850 2040 1225">As normal the hardworking, tax paying home owners are penalised because of illegal parking on double yellow lines all and everyday. Most of the properties covered in these areas have adequate off street parking on their properties so it will be the ones that cannot not do this due to restrictions. It also seems that the properties on the Broadway are not covered and not be able to obtain permits - so where are we and are visitors supposed to park? I have lived in my property over 50 years and do not want to move because I don't have anywhere to park my car Most of the properties covered are large family homes and maybe if they do have more that 2 vehicles and you are only issuing 2 permits per household this would cause them a problem The cost of permits at £80 is quite high if you are on a fixed pension and a car is a necessity for medical and hospital appointments it would cause residents to have to cut down on heating and eating To enable this scheme to work are the council employing wardens to patrol the streets everyday to make sure that only permits holders park in the designated areas and that the 30 minute waiting time is not abused</p> <p data-bbox="510 1257 1010 1289"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1326 1294 1385">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1326 2040 1385">Mereland Road – No objection/No opinion</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | |

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|---|--|
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – Object |
| Hagbourne Road – No objection/No opinion | St Peters Road – Object |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Concerns | Vicarage Road – No objection/No opinion |
| St Peters Road – Concerns | |
| <u>Double yellow lines:</u> | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| <u>Removal of parking restrictions:</u> | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – Concerns | |

(o179) Local resident, (Didcot, Church Street)

Live within proposed area – **Yes**
 General view – **Concerns**

I would like to raise concerns about park restrictions.
 I live in Church Street and parking is extremely difficult, I work from home and at times im frightened to use my car as i know when i get back i will not find anywhere to park. I have lived here for nearly 15 years and yes it has got worse and worse. I think that i will have to pay for a permit but i will still not be guaranteed that i will be able to park my car. Church Street is a very narrow old road. Many people have more than one car per house and some cars are huge these days. People do park here to go shopping, catch a train and to work in the Orchard Centre, i see them in the mornings and afternoons. Hagbourne Road is really bad and i think the dentist on this street is the reason for that. Please advise why I should pay £80 a year but I still cant park my car. I would rather it was left as it is and I will continue as I am but £80 better off. I am of course happy to pay it if I am guaranteed a space near my home. Also how is this going to be policed, people will still park on these roads. Also I would like to say that if you go ahead with these restrictions, I will not have an option other than to get a parking permit which I think its extremely unfair. Is this really another way of getting more money from residents. I look forward to hearing from you.

Residents permit holders parking only:

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|----------------------------------|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

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|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
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| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o180) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Concerns</p> <p>The people living in these areas that cant/won't pay for the passes will park in private car parks in flats e.g. Chelem House on church street and negatively impact the residents using the car park. The permits are too expensive for most residents in the proposed area to afford and will negatively impact their ability to socialise in their own homes with the limited freind passes given. If the passes were free for residents it would still have the same effect on parking as when the cost is £80</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Partially support | Mereland Road – Concerns |
| | Church Street – Concerns | Newlands Avenue – Concerns |

| | | |
|--|--|--|
| | East Street – Partially support | St Andrews Road – Partially support |
| | Hagbourne Road – Support | St Peters Road – Concerns |
| | High Street – Support | Vicarage Road – Partially support |
| | Kynaston Road – Concerns | Wessex Road – Partially support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – No objection/No opinion |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o181) Local resident, (Didcot, Church street) | Live within proposed area – Yes General view – Concerns | |

The costs associated with permit parking are a concern. Everything is expensive as it is, adding another cost is not the way forward

Residents permit holders parking only:

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| Bourne Street – Concerns | Mereland Road – No objection/No opinion |
| Church Street – Concerns | Newlands Avenue – No objection/No opinion |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – No objection/No opinion | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

| | | |
|--|---|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o182) Local resident, (Didcot, Church street) | Live within proposed area – Yes General view – Concerns | |
| | I don't want to be penalised for living on a street close to town. It's frustrating not being able to find a spot sometimes but it's not bad enough I want to pay £80 a year. Happy to keep it as it is, or if there's an alternative, find a way to change the parking system without having to charge residents an extra £80. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – Object | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 292">East Street – No objection/No opinion</td> <td data-bbox="1294 231 2042 292">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 292 1294 352">High Street – Partially support</td> <td data-bbox="1294 292 2042 352">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 352 1294 413">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 352 2042 413">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p data-bbox="510 451 927 486"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 518 1294 579">High Street – Concerns</td> <td data-bbox="1294 518 2042 579">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 579 1294 639">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 579 2042 639"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – Partially support | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – Concerns | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
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| High Street – Concerns | Wessex Road – No objection/No opinion | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o183) Local resident, (Didcot, East Street) | <p data-bbox="510 746 936 810">Live within proposed area – Yes General view – Concerns</p> <p data-bbox="510 849 2042 954">Parking is limited in this area. I support resident only parking but currently the limited parking does not come with a fee. The cost of living is insane already, we pay a lot in council tax already- get rid of the costs. More double yellow on east street is useless as parking is already limited, extending them any further will compound the problem.</p> <p data-bbox="510 986 1012 1021"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1053 1294 1114">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1053 2042 1114">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1114 1294 1174">Church Street – No objection/No opinion</td> <td data-bbox="1294 1114 2042 1174">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1174 1294 1235">East Street – Concerns</td> <td data-bbox="1294 1174 2042 1235">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1235 1294 1295">Hagbourne Road – No objection/No opinion</td> <td data-bbox="1294 1235 2042 1295">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1295 1294 1356">High Street – No objection/No opinion</td> <td data-bbox="1294 1295 2042 1356">Vicarage Road – No objection/No opinion</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – Concerns | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
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| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| (o184) Local resident, (Didcot, East Street) | <p>Live within proposed area – Yes General view – Concerns</p> <p>I have concerns regarding the implementation of a blanket parking permit scheme. I agree that something has to be in place to allow local residents access to parking near their properties (at least on the same road) and not be outnumbered by commuters or local shop workers. More needs to be done to provide better solutions for commuters/local works so that they don't cause issues. Investigate use of railway parking, a local park and ride scheme, the re-introduction of free parking after 7pm and on Sunday at the Orchard Centre. The lack of enforcement</p> | | | | | | | | | | | | | | | | |

of current parking restrictions has been none existent over a number of years and only since this consultation has there been any action by traffic officers. The cost of the scheme seems excessive, it has no breakdown on what you are getting for your money and I'm sure that we are already paying for this in other forms (council tax, road tax) and could be prohibitive for a number of residents in the current economic climate, if the scheme was to go ahead those who can't afford to pay would be penalised by the cost and then not be able to park in large areas of Didcot. There would also need to be an upper cap on the permit prices, it can't rise exponentially. The parking issues don't disappear on a Sunday, especially now that the Orchard Centre and local council have changed their parking charges/hours. The scheme also appears to be a way to limit the number of cars a house can use, gone are the days when you work in the same area you live in, or your working hours fit around public transport availability (if at all). My older children living at home will not be able to have a car under this scheme because it would take us over 2 permits, therefore restricting their choices, unless we move, which is not currently viable. A large percentage of the properties included in the proposed area have their own driveways, so it feels as if those paying for the scheme would be 'subsidising' them and they would get the benefits without paying the cost.

Residents permit holders parking only:

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| Bourne Street – Partially support | Mereland Road – No objection/No opinion |
| Church Street – Partially support | Newlands Avenue – No objection/No opinion |
| East Street – Partially support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Partially support | St Peters Road – No objection/No opinion |
| High Street – Partially support | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 451"> <tr> <td data-bbox="510 261 1294 323">East Street – Support</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Support</td> <td data-bbox="1294 323 2040 386">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 386 1294 451">Kynaston Road – Support</td> <td data-bbox="1294 386 2040 451">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – Support</td> <td data-bbox="1294 552 2040 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
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| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | |
| High Street – Support | Wessex Road – No objection/No opinion | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | |
| (o185) Local resident, (Didcot, Edinburgh drive) | <p>Live within proposed area – Yes General view – Concerns</p> <p>Discriminates against those who don't have driveways and those who have more than two cars per house hold. It is not uncommon for adult children to live at home meaning that they may potentially have to pay to park their cars miles away. If trades must pay to park outside the house that cost will be transferred on to the customer making everything even more expensive than it already is. I completely understand the frustrations on people parking dangerously. But charging residents to park outside their own homes completely unfair. Residents permits should be free for the roads that they live on.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1257 2040 1377"> <tr> <td data-bbox="510 1257 1294 1319">Bourne Street – Partially support</td> <td data-bbox="1294 1257 2040 1319">Mereland Road – Partially support</td> </tr> <tr> <td data-bbox="510 1319 1294 1377">Church Street – Partially support</td> <td data-bbox="1294 1319 2040 1377">Newlands Avenue – Object</td> </tr> </table> | | Bourne Street – Partially support | Mereland Road – Partially support | Church Street – Partially support | Newlands Avenue – Object | | | | | | |
| Bourne Street – Partially support | Mereland Road – Partially support | | | | | | | | | | | |
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| | East Street – Partially support | St Andrews Road – Object |
| | Hagbourne Road – Concerns | St Peters Road – Object |
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| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o186) Local resident, (Didcot, Hagbourne Road) | Live within proposed area – Yes General view – Concerns | |

Firstly we all need to know where the proposed double yellow lines will go and where the permitted parking bays will be. Secondly there is great cynicism about the frequency and effectiveness of any enforcement. If the community are going to have to pay to park here then it's vital that enforcement is regular and visible, not just for the first few weeks but for the future.

Residents permit holders parking only:

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Limited waiting parking bays:

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Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| (o187) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>Having suffered inconsiderate parking on the Hagbourne Road for over 6 years, I do think permits are a good idea. However, the price for the permit is far too steep. Residents should not be penalised with extra costs like this. Maybe add £10 to the council tax per house and then collect revenues for visitor permits? Who is going to be there on the side roads policing this parking? People will break the rules eg, visiting the dentist, so collect your revenue through fines rather than the residents</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 831 1294 895">Bourne Street – Support</td> <td data-bbox="1294 831 2040 895">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 895 1294 959">Church Street – Support</td> <td data-bbox="1294 895 2040 959">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 959 1294 1023">East Street – Support</td> <td data-bbox="1294 959 2040 1023">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1023 1294 1086">Hagbourne Road – Concerns</td> <td data-bbox="1294 1023 2040 1086">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1086 1294 1150">High Street – Support</td> <td data-bbox="1294 1086 2040 1150">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1150 1294 1214">Kynaston Road – Support</td> <td data-bbox="1294 1150 2040 1214">Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td data-bbox="510 1310 1294 1369">St Andrews Road – Support</td> <td data-bbox="1294 1310 2040 1369">Vicarage Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Concerns | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
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| | <p>St Peters Road – Support</p> | |
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| <p><u>Removal of parking restrictions:</u></p> | | |
| <p>High Street – Support</p> | | <p>Wessex Road – Support</p> |
| <p>St Andrews Road – Support</p> | | |
| <p>(o188) Local resident, (Didcot, Hagbourne Road)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>Live on Hagbourne Rd and have own off street parking so will not required resident parking permit. Current problem in Hagbourne Road is extremely large vehicles being sent up and down the road by Sat Navs. They should be using Jubilee way instead. Suggest signs are put up top and bottom of road stopping large vehicles from using Hagbourne Road (other than trades, deliveries and emergency vehicles. There have been a number of cases where residents cars have had their mirrors broken off due to the very tight squeeze. Also large vehicles have had to reverse down Hagbourne road if the owner of a car cannot be located to move it. The dentist - (Busby House) encourages its staff and patients to also park in the road which causes more congestion. I hope Busby house will not be able to qualify for resident parking permits or visitor permits as this will only make the current problems worse. Regarding visitor permits will residents be able to get them if they don't need to buy a resident parking permit because they have their own one or two car off street parking area?</p> <p>Residents permit holders parking only:</p> | |

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| <p>(o189) Local resident, (Didcot, Hagbourne Road)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>I don't see why residents in a household where more than 2 people own a car should have to pay to park outside their own home. They already pay mortgages or rent, why should they have to pay £80 for a permit? The contractors and tradesmen that arrive to do a job should not have to give over any of their day's wage to park their essential vehicle outside the house they are working on. I'm all for reducing the parking on some of these streets, but charging the residents is not the way to do it. The overflow is because of poor decisions around the planning and construction of The Orchard Centre car park, and Didcot's residents and tradespeople should not have to pay to make up for it.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 783 2040 1157"> <tr> <td>Bourne Street – Concerns</td> <td>Mereland Road – Concerns</td> </tr> <tr> <td>Church Street – Concerns</td> <td>Newlands Avenue – Concerns</td> </tr> <tr> <td>East Street – Concerns</td> <td>St Andrews Road – Concerns</td> </tr> <tr> <td>Hagbourne Road – Concerns</td> <td>St Peters Road – Concerns</td> </tr> <tr> <td>High Street – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>Kynaston Road – Concerns</td> <td>Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1262 2040 1382"> <tr> <td>St Andrews Road – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>St Peters Road – Concerns</td> <td></td> </tr> </table> | | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns | Kynaston Road – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | |
| | Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | | | | | | | |
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| | East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | | | | | |
| | Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | | | | | |
| | High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | |
| | Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | |
| | St Peters Road – Concerns | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 296 2040 485"> <tr> <td data-bbox="510 296 1294 357">East Street – Concerns</td> <td data-bbox="1294 296 2040 357">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 357 1294 418">High Street – Concerns</td> <td data-bbox="1294 357 2040 418">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 418 1294 485">Kynaston Road – Concerns</td> <td data-bbox="1294 418 2040 485">Hagbourne Road – Concerns</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 587 2040 711"> <tr> <td data-bbox="510 587 1294 647">High Street – Concerns</td> <td data-bbox="1294 587 2040 647">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 647 1294 711">St Andrews Road – Concerns</td> <td data-bbox="1294 647 2040 711"></td> </tr> </table> | East Street – Concerns | Newlands Avenue – Concerns | High Street – Concerns | Wessex Road – Concerns | Kynaston Road – Concerns | Hagbourne Road – Concerns | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
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| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | |
| (o190) Local resident, (Didcot, Junction of Broadway and St Andrews Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>I live on the junction of St Andrews Road and Broadway. The only way to access my property my car is via St Andrews Road. With this why wouldn't the property I live in be included in the authorised for permit zone?</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1086 2040 1385"> <tr> <td data-bbox="510 1086 1294 1147">Bourne Street – Support</td> <td data-bbox="1294 1086 2040 1147">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1147 1294 1208">Church Street – Support</td> <td data-bbox="1294 1147 2040 1208">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1208 1294 1268">East Street – Support</td> <td data-bbox="1294 1208 2040 1268">St Andrews Road – Partially support</td> </tr> <tr> <td data-bbox="510 1268 1294 1329">Hagbourne Road – Support</td> <td data-bbox="1294 1268 2040 1329">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1329 1294 1385">High Street – Support</td> <td data-bbox="1294 1329 2040 1385">Vicarage Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Partially support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| East Street – Support | St Andrews Road – Partially support | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | |

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| St Peters Road – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | | | | | | | |
| (o191) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>As a resident that lives on the the corner of Kynaston Road, and Hagbourne Road. I fully support severe restrictions on the Hagbourne road as it is a serious hazard to road users and pedestrians crossing due to how bad the parking. Not to mention problems getting emergency services and dustbin lorries through that road.</p> | | | | | | | | | | | | | | | | |

My main objection to restrictions on Kynaston road is two things a) expecting me to pay £80 a year for permits for my van also restricting the amount of days family to be able to visit b) no provisions to be able to park my company provided van, outside my property.

A) OCC increased council taxes excessively, services are no better, councillors still getting excessive salaries, spaffing money up the wall on 20mph schemes left right and centre and roads still ridden with pot holes. I think it is absolutely disgusting that OCC finds it acceptable to charge residents £80 a year, to park outside their own properties, or have limitations placed on how many times family can come to visit. Many are struggling financially these days, and the council persistently looking to screw working families more financially, is beyond poor and viewing residents in the county as nothing more than a cash cow. I support permits that residents can put in a visiting car window, but they should be free.

B) Having been issued with a van by the company I work for, I do not expect the be prohibited from parking it outside my home. OCC MUST make allowances for residents with company vans to be able to keep them outside their property, for FREE, as we do now.

Make the permit system free, and fair for residents, remove limitations on visitor permits, and I would support Kynaston road.

Residents permit holders parking only:

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|--|--|
| Bourne Street – No objection/No opinion | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Support | St Peters Road – Partially support |
| High Street – Support | Vicarage Road – Partially support |
| Kynaston Road – Concerns | Wessex Road – Partially support |

Limited waiting parking bays:

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|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
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| | <p>St Peters Road – No objection/No opinion</p> | | | | | | | |
| | <p><u>Double yellow lines:</u></p> | | | | | | | |
| | <p>East Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> | | | | | | |
| | <p>High Street – Support</p> | <p>Wessex Road – No objection/No opinion</p> | | | | | | |
| | <p>Kynaston Road – Object</p> | <p>Hagbourne Road – Support</p> | | | | | | |
| | <p><u>Removal of parking restrictions:</u></p> | | | | | | | |
| | <p>High Street – No objection/No opinion</p> | <p>Wessex Road – No objection/No opinion</p> | | | | | | |
| | <p>St Andrews Road – No objection/No opinion</p> | | | | | | | |
| <p>(o192) Local resident, (Didcot, Kynaston road)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>How will these new parking restrictions be enforced? Without enforcement, what is the point other than to make money off residents. For example, Kynaston road has a 20mph speed limit, which i am in favour of, but as this is not enforced the signs may as well have been a waste of money.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1185 2040 1366"> <tr> <td data-bbox="510 1185 1294 1246"> <p>Bourne Street – Concerns</p> </td> <td data-bbox="1294 1185 2040 1246"> <p>Mereland Road – Concerns</p> </td> </tr> <tr> <td data-bbox="510 1246 1294 1307"> <p>Church Street – Concerns</p> </td> <td data-bbox="1294 1246 2040 1307"> <p>Newlands Avenue – Concerns</p> </td> </tr> <tr> <td data-bbox="510 1307 1294 1366"> <p>East Street – Concerns</p> </td> <td data-bbox="1294 1307 2040 1366"> <p>St Andrews Road – Concerns</p> </td> </tr> </table> | | <p>Bourne Street – Concerns</p> | <p>Mereland Road – Concerns</p> | <p>Church Street – Concerns</p> | <p>Newlands Avenue – Concerns</p> | <p>East Street – Concerns</p> | <p>St Andrews Road – Concerns</p> |
| <p>Bourne Street – Concerns</p> | <p>Mereland Road – Concerns</p> | | | | | | | |
| <p>Church Street – Concerns</p> | <p>Newlands Avenue – Concerns</p> | | | | | | | |
| <p>East Street – Concerns</p> | <p>St Andrews Road – Concerns</p> | | | | | | | |

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| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | | | | | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | | | | |
| (o193) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>No where in the documentation supporting this initiative is the demand for parking control proposal justified or evidenced. Where is the data? How many complaints have there been? How many cars belong to residents and how</p> | | | | | | | | | | | | | | | | | | | | |

many belong to day commuters or town-centre visitors? What level of certainty is there that parking issues are being caused by these drivers? What other options are being considered alongside this proposal to alleviate the supposed problem - i.e providing additional space or inventivising parking in more desirable areas rather than residential streets. Generally, I would support doing something about the amount of on-road parking in this area but without seeing the facts behind the proposal and the line by line cost breakdown that has led to needing to charge £80 for each permit, I can't help but think this the primary purpose of this proposal is to extract additional funds from residents and vaguely by aligning a well known solution to a not so well understood problem.

More generally the proposal feels like treating the symptom not the cure. A bitter pill to swallow for residents who've seen the number of houses grow exponentially compared to the level of investment in wider facilities and transportation.

Residents permit holders parking only:

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| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o194) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>I live in Kynaston Road and I am worried that it would become impossible to exit/enter my driveway considering also the new school street retrictions, which would move the traffic to Kynaston Road, which should become part of the closed street during school time</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Concerns | Mereland Road – Concerns |
| | Church Street – Concerns | Newlands Avenue – Concerns |
| | East Street – Concerns | St Andrews Road – Concerns |
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| | Kynaston Road – Concerns | Wessex Road – Concerns |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2038 421"> <tr> <td data-bbox="510 296 1294 357">St Andrews Road – Partially support</td> <td data-bbox="1294 296 2038 357">Vicarage Road – Partially support</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Peters Road – Partially support</td> <td data-bbox="1294 357 2038 421"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 523 2038 708"> <tr> <td data-bbox="510 523 1294 584">East Street – Support</td> <td data-bbox="1294 523 2038 584">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 584 1294 644">High Street – Support</td> <td data-bbox="1294 584 2038 644">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 644 1294 708">Kynaston Road – Support</td> <td data-bbox="1294 644 2038 708">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 810 2038 935"> <tr> <td data-bbox="510 810 1294 871">High Street – Object</td> <td data-bbox="1294 810 2038 871">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 871 1294 935">St Andrews Road – Object</td> <td data-bbox="1294 871 2038 935"></td> </tr> </table> | St Andrews Road – Partially support | Vicarage Road – Partially support | St Peters Road – Partially support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
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| St Peters Road – Partially support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| <p>(o195) Local resident, (Didcot, Kynaston Road)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>I live on Kynaston Road and I'm concerned that, under the new proposal to close roads around the schools, parents may start parking on Kynaston Road, since it is excluded from the closure. This could make it difficult for me to enter and exit my driveway.</p> <p>I also feel it is unfair that, as a resident, I have to pay for a resident permit and then pay again to provide parking for contractors carrying out necessary work at my property (for any period not exceeding 1 week).</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

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| <p>(o196) Local resident, (Didcot, Kynaston road)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>You're penalising residents who can't afford permits and who do not have a drive</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Partially support</p> | <p>Mereland Road – Partially support</p> |
| | <p>Church Street – Partially support</p> | <p>Newlands Avenue – Object</p> |
| | <p>East Street – Partially support</p> | <p>St Andrews Road – Partially support</p> |
| | <p>Hagbourne Road – Partially support</p> | <p>St Peters Road – Partially support</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Partially support</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Object</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Partially support</p> | <p>Vicarage Road – Partially support</p> |
| | <p>St Peters Road – Partially support</p> | |
| | <p><u>Double yellow lines:</u></p> | |
| | <p>East Street – Support</p> | <p>Newlands Avenue – Partially support</p> |

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| | High Street – Support | Wessex Road – Partially support | | | | | | | | | | | | |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| (o197) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>I don't want to pay to park my own car, in the meanwhile my neighbour has 3 vans and one car and he leave limited spaces for others. So, he need to be asked why he use extra car park slots</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 927 1294 986">Bourne Street – Partially support</td> <td data-bbox="1294 927 2049 986">Mereland Road – Partially support</td> </tr> <tr> <td data-bbox="510 986 1294 1045">Church Street – Partially support</td> <td data-bbox="1294 986 2049 1045">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 1045 1294 1104">East Street – Support</td> <td data-bbox="1294 1045 2049 1104">St Andrews Road – Partially support</td> </tr> <tr> <td data-bbox="510 1104 1294 1163">Hagbourne Road – Partially support</td> <td data-bbox="1294 1104 2049 1163">St Peters Road – Partially support</td> </tr> <tr> <td data-bbox="510 1163 1294 1222">High Street – Partially support</td> <td data-bbox="1294 1163 2049 1222">Vicarage Road – Partially support</td> </tr> <tr> <td data-bbox="510 1222 1294 1281">Kynaston Road – Concerns</td> <td data-bbox="1294 1222 2049 1281">Wessex Road – Partially support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Partially support | Mereland Road – Partially support | Church Street – Partially support | Newlands Avenue – Partially support | East Street – Support | St Andrews Road – Partially support | Hagbourne Road – Partially support | St Peters Road – Partially support | High Street – Partially support | Vicarage Road – Partially support | Kynaston Road – Concerns | Wessex Road – Partially support |
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| Kynaston Road – Concerns | Wessex Road – Partially support | | | | | | | | | | | | | |

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| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
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| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o198) Local resident, (Didcot, Mereland Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>Whilst I live immediately beyond the restrictions, several of nearby roads being subject to restrictions may mean additional parking down Mereland Road and side roads which are unrestricted and already plagued by commuter and school traffic and legal and illegal parking. Just need to be conscious of potential knock on effects and not pushing the problem on, although perhaps these roads are beyond the distance people would wish to park away from work/station already.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Concerns |

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| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
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| Kynaston Road – Concerns | Wessex Road – Concerns |
| <u>Limited waiting parking bays:</u> | |
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| St Peters Road – Support | |
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| Kynaston Road – Concerns | Hagbourne Road – Concerns |
| <u>Removal of parking restrictions:</u> | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

(0199) Local resident, (Didcot, Newlands Avenue)

Live within proposed area – **Yes**
 General view – **Concerns**

There is no need for any parking restrictions on Newlands Avenue - there is always space for everyone to park (on everybodys drives and visitors on the road) so I object to having to pay for an unnecessary residents permit should I need to move my car off the drive for any reason such as a delivery or, as in recent weeks, for road/gas works.

Residents permit holders parking only:

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|---|--|
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – Object |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – Object |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |

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| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| (o200) Local resident, (Didcot, Newlands Avenue) | <p>Live within proposed area – Yes General view – Concerns</p> <p>I would like to understand the details of how bays will be marked on Newlands Avenue. Where they will be, what side of the road, etc. I'd like confirmation that bays will not impede entrance to current driveways. My corner driveway is already difficult to enter/ exit. This can depend on where cars are parked on the road.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 895 2040 1270"> <tr> <td>Bourne Street – No objection/No opinion</td> <td>Mereland Road – No objection/No opinion</td> </tr> <tr> <td>Church Street – No objection/No opinion</td> <td>Newlands Avenue – Concerns</td> </tr> <tr> <td>East Street – No objection/No opinion</td> <td>St Andrews Road – No objection/No opinion</td> </tr> <tr> <td>Hagbourne Road – No objection/No opinion</td> <td>St Peters Road – No objection/No opinion</td> </tr> <tr> <td>High Street – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – No objection/No opinion</td> <td>Wessex Road – No objection/No opinion</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – Concerns | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – Concerns | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td>St Andrews Road – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>St Peters Road – No objection/No opinion</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – No objection/No opinion</td> <td>Newlands Avenue – Concerns</td> </tr> <tr> <td>High Street – No objection/No opinion</td> <td>Wessex Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – No objection/No opinion</td> <td>Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – No objection/No opinion</td> <td>Wessex Road – No objection/No opinion</td> </tr> <tr> <td>St Andrews Road – No objection/No opinion</td> <td></td> </tr> </table> | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | | East Street – No objection/No opinion | Newlands Avenue – Concerns | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | Newlands Avenue – Concerns | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| (o201) Local resident, (Didcot, Newlands Avenue) | <p>Live within proposed area – Yes General view – Concerns</p> <p>Thank you for the opportunity to comment on this consultation. I live on Newlands Avenue and have a number of comments to make.</p> <p>Overall provision A lack of parking for staff at the Orchard Centre and police station, plus commuters not willing to pay for parking at the large station multi-story car park or the space that is known as Julian's car park, has meant that the roads near to the Broadway have all become free parking places for people parking their cars for extended periods of time. Residents' parking leaves a lot to be desired, but a rise in multi-car households and limited driveways has meant people parking on the roads often causing some to become like a slalom course, to weave in and out of parked cars, and potentially blocking the road for emergency vehicles.</p> | | | | | | | | | | | | | | |

Sadly, wherever you impose parking restrictions, this will inevitable push the problem into other areas. With the introduction of the 'school zone' on the roads around St Birinus and Willowcroft, this will only add to the problem.

Comments about specific areas

The junction of Wessex Road and Newlands Avenue, including the triangle of grass, is of great concern as this is the area where we live.

We would like to see double yellow lines all the way around the triangle, as proposed, but also to include the opposite side of the road to where they have been proposed (specifically outside of 8, 10, 12 and 14 Newlands Avenue and 135 and 137 Wessex Road).

The double yellows also need to extend along Newlands Avenue past the junction of Wessex Road.

Cars currently park in this area and block the view up and down the road when trying to exit driveways and/or reversing back on - this can be extremely high risk when you have firefighters running and cycling fast down to the fire station when they receive an emergency shout.

The triangle of grass is often used for car parking by residents, by visitors, by commuters and over the past year has been used as a compound for the SGN contractors – how will OCC stop this from occurring and how will this be enforced?

At 16 Newlands Avenue, there is the Cadet centre for Army and RAF cadets. On Tuesday, Wednesday and Thursday evenings, at approximately 9.15pm, the area around the triangle (where OCC propose double yellow lines) and outside of our house becomes like a car park with parents waiting to collect their children. They often block our driveway, and I have had to wait to access my property when returning home in the evening. How will the introduction of double yellow lines be enforced at this time of the evening and where will the parents park?

Newlands Avenue is a busy road and is regularly used by buses, by coaches taking schoolchildren to the leisure centre, by lorries going down to the shops at Cockcroft, and a high number of people park along Newlands on a Saturday and Sunday for football matches at Edmunds Park. In general, but especially on a busy Friday morning when the bin lorry is doing its round, this road becomes a nightmare having to weave in and out of cars.

Perhaps there should be restricted parking all the way down to the junction with Queensway?

Mereland Road – why is this one-way past the police station? Police cars currently have to turn right out of the police station, steam along Wessex to the junction of Newlands and then finally out onto the Broadway. They have to navigate ridiculously parked cars and deal with two busy junctions. Why can they not turn left and then directly onto the Broadway?

Wessex Road and Hagbourne Road – This junction regularly has a large van parked directly to the left of the junction (looking towards Lower Broadway) completely blocking the view. Perhaps the proposed double yellow lines can be extended further to prevent this from happening?

Proposed parking permit cost

Whilst we have a driveway big enough for the cars in our household, I do feel that £80 a year for residents to park one car, £160 for a two-car household, is extremely high and I don't believe it is necessary to be that much. When I lived in a city and paid for a parking permit, the cost was nearer £25 for the year, with 50 free visitor permits. This also does not guarantee a space anywhere near your home and if I didn't have a driveway, as a lone female, I would feel very vulnerable having to walk some distance from where I park my car to my home. As mentioned before, parking restrictions will just cause other areas to become clogged up. I suspect people may end up parking in the library and Civic Hall car parks for free, and as a past Ladygrove resident, people will end up parking there.

Residents permit holders parking only:

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|---------------------------------|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Support |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Support | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|--|-----------------------------------|
| East Street – No objection/No opinion | Newlands Avenue – Concerns |
|--|-----------------------------------|

| | | |
|--|---|--|
| | High Street – No objection/No opinion | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o202) Local resident, (Didcot, St Andrews Rd) | Live within proposed area – Yes | |
| | General view – Concerns | |
| | <p>Objection to removal of double yellow lines adjacent to 11A St. Andrews Rd: I have been living at 11 St. Andrews Rd for thirty years and, whilst I have enjoyed having double yellow lines outside my property, I can see no reason for them to be there. I hope that this context (a knowledgeable and honest, rather than self-serving opinion) will mean that my concerns regarding the double yellow lines outside 11A will be accepted and certainly not rejected without a physical visit to the site (I'm happy to accompany).</p> <p>The double yellow lines adjacent to 11A St. Andrews Rd are essential for traffic safety. St. Andrews Rd is a one-way street; which means that traffic turning right into it hug the right-hand-side of the road and will likely collide with any car parked adjacent to 11A. Add to this that the corner is often taken at speed by police vehicles (as it is the first road that the police can take to head in a northerly direction after leaving the police station's one-way-street which heads south).</p> | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |

| | | |
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| | East Street – No objection/No opinion | St Andrews Road – Concerns |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – Concerns | |
| (o203) Local resident, (Didcot, Vicarage road) | Live within proposed area – Yes General view – Concerns | |

I think residents that live in a road or street shouldn't have to pay for a permit and residents visitors also shouldn't have to pay for a permit. I think you should restrict to make the workers pay and that don't live in the residents areas

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – Concerns |
| East Street – No objection/No opinion | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – No objection/No opinion | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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|--|---|--|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|-------------------------------|-----------------------------------|----------------------------------|----------------------------------|-------------------------------|---------------------------------|---------------------------------|-------------------------------|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| (o204) Local resident, (Didcot, Vicarage road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>We live in Vicarage road very short road if every house pays for resident parking & maybe visitor plus 30 min parking how's that going work for parking for residents?? E.g my son visit so if paid visitor parking bay would he be guarantee a place for parking after paying? On plans 30 min parking bays opposite my house. As such short space parking for residents & visitors why have parking bays 30 mins taking up space Our road always been awful people parking end road on yellow lines in front our drives which we can understand about that but like to know in our road how many parking bays bring mark out for residents & if guarantee a space for visitors..</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 865 2042 1238"> <tr> <td>Bourne Street – Concerns</td> <td>Mereland Road – Concerns</td> </tr> <tr> <td>Church Street – Concerns</td> <td>Newlands Avenue – Concerns</td> </tr> <tr> <td>East Street – Concerns</td> <td>St Andrews Road – Concerns</td> </tr> <tr> <td>Hagbourne Road – Concerns</td> <td>St Peters Road – Concerns</td> </tr> <tr> <td>High Street – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>Kynaston Road – Concerns</td> <td>Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns | Kynaston Road – Concerns | Wessex Road – Concerns |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | |

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| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o205) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>Residents and visitors to those residents should not have to pay to park down the road they live on. Residents already pay a lot in council tax and this should come out of the budget for roads. It doesn't cost a lot to issue stickers/passes to be displayed, and the road marking are generally poor around these roads anyway so would need re painting. Concerns around roads with businesses on them and how this would affect them. Rex's garage on vicarage road where there is very little room for them to have vehicles stored ready for customer collection or to be worked on, and the nhs dentist (which there are very few of in Didcot) which is located on hagbourne road. They have 4 small spaces for customers, I believe they have 6-8 surgery rooms. With very few dentists actually around the area many people who need to visit will do by car. There is no room for them to magically make a car park for its patients and this would have a detrimental effect on business and people using the dentist. Perhaps the dentist could have a screen in for patients to register their vehicle for 1 hour parking. This way only users of the dentist would be exempt for the duration</p> | |

of their appointment. The same could be done with the garage. Where the owner would be responsible for registering cars to be exempt (although that would have to be for a daily period as it takes longer to fix cars than a dental check up.)

This scheme would be ideal but it would NOT work alongside the school scheme that is going to be trialled around Willowcroft school and st birinus school. Where are parents expected to park while they drop their young children off for school? It's not viable to expect them to all park in the orchard centre and walk young children up in all weathers from their to school. Parents have work to get to as well this could affect businesses as well and the children.

Charging tradespeople to park as well would only then be put onto the residents bill for work, so once again the residents will have to pay out again.

The problem is there, and this is a good way to resolve it, but by charging the residents to resolve a problem caused by non resident and mainly workers and visitors to the town is purely ludicrous.

The money should be made through fines and be taken from the councils budget (which is already contributed to by the residents of these areas.

Residents permit holders parking only:

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|----------------------------------|--|
| Bourne Street – Support | Mereland Road – Partially support |
| Church Street – Support | Newlands Avenue – Partially support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Concerns | St Peters Road – Support |
| High Street – Support | Vicarage Road – Concerns |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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|---------------------------------|--|
| St Andrews Road – Object | Vicarage Road – Partially support |
| St Peters Road – Object | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – Concerns</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Partially support</td> <td data-bbox="1294 323 2040 386">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – Partially support</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – Object</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | | East Street – Concerns | Newlands Avenue – Concerns | High Street – Partially support | Wessex Road – Concerns | Kynaston Road – Partially support | Hagbourne Road – Object | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Concerns | | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Object | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | |
| (o206) Local resident, (Didcot, Wessex road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>I live in proposed permit area and am not happy that the spaces outside my property if I have a permit will not be allocated to us. My adult daughter is severely disabled and has carers collecting a dropping her off. They need to be outside my property due to crossing road etc and I don't feel comfortable with strangers parking outside my house with a venerable adult living here, people who I don't know and blocking off the front off my house when we should have a right to park outside our own house if we have a permit.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1155 2040 1337"> <tr> <td data-bbox="510 1155 1294 1217">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1155 2040 1217">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1217 1294 1279">Church Street – No objection/No opinion</td> <td data-bbox="1294 1217 2040 1279">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1279 1294 1342">East Street – No objection/No opinion</td> <td data-bbox="1294 1279 2040 1342">St Andrews Road – No objection/No opinion</td> </tr> </table> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | |

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| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o207) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>I am broadly supportive of the proposals but I cannot state strongly enough that there is no point whatsoever introducing these restrictions if they are not enforced. There needs to be a full time traffic warden to enforce</p> | |

restrictions across the whole of Didcot or you are just charging residents for nothing and the permits will be worthless. Many of the people that park outside my house work in the Orchard Centre. The Orchard Centre should be forced to give staff parking permits to allow them to park for longer than 5 hours.

Residents permit holders parking only:

| | |
|----------------------------------|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|---------------------------------|-----------------------------------|
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

Removal of parking restrictions:

| | | |
|--|--|--|
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o208) Member of public, (Didcot, Wessex Road) | Live within proposed area – Yes General view – Concerns | |
| | I am writing on behalf of my elderly parents who live on Wessex Road. My mother who has been bed bound for several years and my father who has had 2 strokes in the last couple of years they rely on carers to visit the property 3 times per day as well as myself and my siblings who visit regularly each day. If the proposed permit restrictions were to be put in place with would cause me grave concerns regarding the caring requirements. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | |
| St Peters Road – No objection/No opinion | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2042 448"> <tr> <td data-bbox="510 261 1294 323">East Street – No objection/No opinion</td> <td data-bbox="1294 261 2042 323">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – No objection/No opinion</td> <td data-bbox="1294 323 2042 386">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 386 2042 448">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2042 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2042 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2042 676"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Concerns | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o209) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>In theory the proposal sounds OK. What concerns me is - I currently can often park outside my house even if only to drop off shopping free of charge - if I now have to pay £80 a year to do the same what assurances can you give me that this will be policed effectively and non permit holders will be dealt with if they contravene the restrictions?</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1086 2042 1385"> <tr> <td data-bbox="510 1086 1294 1149">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1086 2042 1149">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1149 1294 1211">Church Street – No objection/No opinion</td> <td data-bbox="1294 1149 2042 1211">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1211 1294 1273">East Street – No objection/No opinion</td> <td data-bbox="1294 1211 2042 1273">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1273 1294 1335">Hagbourne Road – No objection/No opinion</td> <td data-bbox="1294 1273 2042 1335">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1335 1294 1398">High Street – No objection/No opinion</td> <td data-bbox="1294 1335 2042 1398">Vicarage Road – No objection/No opinion</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
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| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | |

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| | <table border="1"> <tr> <td>Kynaston Road – No objection/No opinion</td> <td>Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td>St Andrews Road – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>St Peters Road – No objection/No opinion</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – No objection/No opinion</td> <td>Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td>High Street – No objection/No opinion</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>Kynaston Road – No objection/No opinion</td> <td>Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – No objection/No opinion</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>St Andrews Road – No objection/No opinion</td> <td></td> </tr> </table> | Kynaston Road – No objection/No opinion | Wessex Road – Concerns | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Concerns | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Concerns | St Andrews Road – No objection/No opinion | |
| Kynaston Road – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| (o210) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>Whilst I think it is a good idea to stop non-residential parking it is VERY unfair for the local residents to have to pay to park near their property and for their visitors to visit. ALL residents should have FREE parking and those non-residents should pay. Locals are having to bare the costs is unfair!!!</p> <p>Residents permit holders parking only:</p> | | | | | | | | | | | | | | | | |

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Concerns |

Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – Partially support |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

| | |
|---------------------------------|-----------------------------|
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

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| (o211) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Concerns</p> | |
| | <p>Who will police this, the parking is dangerous at the moment and nobody does anything about it. Police drive past it even sometimes park their own cars dangerously on these roads. Council does nothing to police parking restrictions</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – No objection/No opinion</p> |
| | <p>Church Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> |
| | <p>East Street – No objection/No opinion</p> | <p>St Andrews Road – Support</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> |
| | <p>High Street – No objection/No opinion</p> | <p>Vicarage Road – Support</p> |
| | <p>Kynaston Road – No objection/No opinion</p> | <p>Wessex Road – Partially support</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| <p>St Andrews Road – Support</p> | <p>Vicarage Road – Support</p> | |
| <p>St Peters Road – Support</p> | | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> | |

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|--|--|--|
| | High Street – No objection/No opinion | Wessex Road – Partially support |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Partially support |
| | St Andrews Road – No objection/No opinion | |
| (o212) Local resident, (Didcot, Wessex road) | <p>Live within proposed area – Yes General view – Concerns</p> <p>Removing parking restrictions on Wessex road by mereland road could result in reduced vision and more danger for pedestrians and cars when crossing the junction. Not having the parking bays all the way down hagbourne road will increase parking where people will cross making it unsafe. Will impact cost wise on low income households Makes it hard to have professional visitors eg. District nurses social workers carers Pointless if no enforcement i.e No wardens</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Concerns |
| | Church Street – No objection/No opinion | Newlands Avenue – Concerns |
| | East Street – No objection/No opinion | St Andrews Road – Concerns |

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| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Concerns | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Concerns |
| | St Andrews Road – No objection/No opinion | |
| (o213) Local resident, (Didcot, Wessex Road) | Live within proposed area – Yes General view – Concerns | |

The parking is already and illegal and little to nothing is done as a deterrent. Who is going to police these proposals to enforce them. Traffic wardens are very infrequent around Didcot and these areas, and why should we pay £80 per vehicle per year with no guarantee that it will be enforced or that you could park near to your home. I asked a few years ago about ANPR to address the number of vehicles that go the WRONG way down Vicaridge Road, nothing done. That is more dangerous than the parking down these roads (as someone who has had to do an emergency stop more than once due to people going the wrong way down the road).

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – Concerns |
| Kynaston Road – No objection/No opinion | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – Partially support |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">High Street – Object</td> <td data-bbox="1294 296 2040 357">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Andrews Road – Object</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | |
| <p>(o214) Local resident, (Didcot, Wessex road)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>Parking is currently available to residents. Why should we have to pay for living here and your introduction of permits. Very limited visitors permits. I have disabled daughter who rarely leaves home, so others come here but now won't be able to. Huge limitation to our already isolated circumstances.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 831 2040 1203"> <tr> <td data-bbox="510 831 1294 893">Bourne Street – Concerns</td> <td data-bbox="1294 831 2040 893">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 893 1294 956">Church Street – Concerns</td> <td data-bbox="1294 893 2040 956">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 956 1294 1018">East Street – Concerns</td> <td data-bbox="1294 956 2040 1018">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="510 1018 1294 1080">Hagbourne Road – Concerns</td> <td data-bbox="1294 1018 2040 1080">St Peters Road – Concerns</td> </tr> <tr> <td data-bbox="510 1080 1294 1142">High Street – Concerns</td> <td data-bbox="1294 1080 2040 1142">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 1142 1294 1203">Kynaston Road – Concerns</td> <td data-bbox="1294 1142 2040 1203">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1310 2040 1366"> <tr> <td data-bbox="510 1310 1294 1366">St Andrews Road – Support</td> <td data-bbox="1294 1310 2040 1366">Vicarage Road – Support</td> </tr> </table> | | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns | Kynaston Road – Concerns | Wessex Road – Object | St Andrews Road – Support | Vicarage Road – Support |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – Object | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | |

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| | <p>St Peters Road – Support</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Partially support</p> | | <p>Newlands Avenue – Partially support</p> |
| <p>High Street – Partially support</p> | | <p>Wessex Road – Partially support</p> |
| <p>Kynaston Road – Partially support</p> | | <p>Hagbourne Road – Partially support</p> |
| <p><u>Removal of parking restrictions:</u></p> | | |
| <p>High Street – Partially support</p> | | <p>Wessex Road – Partially support</p> |
| <p>St Andrews Road – Partially support</p> | | |
| <p>(o215) Local resident, (Didcot, Wessex Roas)</p> | <p>Live within proposed area – Yes General view – Concerns</p> <p>I feel that as a resident within this area the. The parking restrictions should be 24 hrs a day for 7 days a week not partial enforcement. This will not stop people parking on our road over night and all day Sunday. If I'm paying for it then I want to know that only residents of that road can park on that street I don't want to have to park roads away. Also needs to be the right amount of permits per street not more so parking for residents with permits does not become an issue Also how will it be enforced? Also allocated bays???</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |
| <u>Double yellow lines:</u> | |
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

(o216) Local resident, (Chilton, Pegasus Close)

Live within proposed area – **No**
 General view – **Concerns**

People who live on those streets shouldn't need to pay for a permit to park outside their own house

Residents permit holders parking only:

| | |
|----------------------------------|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|---------------------------------|-----------------------------------|
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 261 2040 387"> <tr> <td data-bbox="510 261 1294 323">High Street – Concerns</td> <td data-bbox="1294 261 2040 323">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Andrews Road – Concerns</td> <td data-bbox="1294 323 2040 387"></td> </tr> </table> | | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | | | |
| (o217) Local resident, (Didcot, Blackthorn road) | <p>Live within proposed area – No General view – Concerns</p> <p>While the area is mostly residential, there are a number of businesses/facilities inside the area, including a dentist, a community mental health clinic, and a police station. Access to these needs to be preserved - not everyone with mobility issues has a blue badge.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 798 2040 1169"> <tr> <td data-bbox="510 798 1294 860">Bourne Street – Support</td> <td data-bbox="1294 798 2040 860">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 860 1294 922">Church Street – Concerns</td> <td data-bbox="1294 860 2040 922">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 922 1294 984">East Street – Concerns</td> <td data-bbox="1294 922 2040 984">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 984 1294 1046">Hagbourne Road – Concerns</td> <td data-bbox="1294 984 2040 1046">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1046 1294 1109">High Street – Concerns</td> <td data-bbox="1294 1046 2040 1109">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1109 1294 1169">Kynaston Road – Support</td> <td data-bbox="1294 1109 2040 1169">Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1276 2040 1390"> <tr> <td data-bbox="510 1276 1294 1339">St Andrews Road – Support</td> <td data-bbox="1294 1276 2040 1339">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1339 1294 1390">St Peters Road – Support</td> <td data-bbox="1294 1339 2040 1390"></td> </tr> </table> | | Bourne Street – Support | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Support | East Street – Concerns | St Andrews Road – Support | Hagbourne Road – Concerns | St Peters Road – Support | High Street – Concerns | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | |
| Bourne Street – Support | Mereland Road – Concerns | | | | | | | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Support | | | | | | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 296 2040 485"> <tr> <td data-bbox="510 296 1294 357">East Street – Support</td> <td data-bbox="1294 296 2040 357">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 357 1294 418">High Street – Support</td> <td data-bbox="1294 357 2040 418">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 418 1294 485">Kynaston Road – Support</td> <td data-bbox="1294 418 2040 485">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 587 2040 708"> <tr> <td data-bbox="510 587 1294 647">High Street – Support</td> <td data-bbox="1294 587 2040 647">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 647 1294 708">St Andrews Road – Support</td> <td data-bbox="1294 647 2040 708"></td> </tr> </table> | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | |
| <p>(o218) Local resident, (Didcot, Brasenose Road)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>Will more permits be sold than spaces in the roads? How will it be policed and why should people pay to park on the road they live</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1086 2040 1385"> <tr> <td data-bbox="510 1086 1294 1147">Bourne Street – Concerns</td> <td data-bbox="1294 1086 2040 1147">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 1147 1294 1208">Church Street – Concerns</td> <td data-bbox="1294 1147 2040 1208">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 1208 1294 1268">East Street – Concerns</td> <td data-bbox="1294 1208 2040 1268">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="510 1268 1294 1329">Hagbourne Road – Concerns</td> <td data-bbox="1294 1268 2040 1329">St Peters Road – Concerns</td> </tr> <tr> <td data-bbox="510 1329 1294 1385">High Street – Concerns</td> <td data-bbox="1294 1329 2040 1385">Vicarage Road – Concerns</td> </tr> </table> | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | |
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| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | |
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| | <table border="1"> <tr> <td>Kynaston Road – Concerns</td> <td>Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td>St Andrews Road – Object</td> <td>Vicarage Road – Object</td> </tr> <tr> <td>St Peters Road – Object</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – Concerns</td> <td>Newlands Avenue – Concerns</td> </tr> <tr> <td>High Street – Concerns</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>Kynaston Road – Concerns</td> <td>Hagbourne Road – Concerns</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – Concerns</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>St Andrews Road – Concerns</td> <td></td> </tr> </table> | Kynaston Road – Concerns | Wessex Road – Concerns | St Andrews Road – Object | Vicarage Road – Object | St Peters Road – Object | | East Street – Concerns | Newlands Avenue – Concerns | High Street – Concerns | Wessex Road – Concerns | Kynaston Road – Concerns | Hagbourne Road – Concerns | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | | | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | | |
| (o219) Member of public, (Didcot, Brent Avenue) | <p>Live within proposed area – No General view – Concerns</p> <p>With children at one of the schools in the area, and in combination with the proposed school street, I think that Mereland Road will be safer for students walking and cycling to school with fewer parked cars, however it will make it almost impossible for parents to drop off and pick up from school and I don't necessarily agree that there should be no parking at these times in the surrounding streets, even for a 30 minute drop off/pick up. Sometimes, there are reasons</p> | | | | | | | | | | | | | | | | |

for using the car to do this and parents need somewhere to park. I do have concerns about how this will affect families and hope that this is being fully considered.

Residents permit holders parking only:

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|--|--|
| Bourne Street – No objection/No opinion | Mereland Road – Partially support |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Partially support | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – Concerns | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Partially support |

Removal of parking restrictions:

| | | |
|---|---|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o220) Local resident, (Didcot, Broadway) | Live within proposed area – No General view – Concerns | |
| | There are no provisions for a number of dwellings situated on the Broadway, they currently park wherever they can find a spot empty, these would be in the areas proposed for resident permits, as they are currently excluded what exactly are they supposed to do? Maybe you could build a car park for people living along the Broadway with no other viable option, or do they have to sell their vehicles? | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – No objection/No opinion</td> <td data-bbox="1294 323 2040 386">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| <p>(o221) County Cllr, (Didcot, Broadway)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>Requirements of residents in The Broadway who use side roads to park are not included in these proposals. Businesses on the Broadway are also not included in these proposals. I am a member of a WhatsApp group with Broadway based independent businesses, and they are upset that none of them were involved in discussions prior to the proposals being issue. The area of focus is cut very tightly, and there is no holistic approach. A wider approach should be considered to avoid simply moving the problem. This should including the free parking arrangement for spaces on the Broadway. As a County Councillor in Didcot, I want to see a wider joined up proposal presented to residents.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1225 2040 1343"> <tr> <td data-bbox="510 1225 1294 1287">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1225 2040 1287">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1287 1294 1343">Church Street – No objection/No opinion</td> <td data-bbox="1294 1287 2040 1343">Newlands Avenue – Concerns</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – Concerns | | | | | | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – Concerns | | | | | | | | | | |

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|---|---|---|
| | East Street – No objection/No opinion | St Andrews Road – Concerns |
| | Hagbourne Road – No objection/No opinion | St Peters Road – Concerns |
| | High Street – No objection/No opinion | Vicarage Road – Concerns |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – Concerns |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – Concerns | |
| (o222) Member of public, (Didcot, Broadway) | Live within proposed area – No General view – Concerns | |

so i work on broadway at royal mail and there is no staff parking. All workers that drive have to find a road nearby to park on as we don't want to pay £6 a day parking in Edinburgh drive car park or the orchard centre. Many do park along wessex road, me included. Now it's a struggle to find a parking spot as it is but now it's all being taken away in every neighbouring road to town. I can't afford the parking everyday and neither can anyone else. i understand it gets busy but that's just life when we keep having new houses built and no infrastructure to support it. I received a parking ticket today for parking on wessex road, for "parking on a restricted street during prescribed hours". This hasn't come into place yet so i don't understand why i have that parking notice. It's also not fair making the residents on that road pay for parking outside their own house and for visitors. It's all ridiculous.

Residents permit holders parking only:

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|---|--|
| Bourne Street – Support | Mereland Road – Partially support |
| Church Street – Support | Newlands Avenue – Partially support |
| East Street – Support | St Andrews Road – Partially support |
| Hagbourne Road – Partially support | St Peters Road – Partially support |
| High Street – Support | Vicarage Road – Concerns |
| Kynaston Road – Partially support | Wessex Road – Object |

Limited waiting parking bays:

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|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – Partially support |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – Concerns |

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| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o223) Local resident, (Didcot, Broadway) | <p>Live within proposed area – No General view – Concerns</p> <p>I am a resident living on the Broadway with NO parking, the map you provided looks likes it does not include these houses for permits as the line is behind the properties ? VERY UNCLEAR? At present we park on St Andrews road so would we be included with permits to park here??? Also I feel penalised that we have to pay for a permit to park on local roads near our house as we have NO parking ! The cost of living is bad enough and now you expect payment to park our car near where we live, surly residents should be getting permits for Free!</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – Concerns |
| | Hagbourne Road – No objection/No opinion | St Peters Road – Concerns |
| | High Street – No objection/No opinion | Vicarage Road – Concerns |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2038 421"> <tr> <td data-bbox="510 296 1292 357">St Andrews Road – Concerns</td> <td data-bbox="1292 296 2038 357">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 357 1292 421">St Peters Road – Concerns</td> <td data-bbox="1292 357 2038 421"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 523 2038 710"> <tr> <td data-bbox="510 523 1292 584">East Street – No objection/No opinion</td> <td data-bbox="1292 523 2038 584">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 584 1292 644">High Street – No objection/No opinion</td> <td data-bbox="1292 584 2038 644">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 644 1292 710">Kynaston Road – No objection/No opinion</td> <td data-bbox="1292 644 2038 710">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 812 2038 936"> <tr> <td data-bbox="510 812 1292 873">High Street – No objection/No opinion</td> <td data-bbox="1292 812 2038 873">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 873 1292 936">St Andrews Road – Concerns</td> <td data-bbox="1292 873 2038 936"></td> </tr> </table> | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – Concerns | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | |
| <p>(o224) Local resident, (Didcot, Brunstock Beck)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>Since the Orchard centre has increased payable times this will cause more congestion. Also the Orchard Centre car park will become fuller and the knock effect to traffic on Hitchcock Way and the Fleet Meadow roundabout will increase pollution in a proposed Garden Town!! Will we get even more commuters parking on Ladygrove estate, Tyne Avenue is already full of commuters and causes problems at school run times at Willowbrook school. I never see any wardens enforcing the double yellow parking on Cow Lane or ticketing those who park on corners on Tyne Avenue. Never seen wardens patrolling the Broadway either where the wait time is 30 mins, and never see them putting tickets on the gym users outside the post office who park in the disabled bays either. Do you have plans for the HMO's in the</p> | | | | | | | | | | | | | | |

area where there may be up to 6 cars per household? What about the small business owners in the area? Example - how will we be able to drop off donations to Changing Lives as an example. Also the Dentist on Hagbourne road does not have enough parking for its patients, and this can lead to other issues for the less able who need a car as the walk from the Orchard centre can impact them and take up on dental care.

Residents permit holders parking only:

| | |
|--|--|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Concerns | St Peters Road – Support |
| High Street – Partially support | Vicarage Road – Support |
| Kynaston Road – Concerns | Wessex Road – Partially support |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

| | |
|---------------------------------|-----------------------------------|
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

Removal of parking restrictions:

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|---|--|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|-------------------------------|-----------------------------------|----------------------------------|----------------------------------|-------------------------------|---------------------------------|---------------------------------|-------------------------------|-----------------------------------|---------------------------------|----------------------------------|--|
| | <table border="1"> <tr> <td data-bbox="510 229 1294 290">High Street – Object</td> <td data-bbox="1294 229 2042 290">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 290 1294 351">St Andrews Road – Object</td> <td data-bbox="1294 290 2042 351"></td> </tr> </table> | High Street – Object | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| <p>(o225) Local resident, (Didcot, Dinmore way)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>Are local police officers going to be provided with parking permits as there is not enough parking at didcot police station.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 727 1294 788">Bourne Street – Concerns</td> <td data-bbox="1294 727 2042 788">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 788 1294 849">Church Street – Concerns</td> <td data-bbox="1294 788 2042 849">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 849 1294 909">East Street – Concerns</td> <td data-bbox="1294 849 2042 909">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="510 909 1294 970">Hagbourne Road – Concerns</td> <td data-bbox="1294 909 2042 970">St Peters Road – Concerns</td> </tr> <tr> <td data-bbox="510 970 1294 1031">High Street – Concerns</td> <td data-bbox="1294 970 2042 1031">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 1031 1294 1091">Kynaston Road – Concerns</td> <td data-bbox="1294 1031 2042 1091">Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td data-bbox="510 1206 1294 1267">St Andrews Road – Concerns</td> <td data-bbox="1294 1206 2042 1267">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 1267 1294 1327">St Peters Road – Concerns</td> <td data-bbox="1294 1267 2042 1327"></td> </tr> </table> <p><u>Double yellow lines:</u></p> | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns | Kynaston Road – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | |

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| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o226) Local Cllr (i.e. Town/Parish/District), (Didcot, Edwin Road) | Live within proposed area – No | |
| | General view – Concerns | |
| | As a local cllr I have heard from the Broadway traders who strongly opposed this scheme. I would like OCC to consult closely with the traders to come to a suitable solution to ensure trade is not affected / or trade improves - perhaps other options can be investigated alongside this scheme. I do think the 30mins waiting bays may be too short a time, and I would prefer a short term parking (1hr). | |
| | Assuming the proposal has been modelled to consider its impact, and assuming affected residents want this, I am broadly in favour of the scheme | |
| | <u>Residents permit holders parking only:</u> | |
| Bourne Street – Partially support | Mereland Road – Partially support | |
| Church Street – Partially support | Newlands Avenue – Partially support | |
| East Street – Partially support | St Andrews Road – Concerns | |

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| | Hagbourne Road – Partially support | St Peters Road – Concerns |
| | High Street – Partially support | Vicarage Road – Concerns |
| | Kynaston Road – Partially support | Wessex Road – Partially support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o227) Local resident, (Didcot, Fairacres road) | <p>Live within proposed area – No General view – Concerns</p> <p>I feel that the "all day parking" issues in these areas will simply be moved to the nearby streets.</p> | |

It is almost impossible to park on my road at the weekends and storefronts due to football parent parking when using Edmonds Park. This will simply become an every day issue. We already witness people parking in the road and walking into town or to the railway station and I feel that this will get worse.

Residents permit holders parking only:

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|---|-----------------------------------|
| Bourne Street – No objection/No opinion | Mereland Road – Concerns |
| Church Street – No objection/No opinion | Newlands Avenue – Concerns |
| East Street – No objection/No opinion | St Andrews Road – Concerns |
| Hagbourne Road – No objection/No opinion | St Peters Road – Concerns |
| High Street – No objection/No opinion | Vicarage Road – Concerns |
| Kynaston Road – No objection/No opinion | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|--|---|
| East Street – No objection/No opinion | Newlands Avenue – Concerns |
| High Street – No objection/No opinion | Wessex Road – Concerns |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

| | | |
|---|--|-----------------------------------|
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o228) Local resident, (Didcot, Foxcote Crescent) | Live within proposed area – No General view – Concerns | |
| | My primary concern is that the proposal includes charging local residents for a permit. They already pay significant amounts in terms of council tax and this is very much a money grab by the council. Its understandable that they would want to restrict non-residents but this should not be at the cost of residents who already pay for enforcement. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Concerns | Mereland Road – Concerns |
| | Church Street – Concerns | Newlands Avenue – Concerns |
| | East Street – Concerns | St Andrews Road – Concerns |
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Concerns | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |

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|---|---|--|-----------------------------------|--|-----------------------------------|--|--|---|---|-------------------------------|--|---------------------------------|--|
| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">East Street – Concerns</td> <td data-bbox="1294 229 2040 288">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 288 1294 347">High Street – Concerns</td> <td data-bbox="1294 288 2040 347">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 347 1294 406">Kynaston Road – Concerns</td> <td data-bbox="1294 347 2040 406">Hagbourne Road – Concerns</td> </tr> <tr> <td colspan="2" data-bbox="510 406 2040 518"><u>Removal of parking restrictions:</u></td> </tr> <tr> <td data-bbox="510 518 1294 577">High Street – Object</td> <td data-bbox="1294 518 2040 577">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 577 1294 638">St Andrews Road – Object</td> <td data-bbox="1294 577 2040 638"></td> </tr> </table> | East Street – Concerns | Newlands Avenue – Concerns | High Street – Concerns | Wessex Road – Concerns | Kynaston Road – Concerns | Hagbourne Road – Concerns | <u>Removal of parking restrictions:</u> | | High Street – Object | Wessex Road – Object | St Andrews Road – Object | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | |
| <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | |
| (o229) Local resident, (Didcot, Hardings strings) | <p>Live within proposed area – No General view – Concerns</p> <p>Hardings strings will become a rat run for people dropping children off to at birinus . Is will become unsafe .</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 986 1294 1045">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 986 2040 1045">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 1045 1294 1104">Church Street – No objection/No opinion</td> <td data-bbox="1294 1045 2040 1104">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 1104 1294 1163">East Street – No objection/No opinion</td> <td data-bbox="1294 1104 2040 1163">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1163 1294 1222">Hagbourne Road – Concerns</td> <td data-bbox="1294 1163 2040 1222">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1222 1294 1281">High Street – Concerns</td> <td data-bbox="1294 1222 2040 1281">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1281 1294 1340">Kynaston Road – Concerns</td> <td data-bbox="1294 1281 2040 1340">Wessex Road – No objection/No opinion</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – Concerns | Church Street – No objection/No opinion | Newlands Avenue – Concerns | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – Concerns | St Peters Road – No objection/No opinion | High Street – Concerns | Vicarage Road – No objection/No opinion | Kynaston Road – Concerns | Wessex Road – No objection/No opinion |
| Bourne Street – No objection/No opinion | Mereland Road – Concerns | | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – Concerns | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – No objection/No opinion | | | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – No objection/No opinion | | | | | | | | | | | | |
| Kynaston Road – Concerns | Wessex Road – No objection/No opinion | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 263 2040 387"> <tr> <td data-bbox="510 263 1294 323">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 263 2040 323">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Peters Road – No objection/No opinion</td> <td data-bbox="1294 323 2040 387"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 491 2040 678"> <tr> <td data-bbox="510 491 1294 552">East Street – No objection/No opinion</td> <td data-bbox="1294 491 2040 552">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 552 1294 612">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 612">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 612 1294 678">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 612 2040 678">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 782 2040 906"> <tr> <td data-bbox="510 782 1294 842">High Street – No objection/No opinion</td> <td data-bbox="1294 782 2040 842">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 842 1294 906">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 842 2040 906"></td> </tr> </table> | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | | East Street – No objection/No opinion | Newlands Avenue – Concerns | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | Newlands Avenue – Concerns | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| (o230) Local business, (Didcot, Hawksworth) | <p>Live within proposed area – No General view – Concerns</p> <p>As a Home Care provider, we have concerns as we provide care to a number of patients living in the areas likely to be affected. Many of the patients require the support of 2 carers per visit & visits are often for longer than an hour due to the nature of the patients needs. Parking restrictions will mean that care workers will be unable to park within a reasonable proximity of the patients home for the required duration in order to provide the patients care. The proposal for 'no return within an hour', could also restrict carers as some patients have multiple visits throughout the day</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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|----------------------------------|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

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|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | |
|---------------------------------|-----------------------------------|
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

Removal of parking restrictions:

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|--|--|
| High Street – Partially support | Wessex Road – Partially support |
| St Andrews Road – Partially support | |

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| <p>(o231) Local resident, (Didcot, Hornsby Fields)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>Concerned about charging people for permits, but agree a permit scheme may be needed.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Concerns</p> | <p>Mereland Road – Concerns</p> |
| | <p>Church Street – Concerns</p> | <p>Newlands Avenue – Concerns</p> |
| | <p>East Street – Concerns</p> | <p>St Andrews Road – Concerns</p> |
| | <p>Hagbourne Road – Concerns</p> | <p>St Peters Road – Concerns</p> |
| | <p>High Street – Concerns</p> | <p>Vicarage Road – Concerns</p> |
| | <p>Kynaston Road – Concerns</p> | <p>Wessex Road – Concerns</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Concerns</p> | <p>Vicarage Road – Concerns</p> |
| | <p>St Peters Road – Concerns</p> | |
| | <p><u>Double yellow lines:</u></p> | |
| | <p>East Street – Object</p> | <p>Newlands Avenue – Object</p> |

| | | |
|--|--|-----------------------------------|
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o232) Local resident, (Didcot, Linacre close) | Live within proposed area – No General view – Concerns | |
| | This will push the commuter parks onto other areas to park. We already have commuters parking on sandringham road and cycling to the station | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Partially support | Mereland Road – Concerns |
| | Church Street – Concerns | Newlands Avenue – Concerns |
| | East Street – Concerns | St Andrews Road – Concerns |
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Concerns | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |

| | | |
|--|---|--|
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o233) Local resident, (didcot, lincoln gardens) | <p>Live within proposed area – No General view – Concerns</p> <p>parking in other streets off sandringham road are getting worse and worse for being able to park outside your own house due to people that dont live there parking there cars all day, if this proposal comes into force even more cars will use our roads as somewhere to park their cars How about make every road residents permits to stop commuters parking wherever they like. Parking is hard enough as it is already</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Concerns | Mereland Road – Concerns |

| | |
|---|-----------------------------------|
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |
| <u>Double yellow lines:</u> | |
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |
| <u>Removal of parking restrictions:</u> | |
| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

(o234) Local business, (Didcot, Mereland road)

Live within proposed area – **No**
 General view – **Concerns**

Work at police station and there is no other parking in reasonable distance. Orchard centre is max 5 hours. Parking is already difficult and often a risk parking a distance from the station, particularly later in the evening/night due to walking alone with risks of the job.

Residents permit holders parking only:

| | |
|--------------------------------|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
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| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |

| | | |
|--|--|--------------------------------|
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| <p>(o235) As part of a group/organisation, (Didcot, Mereland Road)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>I work for Thames Valley Police, based on Mereland Road, and due to the small parking facilities (4 to 5 cars) outside my building, my staff and often have to park in the neighbouring streets for periods of up to 9 hours - due to variable shift work. At certain times, up to 20 people can work from this station. There is no scope for additional parking at our site, and due to the late night finish times it is unfair and unsafe for staff to walk great distances to vehicles parked a long way from the station (ie. train station, Sainsbury's). The Orchard Centre has a maximum of 5 hours parking, and would come at an additional cost of around £1200-1400 per year. Due to the length of our shifts, and often these are extended without warning, this is not a viable alternative. I am aware that the Civic Hall is amending its parking facilities to permits and ANPR, and this is a considerable walk from the station too.</p> <p>Would the proposed 'resident permits' be offered to police officers and staff based at Didcot police station, so that they can continue to work here and provide a service to the town? Perhaps subsidised permits can be issued to those registered as being based at Didcot Police Station (I can provide a list)? I am keen to discuss this further, and have made the estates manager and area commander for South Oxfordshire aware as well.</p> <p>I am deeply concerned that if no alternatives solutions are found, staff will not be able to travel to Didcot police station to work, resulting in the likely closure of this base, and the movement of five response teams, and a neighbourhood team, to Abingdon or even Kidlington (as Abingdon is due to close in the coming years). This will hugely affect police response times and services to the communities of Didcot and surrounding villages, and this will lose the visible police presence in these communities through the loss of the neighbourhood team. This would be counter to the government's Neighbourhood Guarantee of having more 'bobbies on the beat' and inevitably impact the perception of police visibility.</p> | |

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Partially support |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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|---------------------------------|--|
| East Street – Concerns | Newlands Avenue – Partially support |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

Removal of parking restrictions:

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|--|--|
| High Street – Partially support | Wessex Road – Partially support |
| St Andrews Road – Partially support | |

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| <p>(o236) Local resident, (Didcot, Norreys Close)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>This will only work if enforced and people who live there can have a permit for each car at property not limited to two</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Concerns</p> | <p>Mereland Road – Concerns</p> |
| | <p>Church Street – Concerns</p> | <p>Newlands Avenue – Concerns</p> |
| | <p>East Street – Concerns</p> | <p>St Andrews Road – Concerns</p> |
| | <p>Hagbourne Road – Concerns</p> | <p>St Peters Road – Concerns</p> |
| | <p>High Street – Concerns</p> | <p>Vicarage Road – Concerns</p> |
| | <p>Kynaston Road – Concerns</p> | <p>Wessex Road – Concerns</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Concerns</p> | <p>Vicarage Road – Concerns</p> |
| | <p>St Peters Road – Concerns</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Concerns</p> | <p>Newlands Avenue – Concerns</p> | |

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| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o237) Local resident, (Didcot, Ridgeway Road) | <p>Live within proposed area – No General view – Concerns</p> <p>I am objecting to the proposals because it will just move the problem to other roads in the area. Vehicles from Kynaston road already park at the top end of Ridgeway road making it impossible to safely enter and exit the road. In addition vehicles also park in Ridgeway, Sinodun, Richmere and the Croft when attending the schools in Mereland Road.</p> <p>As far as the roads which link directly to the Broadway, if drivers adhered to the Highway code and did not park on the double yellow lines or within the appropriate distance of a junction then other parking restrictions would not be required. Policing of this would be a better way of dealing with the issue.</p> <p>It appears that all of the proposals are of little benefit to the residents of the area and are actually making the area a less attractive place to live. It will add to the costs of living in the area and would therefore expect there would be a council tax reduction for those residents who have to pay for the permits as it seems totally unfair that residents of other areas of the town are not being expected to pay such costs.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Concerns |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |

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| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – Concerns | Vicarage Road – No objection/No opinion |
| | Kynaston Road – Object | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Concerns | Vicarage Road – Concerns |
| | St Peters Road – Concerns | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o238) Local resident, (Didcot, Roebuck Court) | Live within proposed area – No General view – Concerns | |

I have a concern that it will simply move the problem to the next streets over

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – No objection/No opinion |
| East Street – Concerns | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Concerns | St Peters Road – No objection/No opinion |
| High Street – Concerns | Vicarage Road – No objection/No opinion |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
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| | St Andrews Road – No objection/No opinion | |
| (o239) Member of public, (Didcot, Collingwood Avenue) | Live within proposed area – No General view – Concerns | |
| | People who live in property with no off street parking are being penalised for it | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Partially support | Mereland Road – Partially support |
| | Church Street – Concerns | Newlands Avenue – Partially support |
| | East Street – Concerns | St Andrews Road – Concerns |
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Partially support | Vicarage Road – Concerns |
| | Kynaston Road – Partially support | Wessex Road – Partially support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |

| | | |
|--|---|---|
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o240) Local resident, (Didcot, Park Road) | Live within proposed area – No | |
| | General view – Concerns | |
| | Elderly residents have visitors eg- carers or other appointments- no driveway and need to park nearby | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Concerns | Mereland Road – Concerns |
| | Church Street – Object | Newlands Avenue – Concerns |
| | East Street – Concerns | St Andrews Road – Concerns |
| | Hagbourne Road – Concerns | St Peters Road – Concerns |
| | High Street – Concerns | Vicarage Road – Concerns |
| | Kynaston Road – Concerns | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |

| | | |
|--|---|--|
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o241) Member of public, (Didcot, Sir frank williams avenue) | <p>Live within proposed area – No General view – Concerns</p> <p>Residents shouldn't be expected to pay to park at THEIR property. Permit should be free What if a house has 3 cars i.e 2 parents with a car and a young adult with a car, how does that work?</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Object | Mereland Road – Object |
| | Church Street – Object | Newlands Avenue – Object |
| | East Street – Object | St Andrews Road – Object |

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| | Hagbourne Road – Object | St Peters Road – Object |
| | High Street – Object | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o242) Local resident, (Didcot, The Croft) | <p>Live within proposed area – No General view – Concerns</p> <p>Concerned that this will push those using the area as a car park further out. If the proposal is to stop these areas being used as parking areas for convenience, I feel strongly against the fact that residents will now have to pay a fee</p> | |

to park in their own street of residences. Also if the usage of these areas for parking is an issue then why is there not better parking facilities in place. Orchard centre car park is not adequate and also causes traffic issues. Lower Broadway needs to be a no parking zone to allow traffic to flow easier through this area.

Residents permit holders parking only:

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|----------------------------------|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

| | | |
|--|--|--|
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o243) Member of public, (Didcot ladygrove, Middle furlong ox) | Live within proposed area – No General view – Concerns | |
| | Concerned about cost of householders to obtain permits. Limited to 2 per house. Contractors having to pay. Paying for visitors. Concerned that current restrictions aren't enforced- would the new ones? Cost of implementation. Just moving the problem of commuters/ shop workers to another area (ladygrove). Stress to elderly residents who haven't got family support to help them, and worry about correct procedures for visitors (not just carers, but podiatrists, hairdresser, cleaners). | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Concerns |
| | East Street – Support | St Andrews Road – Concerns |
| | Hagbourne Road – Support | St Peters Road – Concerns |
| | High Street – Support | Vicarage Road – Partially support |
| | Kynaston Road – Partially support | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Partially support | Vicarage Road – Partially support | |
| St Peters Road – Partially support | | |

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| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | |
| <p>(o244) Police Officer, (Didcot Police Station, Mereland Road)</p> | <p>Live within proposed area – No General view – Concerns</p> <p>Police officers rely on parking in the surrounding streets due to the town centre location of the station. It is likely if all the proposals came into force that the station would have to close. Most officers travel from out of area</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1120 2040 1358"> <tr> <td data-bbox="510 1120 1294 1181">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1120 2040 1181">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 1181 1294 1241">Church Street – No objection/No opinion</td> <td data-bbox="1294 1181 2040 1241">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1241 1294 1302">East Street – No objection/No opinion</td> <td data-bbox="1294 1241 2040 1302">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1302 1294 1362">Hagbourne Road – No objection/No opinion</td> <td data-bbox="1294 1302 2040 1362">St Peters Road – No objection/No opinion</td> </tr> </table> | | Bourne Street – No objection/No opinion | Mereland Road – Concerns | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | | |
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| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
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| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | | | |
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| High Street – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | | |
| (o245) Member of public, (East Hagbourne - responding from local businesses and residents | <p>Live within proposed area – No General view – Concerns</p> <p>'Informal' consultations in May 2025 - what does that mean? I've not heard how local small businesses in the area were involved? Who did you speak to? I understand the desire for all concerned about long term parking by non-residents/local business owners/users (ie the need to target people parking all day to use the station). I have read lots</p> | | | | | | | | | | | | | | | | | | |

perspective,
Vicarage Road)

of comments from locals who are affected - why should they pay? And what about their visitors/tradespeople/carers? Also, many houses on some of those streets have off-road parking already - why not have a mixed approach, ie 'Resident Permit Parking, or parking for max of 2 hours' And bring back the old fashioned 'arrival time' dial to put on the dashboard (like the one which comes with the disabled Blue Badge). If this is to be 'policed' by traffic wardens, then they will see this and note the cars staying longer than 2 hours (or whatever limit set). The 2 hours also reflects the free parking at the Orchard Centre - this means less confusion for people and gives shoppers/visitors/tradespeople/businesses a real reason to COME TO DIDCOT and DO BUSINESS IN DIDCOT. It seems that the proposal (which cynically I think is NOT a proposal but a FULLY FORMED PLAN which WILL BE implemented whatever people say in this fake consultation) is aimed at targetting a specific group of parkers; rail users who don't want to pay to park at the station - so come up with a plan which targets them! In summary - I understand the reasons, but PLEASE make it more flexible and less complicated for residents and small businesses in the locality.

Residents permit holders parking only:

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| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

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|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

| | | |
|---|---|-----------------------------------|
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o246) Member of public, (Marcham, Howard Cornish Road) | Live within proposed area – No | |
| | General view – Concerns | |
| | <p>Our family including our son with disabilities attends Busby House regularly and more frequently than most because of our son's dental needs.</p> <p>We have to travel to the dentist firstly because of Busby House providing brilliant support for SEN, and secondly because of the overall lack of NHS services in the county and there is no provision more locally. We have concerns that we will not be able to park within the vicinity of the dentist, which has limited onsite parking. With our son's significant anxiety we need to be able to park close by to enable him to access the service. I am sure there are others with similar needs that access the dentist. If this proceeds, to ensure the changes are fully inclusive, we would ask for provision of 2 hour parking bays close to the dental service. Not all people with extensive disabilities have blue badges but still have needs and support with access. Thank you.</p> | |
| | <u>Residents permit holders parking only:</u> | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | |

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| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Concerns | St Peters Road – No objection/No opinion |
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| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o247) Local resident, (Didcot, Broadway) | Live within proposed area – Yes General view – Partially support | |

I own and live in a property on Broadway between Newlands Avenue and StPeters Road. I have no driveway or vehicle access to my front garden. I park either on St Peter's road or on occasion when the parking has been bad, on Wessex Road. With the proposal I am not eligible to apply for a parking permit as I do not reside on a road that qualifies, Broadway is not included. In this situation where should I then park?

With regard to the waiting/no return in 1 hour, I believe this should all be permit holder parking. The whole of the Broadway outside the shops is 30min wait/no return, domestic residents need these spaces more.

Would there be consideration for widening the path on Broadway to enable residents to get vehicles to their front garden? We certainly have enough space, I could fit 10 cars in my front garden, I just can't get to it. Perhaps a dual path like in the new developments.

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
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Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – Object | |

Double yellow lines:

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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
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| | High Street – No objection/No opinion | Wessex Road – Concerns |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o248) Local resident, (Didcot, East Street) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I support the need for parking restrictions to ensure these roads can only be used by residents and visitors as our location is a haven for free parking for the dental surgery and town as we are such close proximity - often forcing actual residents to have to park far away from their own homes. My objection surrounds the payment for these permits. Residents should be given one free parking permit to park in the road in which they reside, with the option to pay for an additional permit. I feel that residents are being penalised for failure to provide adequate parking for shops, businesses and retails workers.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Partially support | Mereland Road – Partially support |
| | Church Street – Partially support | Newlands Avenue – Partially support |
| | East Street – Partially support | St Andrews Road – Partially support |
| | Hagbourne Road – Partially support | St Peters Road – Partially support |
| | High Street – Partially support | Vicarage Road – Partially support |

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| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | |
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| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | | |
| (o249) Local resident, (Didcot, Hagbourne) | <p>Live within proposed area – Yes General view – Partially support</p> <p>Living on Hagbourne Road and parking is atrocious. Witnessing workers and visitors to the centre park and walk over leaving it impossible to park and illegally park ourselves causing ourselves to be fined etc is frustrating. My worry for the emergency vehicles getting by and the fact regularly the driveways of neighbours are being blocked in due to the inconsiderate parking is again frustrating. While I do appreciate something needs to be done and resident parking is a way forward I am disappointed at the cost and restriction of visitor permits.</p> | | | | | | | | | | | | | | | | |

Again while I agree we will have to burden these costs, I feel £80 per car is a lot, when most have 2 cars per a household.
Is this going to be enforced is my concern. The cost implications could be reduced slightly to make it easier for us residents. The orchard centre should have to be accountable to provide staff parking at no cost which would reduce the amount of workers parking on our streets!!

Residents permit holders parking only:

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| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Partially support | St Peters Road – Partially support |
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Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
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Double yellow lines:

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| High Street – Object | Wessex Road – Object | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | |
| (o250) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I have no overall objections, but some significant concerns:</p> <ol style="list-style-type: none"> 1. I live on Hagbourne Road and am one of only a handful of houses on the road withOUT driveways. While parking is a huge issue and I am VERY supportive overall of the idea of restrictions and permits, this puts a few houses at a disadvantage. 2. This is significantly compounded by the fact that there is little to no parking enforcement in Didcot. If I pay for a permit (unlike my neighbours with driveways) and the people continue to park inappropriately, as they do currently on Hagbourne Road and in restricted areas on neighbouring streets, how can I be sure that I will actually be able to park? Will I pay for a permit only for the rules to go unenforced and see no change? <p>I do otherwise support the overall initiative. Parking has become not only a hassle but dangerous on Hagbourne Road, with large vehicles struggling to fit between cars nearly every day. A significant proportion of non-resident parking comes from the dentist and those going into the town centre, so restrictions, if enforced, should be a welcome change.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1102 2040 1348"> <tr> <td data-bbox="510 1102 1294 1163">Bourne Street – Support</td> <td data-bbox="1294 1102 2040 1163">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1163 1294 1225">Church Street – Support</td> <td data-bbox="1294 1163 2040 1225">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1225 1294 1287">East Street – Support</td> <td data-bbox="1294 1225 2040 1287">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1287 1294 1348">Hagbourne Road – Concerns</td> <td data-bbox="1294 1287 2040 1348">St Peters Road – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Concerns | St Peters Road – Support |
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|---|---|--|
| | High Street – Support | Vicarage Road – Support |
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| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
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| | Kynaston Road – Support | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o251) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I am all for introducing changes that would benefit parking and driving for those that live on these streets. I appreciate the council looking into improving these roads for local residents. However £80 per year per permit seems steep.</p> | |

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
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| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
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| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

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Double yellow lines:

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| Kynaston Road – No objection/No opinion | Hagbourne Road – Support |

Removal of parking restrictions:

| | |
|--|--|
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| <p>(o252) Local resident, (Didcot, Hagbourne Road)</p> | <p>Live within proposed area – Yes General view – Partially support</p> <p>1. I live on Hagbourne Road and I mostly support the idea of residents parking, however as an OAP I am very concerned about the high cost of paying for 2 residents permits and think that charging £80.00 each is exorbitant and is turning this exercise into a cash cow. 2. Will the new parking restrictions be enforced by a traffic warden as it will be useless without monitoring. 3. Hagbourne Road is a though road and most Satnavs send large vehicles down it instead of around Jubilee way, signs at the top and bottom of the road indicating that it is for access only would also help to alleviate the traffic problem.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – No objection/No opinion</p> |
| | <p>Church Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> |
| | <p>East Street – Partially support</p> | <p>St Andrews Road – No objection/No opinion</p> |
| | <p>Hagbourne Road – Partially support</p> | <p>St Peters Road – No objection/No opinion</p> |
| | <p>High Street – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>Kynaston Road – No objection/No opinion</p> | <p>Wessex Road – No objection/No opinion</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>St Peters Road – No objection/No opinion</p> | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 296 2040 483"> <tr> <td data-bbox="510 296 1294 357">East Street – Partially support</td> <td data-bbox="1294 296 2040 357">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 357 1294 418">High Street – Partially support</td> <td data-bbox="1294 357 2040 418">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 418 1294 483">Kynaston Road – Partially support</td> <td data-bbox="1294 418 2040 483">Hagbourne Road – Partially support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 587 2040 708"> <tr> <td data-bbox="510 587 1294 647">High Street – Partially support</td> <td data-bbox="1294 587 2040 647">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 647 1294 708">St Andrews Road – Partially support</td> <td data-bbox="1294 647 2040 708"></td> </tr> </table> | East Street – Partially support | Newlands Avenue – Partially support | High Street – Partially support | Wessex Road – Partially support | Kynaston Road – Partially support | Hagbourne Road – Partially support | High Street – Partially support | Wessex Road – Partially support | St Andrews Road – Partially support | |
| East Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | |
| (o253) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>Generally I feel that drastic action is needed on Hagbourne Road, double parking is constant, people's driveways are blocked and cars are parked dangerously around junctions. Patients at Busby House, workers at Orchard Centre and rail commuters use the road as a free car park. Numerous times not enough space is left to allow emergency vehicles through and Lorrie's end up stuck. Biggest concern however is that restrictions will not be adequately enforced. People will not pay for permits if nothing is done about non permit holder parking. A full time traffic warden is essential.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1190 2040 1370"> <tr> <td data-bbox="510 1190 1294 1251">Bourne Street – Support</td> <td data-bbox="1294 1190 2040 1251">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1251 1294 1311">Church Street – Support</td> <td data-bbox="1294 1251 2040 1311">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1311 1294 1370">East Street – Support</td> <td data-bbox="1294 1311 2040 1370">St Andrews Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | | | | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | |

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|---|--|--|
| | Hagbourne Road – Partially support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o254) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I am concerned about the maximum 2 permit per household limit. If families have 2 working parent and teenagers/young adults living at home then there is a high likelihood that there will be more than 2 cars registered at</p> | |

the address. The parking restrictions would negatively impact the ability of these families. I object to any new proposals that negatively impact the families in the area.

Residents permit holders parking only:

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|---|--|
| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Partially support | St Peters Road – Partially support |
| High Street – Partially support | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Partially support |

Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

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|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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|---|---|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o255) Local resident, (Didcot, Hagbourne Road) | Live within proposed area – Yes General view – Partially support | |
| | I agree with the idea of parking restrictions to support safer on street parking situations in general and to enable local residents ease of access to close to home parking. I do not agree with the maximum 2 household parking permit limit. If a household had 2 adults at the head of the family that both drive to work and then any children over 17 living at home the chances are that those children will also have permits. This rule would be discriminatory to them. There needs to be a provision for families with adult children at home. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support | |
| St Peters Road – Support | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 296 2040 485"> <tr> <td data-bbox="510 296 1294 357">East Street – Partially support</td> <td data-bbox="1294 296 2040 357">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 357 1294 418">High Street – Partially support</td> <td data-bbox="1294 357 2040 418">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 418 1294 485">Kynaston Road – Partially support</td> <td data-bbox="1294 418 2040 485">Hagbourne Road – Partially support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 587 2040 711"> <tr> <td data-bbox="510 587 1294 647">High Street – No objection/No opinion</td> <td data-bbox="1294 587 2040 647">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 647 1294 711">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 647 2040 711"></td> </tr> </table> | East Street – Partially support | Newlands Avenue – Partially support | High Street – Partially support | Wessex Road – Partially support | Kynaston Road – Partially support | Hagbourne Road – Partially support | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| <p>(o256) Local resident, (Didcot, Hagbourne Road)</p> | <p>Live within proposed area – Yes General view – Partially support</p> <p>Cost . We don't need costly permits and admin . Just make single yellow lines in congested/ danger areas and make them clear ways 8 to 6 pm</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1086 2040 1385"> <tr> <td data-bbox="510 1086 1294 1147">Bourne Street – Partially support</td> <td data-bbox="1294 1086 2040 1147">Mereland Road – Partially support</td> </tr> <tr> <td data-bbox="510 1147 1294 1208">Church Street – Partially support</td> <td data-bbox="1294 1147 2040 1208">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 1208 1294 1268">East Street – Partially support</td> <td data-bbox="1294 1208 2040 1268">St Andrews Road – Partially support</td> </tr> <tr> <td data-bbox="510 1268 1294 1329">Hagbourne Road – Partially support</td> <td data-bbox="1294 1268 2040 1329">St Peters Road – Partially support</td> </tr> <tr> <td data-bbox="510 1329 1294 1385">High Street – Partially support</td> <td data-bbox="1294 1329 2040 1385">Vicarage Road – Partially support</td> </tr> </table> | Bourne Street – Partially support | Mereland Road – Partially support | Church Street – Partially support | Newlands Avenue – Partially support | East Street – Partially support | St Andrews Road – Partially support | Hagbourne Road – Partially support | St Peters Road – Partially support | High Street – Partially support | Vicarage Road – Partially support |
| Bourne Street – Partially support | Mereland Road – Partially support | | | | | | | | | | |
| Church Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | |
| East Street – Partially support | St Andrews Road – Partially support | | | | | | | | | | |
| Hagbourne Road – Partially support | St Peters Road – Partially support | | | | | | | | | | |
| High Street – Partially support | Vicarage Road – Partially support | | | | | | | | | | |

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| Kynaston Road – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| (o257) Local resident, (Didcot, Hagbourne road/east street) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I partially support the proposal but it will push commuters elsewhere.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | | | |

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| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Partially support | St Peters Road – Partially support |
| High Street – Partially support | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Partially support |

Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

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| East Street – Object | Newlands Avenue – Partially support |
| High Street – Partially support | Wessex Road – Partially support |
| Kynaston Road – Partially support | Hagbourne Road – Partially support |

Removal of parking restrictions:

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|--|--|
| High Street – Partially support | Wessex Road – Partially support |
| St Andrews Road – Partially support | |

(o258) Local resident, (Didcot, High Street)

Live within proposed area – **Yes**
General view – **Partially support**

Finding parking on the street I live on can be hard during peak times. My biggest reason for supporting parking restrictions is these roads can be hard to drive through when people are parked on them. Specifically hagbourne road around the Busby dentist is where cars parked either side of the road and don't leave a sufficient gap to get through. I can barely fit my regular sized car through the gap so I imagine it does not allow emergency vehicles through.

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Partially support |
| Hagbourne Road – Support | St Peters Road – Partially support |
| High Street – Support | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Support |

Limited waiting parking bays:

| | |
|-----------------------------------|---------------------------------|
| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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|--|--|
| East Street – Partially support | Newlands Avenue – Partially support |
| High Street – Partially support | Wessex Road – Partially support |

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|---|---|---|
| | Kynaston Road – Partially support | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| <p>(o259) Local resident, (Didcot, High Street)</p> | <p>Live within proposed area – Yes General view – Partially support</p> <p>i believe that ALL residents of the proposed street should have parking permits - however £80 per permit is rather steep considering we all have to variable road tax fees. residents should have the right to park outside their property but to pay such a high fee - especially if you need 2. thank you for FREE visitor permits for over aged over 70 - this will help with those receiving care. query this one Contractors may apply for a permit to use a resident’s parking place at a charge of £31.50 for any period not exceeding a week. Surely if the contractor vehicle is using a resident bay then it should be covered - as the contractor will automatically pass the fee back to the resident who has already paid £80 for permit Question - Permits are available for registered carers and healthcare workers. - do these get FREE as the patient shouldn't have to absorb another fee HAGBOURNE ROAD - unfortunately with Busby Dental practice on this road it does get busy, the nearest car park is Sainsbury as the top car park off Broadway is always busy especially with at least 8 of those being reserved for Mac Donalds (why) - there is currently a space of dis-used land next to Travis Perkins - can this be purchase and turned into a car park? Hagbourne Road needs special attention as NO fire engine can get through and residents can never find a parking space. PLEASE PLEASE think very carefully when applying these restrictions and think carefully about residents</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Support | Mereland Road – Partially support |

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|--|--|
| Church Street – Support | Newlands Avenue – Partially support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Partially support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |
| <u>Double yellow lines:</u> | |
| East Street – Partially support | Newlands Avenue – Partially support |
| High Street – Partially support | Wessex Road – Partially support |
| Kynaston Road – Partially support | Hagbourne Road – Partially support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

(o260) Local resident, (Didcot, High Street)

Live within proposed area – **Yes**
 General view – **Partially support**

Currently we pay £20 a month on top of rent for a guaranteed space in the Northbourne Centre. I am trying to figure out whether we would be better off with the £80 permit which would allow us to park outside our property (currently not always possible due to 8am-6pm Mon-Sat restrictions). However, I would be anxious to see how the scheme fares before giving us this guaranteed spot, i.e., waiting to see whether cars associated with other properties in the area end up parking in front of our property.

I have not been able to find a map with only the proposed changes which would make them clear – on the map provided, high street is very cluttered so it is hard to tell.

Overall, changes are necessary. Cars frequently park far too near the junction of Wessex Road onto Hagbourne Road, making it dangerous and difficult to turn out onto the latter.

Residents permit holders parking only:

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|---------------------------------|--|
| Bourne Street – Support | Mereland Road – No objection/No opinion |
| Church Street – Support | Newlands Avenue – No objection/No opinion |
| East Street – Support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

| | |
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| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Concerns</td> <td data-bbox="1294 323 2040 386">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – Partially support</td> <td data-bbox="1294 552 2040 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – Concerns | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – Partially support | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – Concerns | Wessex Road – No objection/No opinion | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | |
| High Street – Partially support | Wessex Road – No objection/No opinion | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o261) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Partially support</p> <p>Parking permits</p> <ul style="list-style-type: none"> - 50 visitors' permits per year is not enough. Restricts lifestyle, unfair to residents. Impact on mental health. (aim for 365 permits?) - residents may end up putting their own cars on the road during the days to free up driveways for possible guests. - Flats on High Street/Pease Place corner- residents' car park seems barely used. Possibly because of the Leylandii and the resulting debris (bird poop) that falls on the cars? UNKEPT - Not easy for people having building works/trades visits -the costs will all fall to the owners. - What provision for building contractors on projects exceeding one week? - If a SOHA property needs a visit from a tradesperson, who pays for that permit, the resident or SOHA? - If a resident has a loan car, how do they switch their permit from their own registration to the loan car registration? - What are the provisions for trades who visit multiple properties in the area during one day? | | | | | | | | | | |

- Possible solution: more in-town parking for Town employees , and more reasonably priced parking for commuters in the Station car parks
 - If the permit areas are policed privately, those companies will be looking for minimum effort for maximum fines. If someone needs to contest the fine it will be tricky to do so. Better to have a company that deals with it with kindness and compassion. Keep the policing of it in-House?
 - Research to do: who do the cars belong to that park down Hagbourne Road? (a particularly highly congested area)
 - Possible solution-bigger car parking area for Busby house. Rough calculation: 9 dentists, 3 people per dentist at one time (1 arriving, 1 in the appointment, 1 departing) = 27 cars. Plus dentists (9), plus dental nurses (9) plus Receptionists (3) = 48 cars. Instead of spending all the money on setting up a permit parking scheme, council could use the funds to purchase a neighbouring property to Busby house and make it into car park spaces.
 - Do the restricted hours need to be 8 am to 6 pm? A single hour during the day maybe just as effective in terms of stopping commuters/workers parking there, and may be preferred by residents. Would also mean only one hour of policing the area is required, which would be cheaper.
- With the proposed school scheme also happening with 8-9 & 2.30-3.30 exclusion will also make lower kynaston/hagbourne/high street and very congested area

Residents permit holders parking only:

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| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Concerns | Vicarage Road – Support |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

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|--|---|--|
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Partially support |
| | High Street – Concerns | Wessex Road – Concerns |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o262) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Partially support</p> <p>It is very difficult to turn out of my parking area due to all the cars parked. I think a permit scheme is a good thing but I do not think it would apply to the private parking area outside my flat.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Support | Mereland Road – Concerns |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |

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| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
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| | <u>Limited waiting parking bays:</u> | |
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| | High Street – Partially support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o263) Local resident, (Didcot, Kynaston road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I agree with it and think it is a good idea, however I do not agree that residents should have to pay for a permit to park. People that shouldn't be parking should have to pay for permits nor genuine residents.</p> | |

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
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| | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| (o264) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>Why should we have to pay £80 when we live in the road already. We should get a permit per house, we pay enough council tax as it is. Absolutely ripped of left right and center with this council. 80 is a joke and should be free for residents. The whole scheme is about money, nothing else there is no real interest in residence as long as you get your money.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 699 2042 1072"> <tr> <td>Bourne Street – No objection/No opinion</td> <td>Mereland Road – No objection/No opinion</td> </tr> <tr> <td>Church Street – No objection/No opinion</td> <td>Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td>East Street – No objection/No opinion</td> <td>St Andrews Road – No objection/No opinion</td> </tr> <tr> <td>Hagbourne Road – No objection/No opinion</td> <td>St Peters Road – No objection/No opinion</td> </tr> <tr> <td>High Street – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – Partially support</td> <td>Wessex Road – No objection/No opinion</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1177 2042 1302"> <tr> <td>St Andrews Road – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>St Peters Road – No objection/No opinion</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | Kynaston Road – Partially support | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 233 1294 292">East Street – No objection/No opinion</td> <td data-bbox="1294 233 2042 292">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 292 1294 351">High Street – No objection/No opinion</td> <td data-bbox="1294 292 2042 351">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 351 1294 410">Kynaston Road – Partially support</td> <td data-bbox="1294 351 2042 410">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p data-bbox="510 451 927 485"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 579">High Street – No objection/No opinion</td> <td data-bbox="1294 520 2042 579">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 579 1294 638">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 579 2042 638"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – Partially support | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o265) Local resident, (Didcot, Kynaston Road) | <p data-bbox="510 746 949 812">Live within proposed area – Yes General view – Partially support</p> <p data-bbox="510 850 2042 951">The only area of objection that I have is for the proposed £80 fee for a resident permit. I believe that each household should get 2 FOC - I wouldn't be opposed to just 1 free - and then any additional permits is £80 - in addition to the first 25 visitor permits being FOC and then a cost for the additional 25.</p> <p data-bbox="510 986 1010 1019"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1054 1294 1114">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1054 2042 1114">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1114 1294 1173">Church Street – No objection/No opinion</td> <td data-bbox="1294 1114 2042 1173">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1173 1294 1232">East Street – No objection/No opinion</td> <td data-bbox="1294 1173 2042 1232">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1232 1294 1291">Hagbourne Road – No objection/No opinion</td> <td data-bbox="1294 1232 2042 1291">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1291 1294 1350">High Street – No objection/No opinion</td> <td data-bbox="1294 1291 2042 1350">Vicarage Road – No objection/No opinion</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | |

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| | Kynaston Road – Concerns | Wessex Road – No objection/No opinion |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – No objection/No opinion | | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | | |
| <u>Double yellow lines:</u> | | |
| East Street – No objection/No opinion | | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | | Hagbourne Road – No objection/No opinion |
| <u>Removal of parking restrictions:</u> | | |
| High Street – No objection/No opinion | | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | | |
| (o266) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>A local resident has a business where they have regular visitors, and there seems to be no provision for such businesses run from residences. I don't feel there is significant parking pressure on my road, and this will only add more effort to have visitors.</p> <p>Residents permit holders parking only:</p> | |

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| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Partially support | St Peters Road – Partially support |
| High Street – Partially support | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Partially support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
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Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

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| (o267) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Partially support</p> | |
| | <p>While i agree that restrictions need to apply i do have concerns. 1. Why should residents have to pay? Proof of residency and vehicle should be enough to grant a free permit. 2. What about visitors to our home, family and friends may be put off by this scheme. 3. We have off road parking for the cars in our household, why should we have to pay for a permit. 4. I believe that the council are in some cases putting unfair levies on motorists. Oxford congestion charge, charges for school zones, permit parking at cost to residents etc. Oxford used to have emission zones but now with the increase in electric vehicles they have had to find another way to squeeze money out of motorists by introducing a congestion charge.</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Partially support | Mereland Road – Partially support |
| | Church Street – Partially support | Newlands Avenue – Partially support |
| | East Street – Partially support | St Andrews Road – Partially support |
| | Hagbourne Road – Partially support | St Peters Road – Partially support |
| | High Street – Partially support | Vicarage Road – Partially support |
| | Kynaston Road – Concerns | Wessex Road – Partially support |
| | <p><u>Limited waiting parking bays:</u></p> | |
| St Andrews Road – Partially support | Vicarage Road – Partially support | |

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| | St Peters Road – Partially support | | | | | | | | | |
| | <u>Double yellow lines:</u> | | | | | | | | | |
| | East Street – Partially support | Newlands Avenue – Partially support | | | | | | | | |
| | High Street – Partially support | Wessex Road – Partially support | | | | | | | | |
| | Kynaston Road – Concerns | Hagbourne Road – Partially support | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | |
| | High Street – Concerns | Wessex Road – Concerns | | | | | | | | |
| | St Andrews Road – Concerns | | | | | | | | | |
| (o268) Local resident, (Didcot, Kynaston road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I live in kynaston road I would object to the parking if I wasn't allowed to have a permit outside my house . My husband and I are both over 70 does that help at all</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1150 2040 1390"> <tr> <td data-bbox="510 1150 1292 1214">Bourne Street – Support</td> <td data-bbox="1292 1150 2040 1214">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1214 1292 1278">Church Street – Support</td> <td data-bbox="1292 1214 2040 1278">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1278 1292 1342">East Street – Support</td> <td data-bbox="1292 1278 2040 1342">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1342 1292 1390">Hagbourne Road – Support</td> <td data-bbox="1292 1342 2040 1390">St Peters Road – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | |

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| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Partially support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Object | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o269) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>People park all day, every day on the double yellows at the bottom of St Andrews, and there is never enforcement. I live on Kynaston Road. It is quiet during the day - very little on street parking. However, I anticipate these restrictions will force more parking onto our road, so I'm cautiously supportive. As long as there is a real enforcement plan.</p> | |

Residents permit holders parking only:

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| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Support | Newlands Avenue – Partially support |
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| High Street – Support | Vicarage Road – Support |
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Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
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Double yellow lines:

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| East Street – Support | Newlands Avenue – Object |
| High Street – Concerns | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Partially support | Wessex Road – Partially support |
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| | St Andrews Road – Partially support | | | | | | | | | | | | | | | | | |
| (o270) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>As a disabled resident I feel it could become unaffordable to continually purchase visitors permits, I see it's mentioned that over 70's will have them free, I am in my 50's, also I do not have a vehicle registered to myself but there are 3 household vehicles and only space for 2 off road. How would this work for someone like me? I generally am collected and taken out by family members that do not live with me and this seems unfair.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 699 2047 1072"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – No objection/No opinion</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td>East Street – Support</td> <td>St Andrews Road – Support</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>Kynaston Road – Partially support</td> <td>Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1177 2047 1302"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | | Bourne Street – Support | Mereland Road – No objection/No opinion | Church Street – Support | Newlands Avenue – No objection/No opinion | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Partially support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | |
| Bourne Street – Support | Mereland Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Wessex Road – Support | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 290">East Street – Support</td> <td data-bbox="1294 231 2040 290">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 290 1294 351">High Street – Support</td> <td data-bbox="1294 290 2040 351">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 351 1294 411">Kynaston Road – Support</td> <td data-bbox="1294 351 2040 411">Hagbourne Road – Support</td> </tr> <tr> <td colspan="2" data-bbox="510 454 2040 486"><u>Removal of parking restrictions:</u></td> </tr> <tr> <td data-bbox="510 518 1294 579">High Street – Support</td> <td data-bbox="1294 518 2040 579">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 579 1294 639">St Andrews Road – Support</td> <td data-bbox="1294 579 2040 639"></td> </tr> </table> | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | <u>Removal of parking restrictions:</u> | | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | |
| <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | |
| (o271) Local resident, (Didcot, Kynaston road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I don't mind</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 986 1294 1046">Bourne Street – Partially support</td> <td data-bbox="1294 986 2040 1046">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1046 1294 1107">Church Street – Support</td> <td data-bbox="1294 1046 2040 1107">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1107 1294 1168">East Street – Support</td> <td data-bbox="1294 1107 2040 1168">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1168 1294 1228">Hagbourne Road – Support</td> <td data-bbox="1294 1168 2040 1228">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1228 1294 1289">High Street – Support</td> <td data-bbox="1294 1228 2040 1289">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1289 1294 1350">Kynaston Road – Object</td> <td data-bbox="1294 1289 2040 1350">Wessex Road – Support</td> </tr> </table> | Bourne Street – Partially support | Mereland Road – Object | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Object | Wessex Road – Support |
| Bourne Street – Partially support | Mereland Road – Object | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Support | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 261 2040 387"> <tr> <td data-bbox="510 261 1294 323">St Andrews Road – Partially support</td> <td data-bbox="1294 261 2040 323">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Peters Road – Support</td> <td data-bbox="1294 323 2040 387"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 491 2040 676"> <tr> <td data-bbox="510 491 1294 553">East Street – Support</td> <td data-bbox="1294 491 2040 553">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 553 1294 616">High Street – Support</td> <td data-bbox="1294 553 2040 616">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 616 1294 676">Kynaston Road – Object</td> <td data-bbox="1294 616 2040 676">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 780 2040 906"> <tr> <td data-bbox="510 780 1294 842">High Street – Partially support</td> <td data-bbox="1294 780 2040 842">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 842 1294 906">St Andrews Road – Support</td> <td data-bbox="1294 842 2040 906"></td> </tr> </table> | St Andrews Road – Partially support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Support | High Street – Partially support | Wessex Road – Support | St Andrews Road – Support | |
| St Andrews Road – Partially support | Vicarage Road – Support | | | | | | | | | | | | | | |
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| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| (o272) Local resident, (Didcot, Mereland Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>We live in Mereland Road and was notified a few weeks ago that there is a proposal to restrict access to selective roads during the hours of 08:00-09:00 and 14:30-15:30 term time only, then today we received another letter proposing Parking Permits and restrictions. I think both are an excellent idea, but just want to know why the parking permits and restrictions proposal is showing it stops before our property, near the junction of Kynaston Road. Is this because you are going to implement the road closures too or because you feel we don't have parking issue? I am emailing to let you know that the parking issues from our house to Didcot Leisure Centre are horrendous. Outside and opposite our house is double yellow lines, these are parked on every day by multiple vehicles and there is no enforcement. It makes getting in and out of the property very difficult and more importantly is a hazard to all who use</p> | | | | | | | | | | | | | | |

the road/pavements. Just pasts the yellow lines on both sides of the road are free parking areas where anyone can park. This space is used by some residents but also people that are non residents and walk into town and leave their car parked for hours, this means that residents that have additional cars or guests have no where for them to park, so why is the parking permits and restrictions not being enforced in this area.

Residents permit holders parking only:

| | |
|--|--|
| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

| | | | | | | | | | | | | | | | | | |
|---|--|--|--|--|----------------------------------|--|----------------------------------|---------------------------------|---|------------------------------|--|--|--|-----------------------------------|---------------------------------|----------------------------------|--|
| | <table border="1"> <tr> <td data-bbox="510 233 1294 290">High Street – Support</td> <td data-bbox="1294 233 2042 290">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 290 1294 352">St Andrews Road – Support</td> <td data-bbox="1294 290 2042 352"></td> </tr> </table> | High Street – Support | Wessex Road – Support | St Andrews Road – Support | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| <p>(o273) Local resident, (Didcot, Mereland Road)</p> | <p>Live within proposed area – Yes General view – Partially support</p> <p>How will this be enforced? Will it cause parking problems in other areas like the private parking courtyard of residents living in churches street and up to 15a mereland Rd (private courtyard opposite police station, will there be help to enforce illegal parking there?</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 762 1294 825">Bourne Street – Partially support</td> <td data-bbox="1294 762 2042 825">Mereland Road – Partially support</td> </tr> <tr> <td data-bbox="510 825 1294 887">Church Street – Partially support</td> <td data-bbox="1294 825 2042 887">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 887 1294 949">East Street – Partially support</td> <td data-bbox="1294 887 2042 949">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 949 1294 1011">Hagbourne Road – Support</td> <td data-bbox="1294 949 2042 1011">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1011 1294 1074">High Street – Support</td> <td data-bbox="1294 1011 2042 1074">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1074 1294 1136">Kynaston Road – Partially support</td> <td data-bbox="1294 1074 2042 1136">Wessex Road – No objection/No opinion</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td data-bbox="510 1238 1294 1300">St Andrews Road – Concerns</td> <td data-bbox="1294 1238 2042 1300">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 1300 1294 1362">St Peters Road – Concerns</td> <td data-bbox="1294 1300 2042 1362"></td> </tr> </table> | Bourne Street – Partially support | Mereland Road – Partially support | Church Street – Partially support | Newlands Avenue – Support | East Street – Partially support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – No objection/No opinion | High Street – Support | Vicarage Road – No objection/No opinion | Kynaston Road – Partially support | Wessex Road – No objection/No opinion | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | |
| Bourne Street – Partially support | Mereland Road – Partially support | | | | | | | | | | | | | | | | |
| Church Street – Partially support | Newlands Avenue – Support | | | | | | | | | | | | | | | | |
| East Street – Partially support | St Andrews Road – Support | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – Partially support</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Support</td> <td data-bbox="1294 323 2040 386">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – Partially support</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – Concerns</td> <td data-bbox="1294 552 2040 614">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – Concerns</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | | East Street – Partially support | Newlands Avenue – Partially support | High Street – Support | Wessex Road – Partially support | Kynaston Road – Partially support | Hagbourne Road – Support | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| East Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | | |
| High Street – Support | Wessex Road – Partially support | | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Support | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | |
| (o274) Local resident, (Didcot, Mereland road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>I don't believe residents should have to pay for their permits. They should be issued per household along the roads affected. If you are wanting to put this in place then charging people for parking permits seems unjust. They should be provided for free for those affected. Also... how will this be enforced? What about the use of ANPR cameras to actually monitor this as we know that hardly any checks are done around Didcot as to the relation of the parking so seems completely pointless unless it'll actually be enforced. Also, how are you going to prevent the traffic build up at school drop off and pick up time when it's at its worse?</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1257 2040 1377"> <tr> <td data-bbox="510 1257 1294 1319">Bourne Street – Support</td> <td data-bbox="1294 1257 2040 1319">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1319 1294 1382">Church Street – Support</td> <td data-bbox="1294 1319 2040 1382">Newlands Avenue – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | | | | | | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | |

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| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Object | Newlands Avenue – Support |
| | High Street – Object | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o275) Local resident, (Didcot, Newlands avenue) | Live within proposed area – Yes General view – Partially support | |

Annoyed with people avoiding station fees parking on roads and blocking / obscuring driveways,
Would be content for permit system limiting time afforded to non residents / tradesmen to park on street.

Residents permit holders parking only:

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|---|--|
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – Partially support |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – Partially support | Wessex Road – Partially support |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|---|
| East Street – No objection/No opinion | Newlands Avenue – Object |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

| | | |
|---|--|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| <p>(o276) Local resident, (Didcot, Newlands Avenue)</p> | <p>Live within proposed area – Yes General view – Partially support</p> | |
| | <p>In principle it sounds like it is needed, but do not understand why as a house owner i have to pay additional money to pay for parking permits. If you want to role it out, do so, but not at my cost, or at least provide up to 1 parking permit at no extra cost.</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – Partially support |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <p><u>Limited waiting parking bays:</u></p> | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | |
| St Peters Road – No objection/No opinion | | |
| <p><u>Double yellow lines:</u></p> | | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">East Street – Support</td> <td data-bbox="1294 229 2040 288">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 288 1294 347">High Street – Support</td> <td data-bbox="1294 288 2040 347">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 347 1294 406">Kynaston Road – Support</td> <td data-bbox="1294 347 2040 406">Hagbourne Road – Support</td> </tr> <tr> <td colspan="2" data-bbox="510 406 2040 518"><u>Removal of parking restrictions:</u></td> </tr> <tr> <td data-bbox="510 518 1294 577">High Street – Support</td> <td data-bbox="1294 518 2040 577">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 577 1294 638">St Andrews Road – Support</td> <td data-bbox="1294 577 2040 638"></td> </tr> </table> | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | <u>Removal of parking restrictions:</u> | | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | |
| <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | |
| (o277) Local resident, (Didcot, Queensway) | <p data-bbox="510 746 952 813">Live within proposed area – Yes General view – Partially support</p> <p data-bbox="510 853 840 885">Didcot is gridlock as it is.</p> <p data-bbox="510 917 1019 949"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 986 1294 1045">Bourne Street – Support</td> <td data-bbox="1294 986 2040 1045">Mereland Road – Object</td> </tr> <tr> <td data-bbox="510 1045 1294 1104">Church Street – Support</td> <td data-bbox="1294 1045 2040 1104">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1104 1294 1163">East Street – Support</td> <td data-bbox="1294 1104 2040 1163">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1163 1294 1222">Hagbourne Road – Support</td> <td data-bbox="1294 1163 2040 1222">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1222 1294 1281">High Street – Support</td> <td data-bbox="1294 1222 2040 1281">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1281 1294 1340">Kynaston Road – Support</td> <td data-bbox="1294 1281 2040 1340">Wessex Road – Object</td> </tr> </table> | Bourne Street – Support | Mereland Road – Object | Church Street – Support | Newlands Avenue – Object | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Object |
| Bourne Street – Support | Mereland Road – Object | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Object | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Object | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="512 263 2040 387"> <tr> <td data-bbox="512 263 1294 325">St Andrews Road – Support</td> <td data-bbox="1294 263 2040 325">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="512 325 1294 387">St Peters Road – Support</td> <td data-bbox="1294 325 2040 387"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="512 493 2040 678"> <tr> <td data-bbox="512 493 1294 555">East Street – Support</td> <td data-bbox="1294 493 2040 555">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="512 555 1294 617">High Street – Support</td> <td data-bbox="1294 555 2040 617">Wessex Road – Support</td> </tr> <tr> <td data-bbox="512 617 1294 678">Kynaston Road – Support</td> <td data-bbox="1294 617 2040 678">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 783 2040 904"> <tr> <td data-bbox="512 783 1294 845">High Street – Support</td> <td data-bbox="1294 783 2040 845">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="512 845 1294 904">St Andrews Road – Support</td> <td data-bbox="1294 845 2040 904"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Concerns | St Andrews Road – Support | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Concerns | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| <p>(o278) Local resident, (Didcot, St Andrews)</p> | <p>Live within proposed area – Yes General view – Partially support</p> <p>Removal of the existing double yellow section to the south of St Andrews near the Wessex Rd junction would result in cars being parked close to the corner. This could be a hazard as cars frequently turn this corner into the one way street at speed with the view obscured by tall hedges. I assume the existing double yellow lines are in place for road safety reasons - so what has changed? More generally parking in this area does need addressing - parking on opposite sides of Wessex Rd often makes it a dangerous slalom course and sometimes access is impossible for larger vehicles (incl Fire Engines).</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – Partially support |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

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|---|--|
| St Andrews Road – Support | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

| | |
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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – Concerns | |

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| | | |
| (o279) Local resident, (Didcot, St Andrews Road) | <p>Live within proposed area – Yes General view – Partially support</p> | |
| | <p>The removal of restrictions on St Andrews Road, Wessex Road is directly in line with driveways. The High Street is relatively narrow and cars parking on either side of the carriageway could lead to conflict with vehicles travelling along the road.</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Partially support</p> | <p>Mereland Road – Partially support</p> |
| | <p>Church Street – Partially support</p> | <p>Newlands Avenue – Partially support</p> |
| | <p>East Street – Partially support</p> | <p>St Andrews Road – Partially support</p> |
| | <p>Hagbourne Road – Partially support</p> | <p>St Peters Road – Partially support</p> |
| | <p>High Street – Partially support</p> | <p>Vicarage Road – Partially support</p> |
| | <p>Kynaston Road – Partially support</p> | <p>Wessex Road – Partially support</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| <p>St Andrews Road – Partially support</p> | <p>Vicarage Road – Partially support</p> | |
| <p>St Peters Road – Partially support</p> | | |
| <p><u>Double yellow lines:</u></p> | | |

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|---|---|--|
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o280) Local resident, (Didcot, St Peters Road) | Live within proposed area – Yes General view – Partially support | |
| | Restricting parking is a good idea given the high volume of traffic in the area. However, I would like to see the proposal go further to reduce traffic volumes and support active transport in the area. If Broadway was not already such an unpleasant and hostile environment for pedestrians, we wouldn't have to bend over backwards to allow people to park their cars 20 metres from the shops in your new short stay bays on St Peters, St Andrews and Vicarage roads. Less consideration should be given to letting people who are fortunate enough not to live here get in and out of Didcot quickly, and more to improving the town for everyone who lives or visits here. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Partially support | Mereland Road – Partially support |
| | Church Street – Partially support | Newlands Avenue – Partially support |
| | East Street – Partially support | St Andrews Road – Partially support |
| | Hagbourne Road – Partially support | St Peters Road – Partially support |

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| | <table border="1"> <tr> <td>High Street – Partially support</td> <td>Vicarage Road – Partially support</td> </tr> <tr> <td>Kynaston Road – Partially support</td> <td>Wessex Road – Partially support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td>St Andrews Road – Concerns</td> <td>Vicarage Road – Concerns</td> </tr> <tr> <td>St Peters Road – Concerns</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Wessex Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – Concerns</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>St Andrews Road – Concerns</td> <td></td> </tr> </table> | High Street – Partially support | Vicarage Road – Partially support | Kynaston Road – Partially support | Wessex Road – Partially support | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| High Street – Partially support | Vicarage Road – Partially support | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | | | | |
| (o281) Local business, (Didcot, Vicarage Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>It is not clear whether parking permits will be available for us as a business and if they are, how many will be available. Without parking permits being available in the town for our employees, we are struggling to get people into our offices.</p> | | | | | | | | | | | | | | | | | | |

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – Concerns |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

| | |
|--|---------------------------------|
| St Andrews Road – No objection/No opinion | Vicarage Road – Concerns |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

| | |
|--|--|
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
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| | | |
|--|--|--|
| | St Andrews Road – No objection/No opinion | |
| (o282) Local resident, (Didcot, Wessex road) | Live within proposed area – Yes General view – Partially support | |
| | I feel that at the moment there is parking available at the west end of wessex Road outside my house and the neighbours house but this plan replaced that with double yellow lines. So me and my neighbours even if we buy a permit will have no where to park. If the double yellows at West end of wessex Road changed to resident parking would be able to support the idea | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – Support | Newlands Avenue – Concerns |
| | East Street – Object | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| | High Street – Support | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – Concerns |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | |
| St Peters Road – No objection/No opinion | | |
| <u>Double yellow lines:</u> | | |

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|--|---|--|---------------------------------|--|----------------------------------|--|--|--|---|--|--|
| | <table border="1"> <tbody> <tr> <td data-bbox="510 229 1294 288">East Street – No objection/No opinion</td> <td data-bbox="1294 229 2040 288">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 288 1294 347">High Street – Partially support</td> <td data-bbox="1294 288 2040 347">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 347 1294 406">Kynaston Road – Partially support</td> <td data-bbox="1294 347 2040 406">Hagbourne Road – Partially support</td> </tr> </tbody> </table> <p data-bbox="510 451 927 483"><u>Removal of parking restrictions:</u></p> <table border="1"> <tbody> <tr> <td data-bbox="510 520 1294 579">High Street – No objection/No opinion</td> <td data-bbox="1294 520 2040 579">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 579 1294 638">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 579 2040 638"></td> </tr> </tbody> </table> | East Street – No objection/No opinion | Newlands Avenue – Object | High Street – Partially support | Wessex Road – Object | Kynaston Road – Partially support | Hagbourne Road – Partially support | High Street – No objection/No opinion | Wessex Road – Concerns | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – Object | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Object | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o283) Local resident, (Didcot, Wessex road) | <p data-bbox="510 746 949 810">Live within proposed area – Yes General view – Partially support</p> <p data-bbox="510 850 1984 983">I do not think it's fair that tradesmen/ service providers should have to pay for parking. It stifles the local economy. Secondly the charge currently £80 but how do we know it will Not become unaffordable for residents? Where will designated bays on Wessex Road be located? If you live on Wessex Road can you park in a designated bay on high street for example?</p> <p data-bbox="510 1023 1010 1054"><u>Residents permit holders parking only:</u></p> <table border="1"> <tbody> <tr> <td data-bbox="510 1086 1294 1145">Bourne Street – Support</td> <td data-bbox="1294 1086 2040 1145">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1145 1294 1204">Church Street – Support</td> <td data-bbox="1294 1145 2040 1204">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1204 1294 1264">East Street – Support</td> <td data-bbox="1294 1204 2040 1264">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1264 1294 1323">Hagbourne Road – Support</td> <td data-bbox="1294 1264 2040 1323">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1323 1294 1382">High Street – Support</td> <td data-bbox="1294 1323 2040 1382">Vicarage Road – No objection/No opinion</td> </tr> </tbody> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – No objection/No opinion | Hagbourne Road – Support | St Peters Road – No objection/No opinion | High Street – Support | Vicarage Road – No objection/No opinion |
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| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| East Street – Support | St Andrews Road – No objection/No opinion | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion | | | | | | | | | | |
| High Street – Support | Vicarage Road – No objection/No opinion | | | | | | | | | | |

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|--|--|--|
| | Kynaston Road – Support | Wessex Road – Partially support |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Support | | Vicarage Road – Support |
| St Peters Road – Support | | |
| <u>Double yellow lines:</u> | | |
| East Street – Support | | Newlands Avenue – Support |
| High Street – Support | | Wessex Road – Support |
| Kynaston Road – Support | | Hagbourne Road – Support |
| <u>Removal of parking restrictions:</u> | | |
| High Street – Partially support | | Wessex Road – Partially support |
| St Andrews Road – Partially support | | |
| (o284) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Partially support</p> <p>No objections</p> <p><u>Residents permit holders parking only:</u></p> | |

| | |
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| Bourne Street – No objection/No opinion | Mereland Road – Support |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support |
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| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| <u>Removal of parking restrictions:</u> | |
| High Street – No objection/No opinion | Wessex Road – Support |
| St Andrews Road – No objection/No opinion | |

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|--|---|----------------------------------|
| (o285) Local resident, (Didcot, Wessex road) | Live within proposed area – Yes | |
| | General view – Partially support | |
| | I support this plan however residents who live on these streets shouldn't have to pay for their own car and prove that they live their in order for it to be free for residents | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
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| St Andrews Road – Support | Vicarage Road – Support | |
| St Peters Road – Support | | |
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| East Street – Support | Newlands Avenue – Support | |
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|---|--|--|--|--|----------------------------------|--|
| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 296 2040 421"> <tr> <td data-bbox="512 296 1292 357">High Street – Support</td> <td data-bbox="1292 296 2040 357">Wessex Road – Support</td> </tr> <tr> <td data-bbox="512 357 1292 421">St Andrews Road – Support</td> <td data-bbox="1292 357 2040 421"></td> </tr> </table> | | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| High Street – Support | Wessex Road – Support | | | | | |
| St Andrews Road – Support | | | | | | |
| <p>(o286) Local resident, (Didcot, Wessex Road)</p> | <p>Live within proposed area – Yes General view – Partially support</p> <p>I wish to express partial support for the proposed parking restrictions in the Didcot South Central area. I recognise and support the Council's aim of addressing congestion, improving road safety, and ensuring that parking spaces are more fairly managed. The proposal to introduce charges for non-residents is a sensible and proportionate measure that will help to deter commuter parking and ease pressure on local streets.</p> <p>However, I must strongly object to the proposal to impose an £80 charge on residents simply to be permitted to park outside their own homes. This aspect of the scheme is unfair, inequitable, and unnecessarily punitive, particularly given that many properties within the proposed zone do not have access to off-street parking.</p> <p>For residents who rely on on-street spaces as their only realistic parking option, this fee represents an additional financial burden for no tangible improvement in service. It risks penalising those who already face the most significant parking challenges and could be viewed as an indirect tax on residents for the basic ability to live and function within their own neighbourhoods.</p> <p>A more balanced approach would be to:</p> <ul style="list-style-type: none"> Maintain or introduce reasonable charges for non-residents and commuters to manage demand; and Provide free or nominal-cost permits for residents, especially in streets where no off-street parking is available. <p>In summary, while the principle of managing parking through restrictions is understood and supported, the resident permit charge of £80 is unjustifiable and undermines the fairness and community support that should underpin the scheme.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 1305 2040 1366"> <tr> <td data-bbox="512 1305 1292 1366">Bourne Street – Partially support</td> <td data-bbox="1292 1305 2040 1366">Mereland Road – Partially support</td> </tr> </table> | | Bourne Street – Partially support | Mereland Road – Partially support | | |
| Bourne Street – Partially support | Mereland Road – Partially support | | | | | |

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| Church Street – Partially support | Newlands Avenue – Partially support |
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| Hagbourne Road – Partially support | St Peters Road – Partially support |
| High Street – Partially support | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Partially support |
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| Kynaston Road – Support | Hagbourne Road – Support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

(o287) Local resident, (Didcot, Wessex road)

Live within proposed area – **Yes**
 General view – **Partially support**

I generally support the introduction of a residents' permit parking scheme as I believe it will help to reduce commuter parking and make spaces more available for local households.
 However, our household has a specific need which I would kindly ask the Council to take into account. We have two vehicles but only one requires on-street parking, as we also have an off-road parking space. The on-street space outside our house is extremely important for us because I regularly transport my mother, who has significant mobility difficulties with her legs. She does not hold a Blue Badge, but she struggles to walk any distance, and therefore being able to park directly outside the property is essential for her access, wellbeing and ability to get to work.
 I would respectfully request that the Council considers residents in our position when finalising the scheme, to ensure that households with mobility needs are not disadvantaged.

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
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| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Partially support |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

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|--|---|--|--|--|--|--|---|--|--------------------------------|--|--|
| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – No objection/No opinion</td> <td data-bbox="1294 323 2040 386">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 614">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Partially support | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Support | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Partially support | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Support | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o288) Local business, (Allen and harris - broadway, Broadway) | <p>Live within proposed area – No General view – Partially support</p> <p>I support roads selected - particularly the smaller roads without resident parking without drive ways. I work for a local estate agents which requires me to come and go from the building for appointments. The car parks do not allow this. I would happy to have a permit for the streets I objected too.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1118 2040 1358"> <tr> <td data-bbox="510 1118 1294 1181">Bourne Street – Support</td> <td data-bbox="1294 1118 2040 1181">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1181 1294 1243">Church Street – Support</td> <td data-bbox="1294 1181 2040 1243">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1243 1294 1305">East Street – Support</td> <td data-bbox="1294 1243 2040 1305">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1305 1294 1367">Hagbourne Road – Support</td> <td data-bbox="1294 1305 2040 1367">St Peters Road – Object</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Object | East Street – Support | St Andrews Road – Object | Hagbourne Road – Support | St Peters Road – Object | | |
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| Church Street – Support | Newlands Avenue – Object | | | | | | | | | | |
| East Street – Support | St Andrews Road – Object | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Object | | | | | | | | | | |

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|---|--|---------------------------------|
| | High Street – Support | Vicarage Road – Object |
| | Kynaston Road – Object | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Object |
| | High Street – Support | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o289) Local resident, (Chilton, Kiln crescent) | <p>Live within proposed area – No General view – Partially support</p> <p>Houses and residents need more than 2 cars per household. Its it unfair on families.</p> <p><u>Residents permit holders parking only:</u></p> | |

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|---|--|
| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Partially support | St Peters Road – Partially support |
| High Street – Partially support | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Partially support |

Limited waiting parking bays:

| | |
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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

| | |
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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
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| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| | | |
| <p>(o290) Local resident, (Didcot, Barleyfields)</p> | <p>Live within proposed area – No General view – Partially support</p> <p>My child attends St Birinus school. Whilst I partially support parking restrictions in that area to make it safer for children, I am concerned that it will not be possible to park if needed; for example if he had hurt his leg and could not walk far. Or if he became unwell and needed to be collected during the school day. I am a member of the PTA and occasionally we drive a car to the school as it is fully loaded with heavy items for a PTA event (whereby we support the school or raise money for the school), I am concerned this would no be possible with these restrictions as we could not park nearby and would be unable to carry it all from afar.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – Concerns</p> |
| | <p>Church Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> |
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| | <p>Hagbourne Road – No objection/No opinion</p> | <p>St Peters Road – No objection/No opinion</p> |
| | <p>High Street – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>Kynaston Road – No objection/No opinion</p> | <p>Wessex Road – No objection/No opinion</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>St Peters Road – No objection/No opinion</p> | |

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|--|---|--|--|--|--|---------------------------------|----------------------------------|--|--|--|--|
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| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | |
| (o291) Local resident, (Didcot, Bluebell Lane) | <p>Live within proposed area – No General view – Partially support</p> <p>I understand the purpose of the proposals and will not be affected by most. For Hagbourne Road, I am a patient at Busby House dental practice and I'm just not sure where else we can possibly park if these restrictions go ahead. Their car park has about 4 spaces. The small Orchard centre car park is always full, and the walk from the main Orchard centre car park is quite long when you have small children and/or are trying to fit an appointment in during the working day. I never usually have an issue finding a spot along Hagbourne Road, and many of the houses have driveways anyway. I appreciate this may not be considered a good enough reason but wanted to flag it, as dental providers are so few and few between in Didcot it feels like being able to park nearish the dentist is quite important!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1257 2040 1378"> <tr> <td data-bbox="510 1257 1294 1319">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 1257 2040 1319">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1319 1294 1383">Church Street – No objection/No opinion</td> <td data-bbox="1294 1319 2040 1383">Newlands Avenue – No objection/No opinion</td> </tr> </table> | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | |
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| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Concerns | St Peters Road – No objection/No opinion |
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| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
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| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o292) Member of public, (Didcot, Darcey lode) | Live within proposed area – No General view – Partially support | |

Local residents shouldn't be charged to pay to park at their homes. I disagree with all the charges. Some families have 3 cars, why only 2 permits?

Residents permit holders parking only:

| | |
|----------------------------------|-----------------------------------|
| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| <p>(o293) Local business, (Didcot, Hagbourne)</p> | <p>Live within proposed area – No General view – Partially support</p> <p>As someone who works in Hagbourne Road and has parents that live there I feel it is unfair to expect residents to pay for parking outside their own homes, especially as any parking restrictions that were already in place were not enforced.</p> <p>People that work in Didcot struggle to find affordable parking near their place of employment, by placing restrictions close to Broadway tge problem is just going to be pushed slightly further out, onto Fleet Meadow in particular. What Didcot needs is a town centre long stay car part that perhaps local businesses could purchase parking bays in for their employees (so it's not filled with commuters, who could use the multi storey by the station, that has many empty spaces). Whilst I support the residents and understand their frustration when they can't park outside their own homes, this proposal will not cure it., it will just move the problem a little further away!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 932 2040 1307"> <tr> <td>Bourne Street – Partially support</td> <td>Mereland Road – Partially support</td> </tr> <tr> <td>Church Street – Partially support</td> <td>Newlands Avenue – Partially support</td> </tr> <tr> <td>East Street – Partially support</td> <td>St Andrews Road – Partially support</td> </tr> <tr> <td>Hagbourne Road – Concerns</td> <td>St Peters Road – Partially support</td> </tr> <tr> <td>High Street – Partially support</td> <td>Vicarage Road – Partially support</td> </tr> <tr> <td>Kynaston Road – Partially support</td> <td>Wessex Road – Partially support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Partially support | Mereland Road – Partially support | Church Street – Partially support | Newlands Avenue – Partially support | East Street – Partially support | St Andrews Road – Partially support | Hagbourne Road – Concerns | St Peters Road – Partially support | High Street – Partially support | Vicarage Road – Partially support | Kynaston Road – Partially support | Wessex Road – Partially support |
| Bourne Street – Partially support | Mereland Road – Partially support | | | | | | | | | | | | | |
| Church Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | | | | |
| East Street – Partially support | St Andrews Road – Partially support | | | | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Partially support | | | | | | | | | | | | | |
| High Street – Partially support | Vicarage Road – Partially support | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 290">St Andrews Road – Partially support</td> <td data-bbox="1294 231 2040 290">Vicarage Road – Partially support</td> </tr> <tr> <td data-bbox="510 290 1294 352">St Peters Road – Partially support</td> <td data-bbox="1294 290 2040 352"></td> </tr> </table> <p data-bbox="510 391 772 422"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – Partially support</td> <td data-bbox="1294 459 2040 518">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 518 1294 580">High Street – Partially support</td> <td data-bbox="1294 518 2040 580">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 580 1294 643">Kynaston Road – Partially support</td> <td data-bbox="1294 580 2040 643">Hagbourne Road – Concerns</td> </tr> </table> <p data-bbox="510 681 929 713"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 750 1294 809">High Street – Partially support</td> <td data-bbox="1294 750 2040 809">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 809 1294 871">St Andrews Road – Partially support</td> <td data-bbox="1294 809 2040 871"></td> </tr> </table> | St Andrews Road – Partially support | Vicarage Road – Partially support | St Peters Road – Partially support | | East Street – Partially support | Newlands Avenue – Partially support | High Street – Partially support | Wessex Road – Partially support | Kynaston Road – Partially support | Hagbourne Road – Concerns | High Street – Partially support | Wessex Road – Partially support | St Andrews Road – Partially support | |
| St Andrews Road – Partially support | Vicarage Road – Partially support | | | | | | | | | | | | | | |
| St Peters Road – Partially support | | | | | | | | | | | | | | | |
| East Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Concerns | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | | | | | |
| (o294) Member of public, (Didcot, Kingston rd) | <p data-bbox="510 976 952 1040">Live within proposed area – No General view – Partially support</p> <p data-bbox="510 1078 2027 1177">My son and wife (she is Disabled) has a marked parking place outside there house at 123 Kynaston rd. Will she keep this place . Free of charge or will they have to pay.. At the moment most of the paint has worn away, and the council told her they have no money to repaint it.</p> <p data-bbox="510 1248 1012 1279"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1316 1294 1375">Bourne Street – Support</td> <td data-bbox="1294 1316 2040 1375">Mereland Road – Partially support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Partially support | | | | | | | | | | | | |
| Bourne Street – Support | Mereland Road – Partially support | | | | | | | | | | | | | | |

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| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Support | St Andrews Road – Partially support |
| Hagbourne Road – Concerns | St Peters Road – Partially support |
| High Street – Partially support | Vicarage Road – Partially support |
| Kynaston Road – Concerns | Wessex Road – Partially support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |
| <u>Double yellow lines:</u> | |
| East Street – Partially support | Newlands Avenue – Partially support |
| High Street – Partially support | Wessex Road – Partially support |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |
| <u>Removal of parking restrictions:</u> | |
| High Street – Partially support | Wessex Road – Partially support |
| St Andrews Road – Partially support | |

(o295) Member of public, (Didcot, Ladygrove)

Live within proposed area – **No**
General view – **Partially support**

Will drive traffic into other side roads. Workers at the Orchard Centre currently park in some of the named roads due to Orchard Centre parking charges & time restrictions.

Residents permit holders parking only:

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| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">High Street – Concerns</td> <td data-bbox="1294 296 2040 357">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Andrews Road – Concerns</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | |
| (o296) Local resident, (Didcot, Green Close) | <p>Live within proposed area – No General view – Partially support</p> <p>Parking is ridiculous in Didcot. It's not fair on the residents but it's also not fair on shoppers and workers. The new charges in the Orchard Centre have made the situation worse. Sort the car parks Out and people wouldn't park so dangerously.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 831 2040 1203"> <tr> <td data-bbox="510 831 1294 893">Bourne Street – Partially support</td> <td data-bbox="1294 831 2040 893">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 893 1294 956">Church Street – Partially support</td> <td data-bbox="1294 893 2040 956">Newlands Avenue – Partially support</td> </tr> <tr> <td data-bbox="510 956 1294 1018">East Street – Partially support</td> <td data-bbox="1294 956 2040 1018">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1018 1294 1080">Hagbourne Road – Support</td> <td data-bbox="1294 1018 2040 1080">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1080 1294 1142">High Street – Support</td> <td data-bbox="1294 1080 2040 1142">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1142 1294 1203">Kynaston Road – Partially support</td> <td data-bbox="1294 1142 2040 1203">Wessex Road – Partially support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1310 2040 1369"> <tr> <td data-bbox="510 1310 1294 1369">St Andrews Road – Support</td> <td data-bbox="1294 1310 2040 1369">Vicarage Road – Support</td> </tr> </table> | | Bourne Street – Partially support | Mereland Road – Support | Church Street – Partially support | Newlands Avenue – Partially support | East Street – Partially support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Partially support | Wessex Road – Partially support | St Andrews Road – Support | Vicarage Road – Support |
| Bourne Street – Partially support | Mereland Road – Support | | | | | | | | | | | | | | | |
| Church Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | | | | | | |
| East Street – Partially support | St Andrews Road – Support | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | |
| Kynaston Road – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | |

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| | <p>St Peters Road – Support</p> | |
| | <p><u>Double yellow lines:</u></p> | |
| | <p>East Street – Partially support</p> | <p>Newlands Avenue – Partially support</p> |
| | <p>High Street – Partially support</p> | <p>Wessex Road – Partially support</p> |
| | <p>Kynaston Road – Partially support</p> | <p>Hagbourne Road – Partially support</p> |
| | <p><u>Removal of parking restrictions:</u></p> | |
| | <p>High Street – Object</p> | <p>Wessex Road – Object</p> |
| | <p>St Andrews Road – Object</p> | |
| <p>(o297) Member of public, (Didcot, Ladyside Pike)</p> | <p>Live within proposed area – No General view – Partially support</p> <p>I'm concerned as to where I might park to drop my Children off for school if the safe school street comes in on Mereland Road. Wessex Road could be an option but not if it's permit parking only!</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Support</p> |

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| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Object |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – Object |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o298) Local resident, (Didcot, Park rd) | <p>Live within proposed area – No General view – Partially support</p> <p>I object to these proposals. I have friends who live in the proposed roads that I visit - it would make it difficult to see them.</p> | |

It will increase social isolation for people who are less mobile, lonely and/or vulnerable. These are the people in society that we need to protect the most!
 I attend Busby house dental practice and the car park is very small and very tight so there being no local parking would add to time needed to find a place to park and congest other areas.
 The shops would suffer as many people park for short periods as they dont want to queue for the car park at the orchard centre.
 There are not enough spaces currently to park, the queues at the weekend to get into the orchard centre are very long and it took me 20 mins to get to the car park on Saturday.
 Residents should NOT have to pay for parking permits!!!!!!!!!!
 There are no plans for an increase in public transport to help bring people into town and there are no plans for a park and ride type of service.
 Who is going to police this? There are no traffic wardens currently - so there are many drivers who currently abuse the Highway Code who are not reprimanded.
 I feel this decision has been made without any consultation, just like to restricted speed limit to 20mph in most areas, which again is nit policed and has been very costly.

Residents permit holders parking only:

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| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Object | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

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| St Andrews Road – Object | Vicarage Road – Object |
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| | <p>St Peters Road – Object</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Object</p> | | <p>Newlands Avenue – Object</p> |
| <p>High Street – Object</p> | | <p>Wessex Road – Object</p> |
| <p>Kynaston Road – Object</p> | | <p>Hagbourne Road – Object</p> |
| <p><u>Removal of parking restrictions:</u></p> | | |
| <p>High Street – Object</p> | | <p>Wessex Road – Object</p> |
| <p>St Andrews Road – Object</p> | | |
| <p>(o299) Local resident, (Didcot, Sinodun Rd)</p> | <p>Live within proposed area – No General view – Partially support</p> <p>Parking on roads like hagbourne road is always terrible making it a very congested area. This makes access for emergency vehicles difficult as well as a danger to pedestrians as often cars are on pavements, meaning people are walking into the road.</p> <p>I really disagree that residents have to pay for permits as many will have bought/rented these properties before parking restrictions came into place and are now being penalised. Even getting one permit free seems fairer with a fee for a 2nd permit. Having lived in cities like Portsmouth which operated a permit system in our area, each property had one free permit and then could purchase a second. Visitor permits were around £1.50 for a scratch card type card that was displayed in the car and were limited to a certain number being allowed to be bought each year . We found this worked really well and really reduced issues with parking and congestion</p> <p>Residents permit holders parking only:</p> | |

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| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Support | St Peters Road – Partially support |
| High Street – Concerns | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Partially support |

Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Partially support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Partially support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| <p>(o300) Local business, (I live in Didcot and work at Allen & Harris Estate Agents on Broadway, Didcot., Broadway)</p> | <p>Live within proposed area – No General view – Partially support</p> <p>I support the roads selected as these are particularly smaller roads with a lack of residents parking for example driveways. I work for a local estate agency business and we need to be able to come and go from our premises to conduct appointments. I would be in agreement for parking permits in the other streets I have selected if a permit could be offered.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Object</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Object</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Object</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Object</p> |
| | <p>Kynaston Road – Object</p> | <p>Wessex Road – Object</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
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| | <p>St Peters Road – Object</p> | |
| <p><u>Double yellow lines:</u></p> | | |

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| | East Street – Support | Newlands Avenue – Object |
| | High Street – Support | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o301) Local resident, (Ladygrove development, Dart drive) | Live within proposed area – No General view – Partially support | |
| | I do not object to these restrictions. My concern is that all these commuter cars will simply relocate to the Ladygrove which already has a similar problem. Tyne avenue is full during work hours with commuter cars. Now cars are also overflowing to bowmont water and dart drive. They'll also start parking on Tamar as there is a direct short cut to cow lane bridge. Arguably the same distance to town/station as many of the roads in the consultation. You'll simply be forcing traffic to another residential road, therefore not actually resolving the issue | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | |

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| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o302) Member of public, (South Didcot, Loyd) | <p>Live within proposed area – No General view – Partially support</p> <p>I was hoping to understand how the restrictions would be enforced, e.g. contravention on existing double yellow lines.</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Partially support |

Limited waiting parking bays:

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| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Partially support | Wessex Road – Partially support |
| St Andrews Road – Partially support | |

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| (o303) Local resident, (Didcot, 45 Church Street Didcot) | <p>Live within proposed area – Yes General view – Support</p> | |
| | <p>Supporting the permit system fir residents because we never get parking anywhere as its all double yellow lines along church street and no nearby parking available anywhere nearby roads</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Support</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>Kynaston Road – Support</p> | <p>Wessex Road – Support</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| <p>St Andrews Road – Concerns</p> | <p>Vicarage Road – Concerns</p> | |
| <p>St Peters Road – Concerns</p> | | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Partially support</p> | <p>Newlands Avenue – Partially support</p> | |

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| | High Street – Object | Wessex Road – Object | | | | | | | | | | | | |
| | Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – Object | Wessex Road – Partially support | | | | | | | | | | | | |
| | St Andrews Road – Partially support | | | | | | | | | | | | | |
| (o304) Local resident, (Didcot, Abbott road) | <p>Live within proposed area – Yes General view – Support</p> <p>Supporting due to the large amount of school traffic which blocks the road every morning and afternoon, mine and neighbours driveways have been blocked so that parents can do the school run meaning we can't leave/enter our own driveways</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 957 2042 1332"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – Support</td> </tr> <tr> <td>Church Street – No objection/No opinion</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>East Street – No objection/No opinion</td> <td>St Andrews Road – No objection/No opinion</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – No objection/No opinion</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – No objection/No opinion</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Support | Mereland Road – Support | Church Street – No objection/No opinion | Newlands Avenue – Support | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – Support | St Peters Road – No objection/No opinion | High Street – Support | Vicarage Road – No objection/No opinion | Kynaston Road – Support | Wessex Road – No objection/No opinion |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – Support | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – No objection/No opinion | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 229 2040 288">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 288 1294 352">St Peters Road – No objection/No opinion</td> <td data-bbox="1294 288 2040 352"></td> </tr> </table> <p data-bbox="510 389 770 421"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – Concerns</td> <td data-bbox="1294 459 2040 518">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 518 1294 577">High Street – Concerns</td> <td data-bbox="1294 518 2040 577">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 577 1294 639">Kynaston Road – Concerns</td> <td data-bbox="1294 577 2040 639">Hagbourne Road – Concerns</td> </tr> </table> <p data-bbox="510 676 927 708"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 746 1294 805">High Street – No objection/No opinion</td> <td data-bbox="1294 746 2040 805">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 805 1294 865">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 805 2040 865"></td> </tr> </table> | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | | East Street – Concerns | Newlands Avenue – Concerns | High Street – Concerns | Wessex Road – Concerns | Kynaston Road – Concerns | Hagbourne Road – Concerns | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | |
| East Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | |
| Kynaston Road – Concerns | Hagbourne Road – Concerns | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| (o305) Local resident, (Didcot, Bourne Street) | <p data-bbox="510 975 936 1038">Live within proposed area – Yes General view – Support</p> <p data-bbox="510 1075 1995 1177">I live on Bourne Street and parking as a resident at times is really difficult. However, this is often due to two airbnb properties on the street, a business at the end of the street and residents that have four cars in their family. It's not often that 'strangers' park on the street.</p> <p data-bbox="510 1182 2033 1246">I am concerned about the limitations on visitor parking, as i do have friends that visit monthly and would not be able to park.</p> <p data-bbox="510 1251 1532 1283">I would also like to know if this is just for cars /vans or if it includes motorbikes?</p> <p data-bbox="510 1287 1800 1319">Also saturday limitations make it difficult for residents, as that is when friends and family would visit.</p> | | | | | | | | | | | | | | |

Will the permits be just for your street or as residents can we use permits in neighbouring streets, as even with the implementation of permits parking will still be difficult for residents because of the reasons given above (business, airbnb, multiple cars in households)

Residents permit holders parking only:

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|---------------------------------|--|
| Bourne Street – Support | Mereland Road – No objection/No opinion |
| Church Street – Support | Newlands Avenue – No objection/No opinion |
| East Street – Support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – Support | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

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|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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|--|--|
| East Street – Support | Newlands Avenue – No objection/No opinion |
| High Street – Support | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Support |

Removal of parking restrictions:

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| | High Street – Support | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| (o306) Local resident, (Didcot, Bourne Street) | <p>Live within proposed area – Yes General view – Support</p> <p>I want to introduce a permit zone only on my street because it's very close to a shopping center, and people who shop there park their cars near my house for long periods of time. I don't have a parking space when I get home from work.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 727 2042 1102"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – Support</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>East Street – Partially support</td> <td>St Andrews Road – Partially support</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1206 2042 1331"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Partially support | St Andrews Road – Partially support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | |
| East Street – Partially support | St Andrews Road – Partially support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 288">East Street – No objection/No opinion</td> <td data-bbox="1294 231 2040 288">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 288 1294 346">High Street – Support</td> <td data-bbox="1294 288 2040 346">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 346 1294 403">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 346 2040 403">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p data-bbox="510 451 927 483"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 577">High Street – No objection/No opinion</td> <td data-bbox="1294 520 2040 577">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 577 1294 635">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 577 2040 635"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – Support | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | |
| High Street – Support | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| (o307) Local resident, (Didcot, Bourne street) | <p data-bbox="510 746 936 810">Live within proposed area – Yes General view – Support</p> <p data-bbox="510 850 1447 882">Fed up with not being able to park due to non residents parking in street</p> <p data-bbox="510 922 1010 954"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 991 1294 1048">Bourne Street – Support</td> <td data-bbox="1294 991 2040 1048">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1048 1294 1106">Church Street – Support</td> <td data-bbox="1294 1048 2040 1106">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1106 1294 1163">East Street – Support</td> <td data-bbox="1294 1106 2040 1163">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1163 1294 1220">Hagbourne Road – Support</td> <td data-bbox="1294 1163 2040 1220">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1220 1294 1278">High Street – Support</td> <td data-bbox="1294 1220 2040 1278">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1278 1294 1335">Kynaston Road – Support</td> <td data-bbox="1294 1278 2040 1335">Wessex Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 261 2040 387"> <tr> <td data-bbox="510 261 1294 323">St Andrews Road – Support</td> <td data-bbox="1294 261 2040 323">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Peters Road – Support</td> <td data-bbox="1294 323 2040 387"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 491 2040 676"> <tr> <td data-bbox="510 491 1294 553">East Street – Support</td> <td data-bbox="1294 491 2040 553">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 553 1294 616">High Street – Support</td> <td data-bbox="1294 553 2040 616">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 616 1294 676">Kynaston Road – Support</td> <td data-bbox="1294 616 2040 676">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 780 2040 906"> <tr> <td data-bbox="510 780 1294 842">High Street – Support</td> <td data-bbox="1294 780 2040 842">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 842 1294 906">St Andrews Road – Support</td> <td data-bbox="1294 842 2040 906"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| (o308) Local resident, (Didcot, Bourne Street) | <p>Live within proposed area – Yes General view – Support</p> <p>I am mainly concerned with Bourne Street and the High Street as I live in Bourne Street. I have no specific views on how the changes would affect most of the other roads in the area.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1281 2040 1342"> <tr> <td data-bbox="510 1281 1294 1342">Bourne Street – Support</td> <td data-bbox="1294 1281 2040 1342">Mereland Road – No objection/No opinion</td> </tr> </table> | Bourne Street – Support | Mereland Road – No objection/No opinion | | | | | | | | | | | | |
| Bourne Street – Support | Mereland Road – No objection/No opinion | | | | | | | | | | | | | | |

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| Church Street – Support | Newlands Avenue – No objection/No opinion |
| East Street – Support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |
| <u>Double yellow lines:</u> | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| <u>Removal of parking restrictions:</u> | |
| High Street – Support | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| (o309) Local resident, (Didcot, Bourne street) | Live within proposed area – Yes General view – Support | |
| | So many people park on Haydon road and commute to work, the road is bust for a cup de sac had issues with people trying to park on private land at the back of my house | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | |
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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="512 296 2038 421"> <tr> <td data-bbox="512 296 1292 357">High Street – No objection/No opinion</td> <td data-bbox="1292 296 2038 357">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="512 357 1292 421">St Andrews Road – No objection/No opinion</td> <td data-bbox="1292 357 2038 421"></td> </tr> </table> | | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| <p>(o310) Local resident, (Didcot, Bourne Street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>To limit parking issues for residents</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 762 2038 1134"> <tr> <td data-bbox="512 762 1292 823">Bourne Street – Support</td> <td data-bbox="1292 762 2038 823">Mereland Road – Support</td> </tr> <tr> <td data-bbox="512 823 1292 884">Church Street – Support</td> <td data-bbox="1292 823 2038 884">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="512 884 1292 944">East Street – Support</td> <td data-bbox="1292 884 2038 944">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="512 944 1292 1005">Hagbourne Road – Support</td> <td data-bbox="1292 944 2038 1005">St Peters Road – Support</td> </tr> <tr> <td data-bbox="512 1005 1292 1066">High Street – Support</td> <td data-bbox="1292 1005 2038 1066">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="512 1066 1292 1134">Kynaston Road – Support</td> <td data-bbox="1292 1066 2038 1134">Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="512 1238 2038 1362"> <tr> <td data-bbox="512 1238 1292 1299">St Andrews Road – Concerns</td> <td data-bbox="1292 1238 2038 1299">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="512 1299 1292 1362">St Peters Road – Concerns</td> <td data-bbox="1292 1299 2038 1362"></td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – Support</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – Support</td> <td data-bbox="1294 323 2040 386">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – Support</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | |
| (o311) Local resident, (Didcot, Bourne Street) | <p>Live within proposed area – Yes General view – Support</p> <p>To stop people being able to use the roads to go to town or to go away for the weekend</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1018 2040 1385"> <tr> <td data-bbox="510 1018 1294 1080">Bourne Street – Support</td> <td data-bbox="1294 1018 2040 1080">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1080 1294 1142">Church Street – Support</td> <td data-bbox="1294 1080 2040 1142">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1142 1294 1204">East Street – Support</td> <td data-bbox="1294 1142 2040 1204">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1204 1294 1267">Hagbourne Road – Support</td> <td data-bbox="1294 1204 2040 1267">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1267 1294 1329">High Street – Support</td> <td data-bbox="1294 1267 2040 1329">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1329 1294 1385">Kynaston Road – Support</td> <td data-bbox="1294 1329 2040 1385">Wessex Road – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | |
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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 296 2040 422"> <tr> <td data-bbox="510 296 1294 359">St Andrews Road – Support</td> <td data-bbox="1294 296 2040 359">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 359 1294 422">St Peters Road – Support</td> <td data-bbox="1294 359 2040 422"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 525 2040 710"> <tr> <td data-bbox="510 525 1294 587">East Street – Support</td> <td data-bbox="1294 525 2040 587">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 587 1294 649">High Street – Support</td> <td data-bbox="1294 587 2040 649">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 649 1294 710">Kynaston Road – Support</td> <td data-bbox="1294 649 2040 710">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 812 2040 938"> <tr> <td data-bbox="510 812 1294 874">High Street – Support</td> <td data-bbox="1294 812 2040 874">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 874 1294 938">St Andrews Road – Support</td> <td data-bbox="1294 874 2040 938"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| <p>(o312) Local resident, (Didcot, Church Street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>Parking for residents on Church Street is always challenging and sometimes impossible, due in large part to people who work on Broadway or are visiting the shops in the Orchard Centre choosing to park there for free. A residents parking permit would stop this. I have often witnessed dangerous parking at the junction at the bottom of Hight St and Broadway recently as well, with food takeaway delivery drivers stopping there to pick up from McDonalds. The situation on Hagbourne Road is very bad in terms of bin lorries and emergency vehicles often not being able to get past badly parked cars</p> | | | | | | | | | | | | | | |

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – No objection/No opinion |
| Church Street – Support | Newlands Avenue – No objection/No opinion |
| East Street – Support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Support |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Object |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| (o313) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Support</p> | |
| | <p>Generally I support these plans. It would be helpful to have a simple and easy to find explanation of why residents will have to pay for their parking permits - I assume it is to cover the administration costs of the scheme?</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Partially support</p> | <p>Newlands Avenue – No objection/No opinion</p> |
| | <p>East Street – No objection/No opinion</p> | <p>St Andrews Road – No objection/No opinion</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – No objection/No opinion</p> |
| | <p>High Street – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> |
| | <p>Kynaston Road – No objection/No opinion</p> | <p>Wessex Road – No objection/No opinion</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| <p>St Andrews Road – No objection/No opinion</p> | <p>Vicarage Road – No objection/No opinion</p> | |
| <p>St Peters Road – No objection/No opinion</p> | | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – No objection/No opinion</p> | <p>Newlands Avenue – No objection/No opinion</p> | |

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| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Support | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o314) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Support</p> <p>I'm supporting this proposal due to the increase in non-residents parking on these streets and the increases in people parking dangerously ie. Too close to junctions or narrowing roads or narrowing pavements. I would like it noted that the new flats that are being added in this area don't always have parking, which is making the issue worse. In addition, I think free parking in the orchard centre should be available for the people who work in those shops as they are typically on minimum wage and can't afford to pay for a day's parking. On our street, it's primarily these people rather than commuters to London who are parking on our street</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1059 2042 1367"> <tr> <td data-bbox="510 1059 1294 1121">Bourne Street – Support</td> <td data-bbox="1294 1059 2042 1121">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1121 1294 1184">Church Street – Support</td> <td data-bbox="1294 1121 2042 1184">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1184 1294 1246">East Street – Support</td> <td data-bbox="1294 1184 2042 1246">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1246 1294 1308">Hagbourne Road – Support</td> <td data-bbox="1294 1246 2042 1308">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1308 1294 1367">High Street – Support</td> <td data-bbox="1294 1308 2042 1367">Vicarage Road – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | |

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| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| (o315) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Support</p> <p>Would like to be able to park near to my house</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | | | |

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |
| <u>Double yellow lines:</u> | |
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

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| (o316) Local resident, (Didcot, Church Street) | Live within proposed area – Yes | |
| | General view – Support | |
| | We support this as a young family living on Church Road. It is increasingly difficult to park on the same street as our home meaning we are having to try and safely get 2 toddlers to their home. Additionally non-resident are parking at junctions and on yellow lines. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | | |
| <u>Double yellow lines:</u> | | |
| East Street – Support | Newlands Avenue – Support | |
| High Street – Support | Wessex Road – Support | |

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| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o317) Local resident, (Didcot, Church Street) | Live within proposed area – Yes General view – Support | |
| | We are increasingly struggling to park on our own street and find cars are increasingly parking at junctions or on yellow lines or just generally in an unsafe manner. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support | |

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| | <p>St Peters Road – Support</p> | |
| | <p><u>Double yellow lines:</u></p> | |
| | <p>East Street – Support</p> | <p>Newlands Avenue – Support</p> |
| | <p>High Street – Support</p> | <p>Wessex Road – Support</p> |
| | <p>Kynaston Road – Support</p> | <p>Hagbourne Road – Support</p> |
| | <p><u>Removal of parking restrictions:</u></p> | |
| | <p>High Street – Object</p> | <p>Wessex Road – Object</p> |
| | <p>St Andrews Road – Object</p> | |
| <p>(o318) Local resident, (Didcot, church street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>i come home from work and cant park and see cars that a dont reconise (non residents EG shoppers)</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – No objection/No opinion</p> | <p>Mereland Road – No objection/No opinion</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – No objection/No opinion</p> |
| | <p>East Street – No objection/No opinion</p> | <p>St Andrews Road – No objection/No opinion</p> |
| | <p>Hagbourne Road – No objection/No opinion</p> | <p>St Peters Road – No objection/No opinion</p> |

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| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (0319) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Support</p> <p>It is often very difficult to park near my home on church street</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

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| <p>(o320) Local resident, (Didcot, Church street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>Workers from orchard center park in church street all the time , I'm assuming this is because the orchard center does not correct policy's in place to accommodate workers there</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Support</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>Kynaston Road – Support</p> | <p>Wessex Road – Support</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>St Peters Road – Support</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Support</p> | <p>Newlands Avenue – Support</p> | |

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| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o321) Local resident, (Didcot, Church Street) | <p>Live within proposed area – Yes General view – Support</p> <p>I fully support the proposal made. There has been a huge increase in non-residential parking in the area making it increasing difficult for residential parking. Particularly there has been increase in local workers parking in the area.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |

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| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (0322) Local resident, (Didcot, Church street) | Live within proposed area – Yes General view – Support | |
| | Support - I'm a resident and we're constantly struggling to park our car on our street. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |

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| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o323) Local resident, (Didcot, Church street) | <p>Live within proposed area – Yes General view – Support</p> <p>I am a residents of Church Street, currently parking at times in wessex. Im not very sure about the situation on the other roads mentioned. My concern is sometimes I start work in the afternoon and there is no parking at all during the</p> | |

morning period on Church street. You have to wake up early in order to remove your vehicle and find wessex full. We have had this challenge for 2 years now. We have applied to Northbourne community hall and for 2 years we are still on the waiting list. I feel priority should be granted to people already residing on Church Street

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – No objection/No opinion |
| East Street – Support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Support |

Limited waiting parking bays:

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|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Support |

Removal of parking restrictions:

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| | High Street – No objection/No opinion | Wessex Road – Support | | | | | | | | | | | | |
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| (o324) Local resident, (Didcot, East Street) | <p>Live within proposed area – Yes General view – Support</p> <p>Parking on East Street and the surrounding roads has been terrible for many years but recently has been getting worse. Emergency vehicles are unable to pass and getting in and out of our street is treacherous. Commuters take up valuable spaces near our homes often blocking driveways and parking dangerously on junctions. There have been many occasions Biffa have been unable to access our street due to poor parking. Residents that have driveways do not make use of these and make the difficulties for residents without driveways even greater. I would happily pay the annual fee to be able to park in my street. Regular enforcement must be completed to ensure the effectiveness of this scheme.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 863 2047 1238"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – No objection/No opinion</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td>East Street – Support</td> <td>St Andrews Road – No objection/No opinion</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – No objection/No opinion</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – No objection/No opinion</td> <td>Wessex Road – No objection/No opinion</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Support | Mereland Road – No objection/No opinion | Church Street – Support | Newlands Avenue – No objection/No opinion | East Street – Support | St Andrews Road – No objection/No opinion | Hagbourne Road – Support | St Peters Road – No objection/No opinion | High Street – Support | Vicarage Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| Bourne Street – Support | Mereland Road – No objection/No opinion | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | |

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| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – No objection/No opinion |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Concerns |
| | St Andrews Road – No objection/No opinion | |
| (o325) Local resident, (Didcot, East Street) | <p>Live within proposed area – Yes General view – Support</p> <p>There's been multiple times now, including today, where I've had to spend almost an hour looping around because East Street is full of members of the public using it as free parking. I'm growing increasingly frustrated with having to lurk around driving just to be able to park outside of my house</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Support |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |

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| | East Street – Support | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| | High Street – Support | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o326) Local resident, (Didcot, East Street) | Live within proposed area – Yes General view – Support | |

Any additional restrictions that take away parking spaces for residents would not help to alleviate the current problems for residents to be able to park..the scheme needs to be policed if residents are to be charged £80 a year, otherwise what is the charge actually providing, and what is to stop commuters and shop workers continuing to park in the area.

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|---------------------------------|--|
| East Street – Object | Newlands Avenue – No objection/No opinion |
| High Street – Object | Wessex Road – No objection/No opinion |
| Kynaston Road – Concerns | Hagbourne Road – Object |

Removal of parking restrictions:

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|---|---|--------------------------------|--------------------------------|--|----------------------------------|------------------------------|----------------------------------|---------------------------------|---------------------------------|------------------------------|--------------------------------|--------------------------------|------------------------------|----------------------------------|--------------------------------|
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| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| <p>(o327) Local resident, (Didcot, East Street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>I assume for high street removal of existing single yellow lines is to make additional space available for residents? My only concern with the scheme relates to the policing and enforcement. If residents have to pay £80 per vehicle per year, I would assume that enforcement of the zone will actually be undertaken by the council, otherwise what is the point of charging residents if non entitled users (commuters, shop workers, visitors to dentist etc) continue to use the area.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 833 1294 893">Bourne Street – Support</td> <td data-bbox="1294 833 2042 893">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 893 1294 954">Church Street – Support</td> <td data-bbox="1294 893 2042 954">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 954 1294 1015">East Street – Support</td> <td data-bbox="1294 954 2042 1015">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1015 1294 1075">Hagbourne Road – Support</td> <td data-bbox="1294 1015 2042 1075">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1075 1294 1136">High Street – Support</td> <td data-bbox="1294 1075 2042 1136">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1136 1294 1197">Kynaston Road – Support</td> <td data-bbox="1294 1136 2042 1197">Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td data-bbox="510 1311 1294 1366">St Andrews Road – Support</td> <td data-bbox="1294 1311 2042 1366">Vicarage Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |

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| | <p>St Peters Road – Support</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Support</p> | | <p>Newlands Avenue – Support</p> |
| <p>High Street – Support</p> | | <p>Wessex Road – Support</p> |
| <p>Kynaston Road – Support</p> | | <p>Hagbourne Road – Support</p> |
| <p><u>Removal of parking restrictions:</u></p> | | |
| <p>High Street – Support</p> | | <p>Wessex Road – Support</p> |
| <p>St Andrews Road – Support</p> | | |
| <p>(o328) Local resident, (Didcot, East street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>'Existing parking restrictions should remain and more should be put in place to improve traffic circulation. Traffic circulation is often very poor because of the current parking conditions, potentially leading to risks such as:</p> <ul style="list-style-type: none"> - ambulance or emergency services not being able to assist local residents promptly as they get blocked by car parked irresponsibly blocking the way - inability to operate effectively services such as bin collection and deliveries to the vulnerable and elderly <p>Current restrictions should not be removed but increased. Hagbourne Road and High Street should be even more restricted to allow these services to function properly. Also, parking should be more regulated with explicitly outlined parking lines, because:</p> <ul style="list-style-type: none"> - people often park too close to driveways - people park nor close enough to sidewalk making it very unsafe and challenging to drive in the narrow lanes - consider how people can manoeuvre into their driveway. For example, we live in east street and it is extremely difficult (and sometimes not possible) to park in our driveway (which can fit 2 cars), because cars are parked opposite | |

to it. If the spot opposite to the driveway was removed we could fit two cars there instead of having to park on the road. It is also difficult to get out of the driveway.

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – Support | Newlands Avenue – No objection/No opinion |
| East Street – Partially support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – No objection/No opinion |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| | High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | | | |
| | St Andrews Road – Object | | | | | | | | | | | | | | | | | |
| (o329) Local resident, (Didcot, East Street) | <p>Live within proposed area – Yes General view – Support</p> <p>I'm always having a nightmare parking outside my house due to people parking on East Street when going to the dentist or into town.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 695 2040 1070"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – Support</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>East Street – Support</td> <td>St Andrews Road – Support</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1171 2040 1297"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | |

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| East Street – Support | Newlands Avenue – Support | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | |
| | <p><u>Removal of parking restrictions:</u></p> | | | | | | | |
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| High Street – Support | Wessex Road – Support | | | | | | | |
| St Andrews Road – Support | | | | | | | | |
| <p>(o330) Local resident, (Didcot, East Street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>'Introducing parking restriction in this neighborhood is much appreciated. As a resident, finding a parking spot is often challenging, as people use these roads to avoid charges at the Orchard Centre. The proposed changes do not tackle some quite important concerns:</p> <ul style="list-style-type: none"> - The parking in these roads is quite chaotic because they are very narrow and there are cars intermittently parked on both sides. - There is no clear indication if the cars should be parked fully on the roadside or partially on the sidewalk. As a result, there is a mixture of both. - Parking is allowed opposite to driveways, especially in very narrow streets, like East Street. - Some cars are parked irresponsibly, for example far from the sidewalk. <p>The above cause the following issues:</p> <ul style="list-style-type: none"> - Emergency vehicles struggle to reach households, creating safety concerns for individuals as well as for the neighbours. - Bin collection and deliveries are affected, services quite important for the locals. <p>I would like to suggest the following to try and solve these issues:</p> <ul style="list-style-type: none"> - Enforce parking lines in the allowed spaces, clearly demarking the zones. Single and double lines are not enough. - Evaluate manouvers in and out of the driveways to maximise the cars parked off the streets. Multi-car driveways are often empty due to poor manouverability. | | | | | | | |

- Current single and double lines restrictions should not be removed, but increased.

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
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| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Object | Wessex Road – Object |
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| | St Andrews Road – Object | |
| (o331) Local resident, (Didcot, East Street) | Live within proposed area – Yes General view – Support | |
| | <p>I have been campaigning for 10 years for this scheme. As a resident of the area for 22 years the growth of Didcot, the development of the Orchard Centre and the increased patients to Busby House has made it an impossible situation. I returned home recently with absolutely no parking options. I was forced to park temporarily on double yellows and received a parking ticket. I do think that people should have an option for 3 cars as most houses have zero off street parking and are family homes. The Northbourne area has become unsafe with careless parking. Thank God a fire engine has not needed emergency access as it would be near impossible.</p> | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – No objection/No opinion |
| | Church Street – Support | Newlands Avenue – No objection/No opinion |
| | East Street – Support | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| | High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – Support | Wessex Road – No objection/No opinion | |
| <u>Limited waiting parking bays:</u> | | |

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| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
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| | <u>Double yellow lines:</u> | |
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| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o332) Local resident, (Didcot, East Street) | <p>Live within proposed area – Yes General view – Support</p> <p>The current plans propose the reduction of current spaces on East Street by extending double yellow lines further than currently exist, for example you are proposing to remove the ability to park outside our property (24 East Street) through extending the double yellow line provision which seems unnecessary. Aside from this, I whole heartedly support the introduction of residents parking permits. It is nearly impossible currently to park near our property as spaces are consistently used by staff at the Orchard centre to park for free all day so this would be a welcomed initiative for those of us who live here.</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Support | Mereland Road – Support |
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Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Concerns | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

(o333) Local resident, (Didcot, East Street)

Live within proposed area – **Yes**
General view – **Support**

I can often not park on my road, East Street, and often have to park on High Street. I have received parking tickets for parking on High street. I support a resident parking scheme to reduce demand on parking. I have no option for off street parking.

Some of my neighbours have concerns over the number of permits.

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – No objection/No opinion |
| Church Street – Support | Newlands Avenue – No objection/No opinion |
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Limited waiting parking bays:

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| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
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| East Street – Object | Newlands Avenue – No objection/No opinion |
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| | Kynaston Road – No objection/No opinion | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (0334) Local resident, (Didcot, GWP) | Live within proposed area – Yes General view – Support | |
| | Good initiative, town centre is dangers | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Partially support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Partially support |
| | Hagbourne Road – Partially support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Partially support | Vicarage Road – Support | |

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| | St Peters Road – Partially support | | | | | | | | | |
| | <u>Double yellow lines:</u> | | | | | | | | | |
| | East Street – Support | Newlands Avenue – Support | | | | | | | | |
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| | <u>Removal of parking restrictions:</u> | | | | | | | | | |
| | High Street – Support | Wessex Road – Support | | | | | | | | |
| | St Andrews Road – Support | | | | | | | | | |
| (o335) Local resident, (Didcot, Hagbourne ro) | <p>Live within proposed area – Yes General view – Support</p> <p>I'd like to be able to have visitors over but they are never able to park. The dentist down my road causes so many issues for parking and just driving down the road.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1150 2040 1390"> <tr> <td data-bbox="510 1150 1294 1214">Bourne Street – Support</td> <td data-bbox="1294 1150 2040 1214">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1214 1294 1278">Church Street – Support</td> <td data-bbox="1294 1214 2040 1278">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1278 1294 1342">East Street – Support</td> <td data-bbox="1294 1278 2040 1342">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1342 1294 1398">Hagbourne Road – Support</td> <td data-bbox="1294 1342 2040 1398">St Peters Road – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support |
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| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Partially support |
| | St Andrews Road – Partially support | |
| (o336) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – Yes General view – Support</p> <p>As a resident of Hagbourne Road I find the street parking by Orchard Centre shoppers, railway commuters and visitors to Busby House dental clinic truly dangerous.</p> | |

Each week there are cars damaged as it becomes a single lane with tight passing points as parked cars take up kerb space. Often times the pavements are narrow to navigate forcing pedestrians out into the road itself. Even knowing I will be paying for 2x parking permits I fully endorse this plan to make the residential roads around Didcot safer.

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
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Limited waiting parking bays:

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Removal of parking restrictions:

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| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| <p>(o337) Local resident, (Didcot, Hagbourne Road)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>Inability to park near my home on a regular basis due to non resident parking. Dangerous and inconsiderate parking by non residents. Vehicles at our property have been hit and I've witnessed bin collections and large vehicles obstructed from passing parked cars. In view of the above, I fully support the proposals. My only concern is the volume of permits that may be issued to Busby House Dental Practice. The staff and patient parking is a key contribution to the congestion of cars in Hagbourne Rd, East St and Church St. Patients should use the Orchard Centre for parking which is a short walk away and free for up to 2 hours, leaving staff free to use the existing car park at the practice.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 932 1294 991">Bourne Street – Support</td> <td data-bbox="1294 932 2040 991">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 991 1294 1050">Church Street – Support</td> <td data-bbox="1294 991 2040 1050">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1050 1294 1109">East Street – Support</td> <td data-bbox="1294 1050 2040 1109">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1109 1294 1168">Hagbourne Road – Support</td> <td data-bbox="1294 1109 2040 1168">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1168 1294 1227">High Street – Support</td> <td data-bbox="1294 1168 2040 1227">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1227 1294 1286">Kynaston Road – Support</td> <td data-bbox="1294 1227 2040 1286">Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support |
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| | <table border="1"> <tr> <td data-bbox="510 231 1294 290">St Andrews Road – Support</td> <td data-bbox="1294 231 2040 290">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 290 1294 352">St Peters Road – Support</td> <td data-bbox="1294 290 2040 352"></td> </tr> </table> <p data-bbox="510 391 772 422"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – Support</td> <td data-bbox="1294 459 2040 518">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 518 1294 580">High Street – Support</td> <td data-bbox="1294 518 2040 580">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 580 1294 643">Kynaston Road – Support</td> <td data-bbox="1294 580 2040 643">Hagbourne Road – Support</td> </tr> </table> <p data-bbox="510 681 929 713"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 750 1294 809">High Street – Support</td> <td data-bbox="1294 750 2040 809">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 809 1294 871">St Andrews Road – Support</td> <td data-bbox="1294 809 2040 871"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| <p data-bbox="206 1114 443 1214">(o338) Local resident, (Didcot, Hagbourne Road)</p> | <p data-bbox="510 975 936 1038">Live within proposed area – Yes General view – Support</p> <p data-bbox="510 1080 2027 1377">I have lived in Hagbourne Road/East Street area for a decade and issues with on the road parking have been a problem the entire time. This is largely due to non-residents parking in the road and individuals parking in an inconsiderate manner such as double parking and preventing flow of larger vehicles including emergency vehicles along Hagbourne Road. This is a serious concern and as I'm typing this, there is a vehicle honking its horn outside because it is struggling to pass cars to travel up the road. I've also seen police knocking on doors because they were concerned about the state of parking but they seem powerless to do anything to address the issue. This is a daily occurrence and on occasion there have been cars from three different directions all in a stand-off due to poor parking preventing the passage of traffic. There is also significant risk to drivers and pedestrians crossing and entering roads where there is complete lack of visibility due to the number of cars. Therefore I am in complete support of the</p> | | | | | | | | | | | | | | |

proposals to implement permit parking and double yellow lines in the proposed areas to make the area safer. The cost of providing parking permits to residents should not be a barrier to implementing this scheme since there is a real risk of significant accident or injury if these proposals are not brought into effect.

Residents permit holders parking only:

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|--|--|
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – Support | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |

Limited waiting parking bays:

| | |
|--|--|
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

| | |
|--|--|
| East Street – Support | Newlands Avenue – No objection/No opinion |
| High Street – Support | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Support |

Removal of parking restrictions:

| | | |
|---|--|--|
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o339) Local resident, (Didcot, Hagbourne Road) | <p>Live within proposed area – Yes General view – Support</p> <p>I completely support the proposals to restrict the on street parking from commuters and non residents and allowing residents options for parking safely, reduce traffic congestion and ease traffic flow. However I do have concerns that the current proposals do not adequately address the issue with pavement parking and access visibility.</p> <p>Pavement parking : At present many vehicles including residents cars, vans and delivery vehicles still park on pavements, obstructing pedestrian routes and creating risks for those with mobility issues, prams or those visual impairments. This creates hazards and without measures to prevent this, the benefits of the scheme will be undermined.</p> <p>Access visibility: In my area, I live in a property without any front parking, my gate opens onto the public pavement, often cars are parked in front of my gate on the pavement, which restricts my pedestrian access to the public pavement. My parking and those of 4 other houses rely on rear parking bays via an access road off Hagbourne road, this parking houses 10 cars for all these residents. These access points out onto the busy main road of Hagbourne Road are frequently obstructed by vehicles parked too close to corners or across these corners (just like any junction on that road). As this is a busy road, this severely restricts the visibility of oncoming traffic and creating hazards and blind spots. This is not resolved by residents parking alone and the problem still persists.</p> <p>Therefore I ask the council to consider extending the enforcement powers to cover pavement parking, installing marked lines and keep clear zones to allow for rear access junctions to properties, not only at street junctions and an increase in wardens to provide consistent monitoring and deterrence. This would be in line with the highway code and accessibility obligations.</p> <p>By addressing these issues, this would fully ensure that the resident parking scheme achieves its full safety and accessibility goals for the residents and not just to manage commuter parking. If not the success of the scheme will be limited and the safety concerns, risks and hazards will still exist.</p> <p>Residents permit holders parking only:</p> | |

| | |
|---------------------------------|----------------------------------|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

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| <p>(o340) Local resident, (Didcot, HAGBOURNE ROAD)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>1) IS PRIORITY GIVEN TO RESIDENTS WHO DO NOT HAVE DRIVES TO THEIR HOUSES? 2) RESIDENTS WITH MORE THAN TWO CARS. WHAT WILL STOP THEM FROM USING A VISITOR PASS TO PARK FOR THE THIRD + CARS? 3) WILL RESIDENTS WITH DRIVES BE FORCED TO PARK IN THEIR OWN DRIVE IF THEY HAVE ONE? 4) ARE THE TICKETS TO BE STREET SPECIFIC, i.e. HAGBOURNE ROAD, CHURCH STREET ETC? 5) HOW MANY TICKETS ARE TO BE GIVEN TO THE DENTIST IN HAGBOURNE ROAD? THEIR PATENTS ARE ONE OF THE WORST PROBLEM IN HAGBOURNE ROAD. 6) THE JUNCTION OF CHURCH AND HAGBOURNE ROAD (SOUTH SIDE) PROPOSED ADDITIONAL DOUBLE YELLOW LINES, RECENTLY A DISABLED PARKING BAY WAS ADDED ADDED THERE, IT IS 9 MTRS LONG, IT HAS DUE TO IT'S LEGNTH HAS PRACTICALLY REMOVE A PARKING PLACE ALREADY, SO NOT MUCH POINT OF ADDING DOUBLE YELLOW LINES AS WELL. 7) WE ARE IN AGREEMENT WITH THE RESIDENT PARKING PERMIT, WILL IT BE POLICE? 8) WE HAVE NEW A 20 MPH SPEED LIMIT, WHAT A WASTE OF MONEY, IT'S NOT POLICED, CARS ETC ARE STILL COMING UP / DOWN THE ROAD WELL OVER THE SPEED LIMIT. A JOKE. 9) ONE OF THE BEST WAYS TO STOP THE TRAFFIC PROBLEM IN HAGBOURNE ROAD IS TO MAKE IT ONE-WAY - SOUTH UP THE HILL, THIS WOULD PREVENT TRAFFIC JAMS WITH CARS / LORRYS MEETING AT THE JUNCTIONS AT CHURCH STREET, KYNASTON ROAD & WESSEX ROAD. CURRENTLY WE HAVE LARGE HGV'S COMING UP HAGBOURNE ROAD TO ACCESS THE BATHROOM SHOWROOM (NO.3) THESE HAVE TO DRIVE INTO CHURCH STREET TO REVERSE BECAUSE THEY CAN'T GET UP HAGBOURNE ROAD. PUT A WEIGHT LIMIT ON THE ROAD, WE EVEN GET BUSES DOWN HERE NOW. A ONE WAY SYSTEM WOULD ALSO REDUCE THE TRAFFIC CONGESTION / SAFETY OF CARS COMING DOWN HAGBOURNE ROAD TRYING TO ACCESS BROADWAY. FLEET MEDOW'S ROAD WAS SUPPOSED TO BE THE MAIN ROAD TO / FROM EAST HAGBOURNE, BLEWBURY ETC, NOT A SHORT CUT DOWN HAGBOURNE ROAD.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1329 2040 1386"> <tr> <td data-bbox="510 1329 1292 1386">Bourne Street – Support</td> <td data-bbox="1292 1329 2040 1386">Mereland Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support |
| Bourne Street – Support | Mereland Road – Support | | |

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| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Partially support |
| Hagbourne Road – Support | St Peters Road – Partially support |
| High Street – Concerns | Vicarage Road – Partially support |
| Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Partially support | Vicarage Road – Partially support |
| St Peters Road – Partially support | |
| <u>Double yellow lines:</u> | |
| East Street – Support | Newlands Avenue – Partially support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Partially support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

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|---|---|--|
| (o341) Local resident, (Didcot, Hagbourne Road) | Live within proposed area – Yes | |
| | General view – Support | |
| | Hagbourne Road is very dangerous with all the cars parked and emergency services cant get through | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | | |
| <u>Double yellow lines:</u> | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | |

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| | <u>Removal of parking restrictions:</u> <table border="1" data-bbox="510 261 2040 384"> <tr> <td data-bbox="510 261 1294 323">High Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 384">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 323 2040 384"></td> </tr> </table> | | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| (0342) Local resident, (Didcot, Hagbourne road) | Live within proposed area – Yes General view – Support I live in Hagbourne road it's awful trying to go up or down the road cars are parked not giving space to park most of these are not living locally. Needs proper policing <u>Residents permit holders parking only:</u> <table border="1" data-bbox="510 762 2040 1134"> <tr> <td data-bbox="510 762 1294 825">Bourne Street – No objection/No opinion</td> <td data-bbox="1294 762 2040 825">Mereland Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 825 1294 887">Church Street – Support</td> <td data-bbox="1294 825 2040 887">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 887 1294 949">East Street – No objection/No opinion</td> <td data-bbox="1294 887 2040 949">St Andrews Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 949 1294 1011">Hagbourne Road – Support</td> <td data-bbox="1294 949 2040 1011">St Peters Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1011 1294 1074">High Street – No objection/No opinion</td> <td data-bbox="1294 1011 2040 1074">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1074 1294 1134">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 1074 2040 1134">Wessex Road – No objection/No opinion</td> </tr> </table> <u>Limited waiting parking bays:</u> <table border="1" data-bbox="510 1241 2040 1364"> <tr> <td data-bbox="510 1241 1294 1303">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 1241 2040 1303">Vicarage Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 1303 1294 1364">St Peters Road – No objection/No opinion</td> <td data-bbox="1294 1303 2040 1364"></td> </tr> </table> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – Support | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – Support | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – No objection/No opinion</td> <td data-bbox="1294 323 2040 386">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Hagbourne Road – Support | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – Support | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o343) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Support</p> <p>Living in the area and fed up with people parking on the road an walking into town to shop. I am concerned around the policing of the permits, people will still try to park without a permit. Will residents be able to report this and for it to get immediate attention?</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1086 2040 1385"> <tr> <td data-bbox="510 1086 1294 1149">Bourne Street – Support</td> <td data-bbox="1294 1086 2040 1149">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1149 1294 1211">Church Street – Support</td> <td data-bbox="1294 1149 2040 1211">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1211 1294 1273">East Street – Support</td> <td data-bbox="1294 1211 2040 1273">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1273 1294 1335">Hagbourne Road – Support</td> <td data-bbox="1294 1273 2040 1335">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1335 1294 1398">High Street – Support</td> <td data-bbox="1294 1335 2040 1398">Vicarage Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | |

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| | <table border="1"> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Wessex Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – Support</td> <td>Wessex Road – Support</td> </tr> <tr> <td>St Andrews Road – Support</td> <td></td> </tr> </table> | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| (o344) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Support</p> <p>With no parking restrictions it can be challenging driving on these roads due to the number of cars parked. There are also cars parking on double yellow lines, and nothing is done about this.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | | | |

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| Bourne Street – No objection/No opinion | Mereland Road – Support |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |
| <u>Double yellow lines:</u> | |
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

(o345) Local resident, (Didcot, High Street)

Live within proposed area – **Yes**
 General view – **Support**

I think designated parking for residents is important and that this system, provided that it is well enforced, will ensure that reasonable parking is available for residents. I think that modifying the double yellow lines will be helpful to ensure there is no dangerous parking near junctions, which I have noticed. I would add that I have seen a similar parking permit scheme work very successfully in areas of Oxford City Council's remit.

Residents permit holders parking only:

| | |
|---------------------------------|----------------------------------|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |

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| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (0346) Local resident, (Didcot, High Street) | Live within proposed area – Yes General view – Support | |
| | I support parking permits for residents and visitors living and visiting the highlighted roads in Didcot. I'd like to be able to park safely outside my house in this area. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – No objection/No opinion |
| | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| | High Street – Support | Vicarage Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |

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| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| | High Street – Object | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o347) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Support</p> <p>I am exercising my right to influence local policies and show I support the proposed actions to address parking issues which has been ignored up to now.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |

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| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o348) Local resident, (Didcot, High Street) | <p>Live within proposed area – Yes General view – Support</p> <p>Parking is becoming increasingly difficult outside our house due to people parking here for town etc . I would very much like a permit scheme as long as it enforced properly</p> | |

Residents permit holders parking only:

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|---------------------------------|----------------------------------|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

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| <p>(o349) Local resident, (Didcot, High Street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>Support this because there are so many cars blocking the way and no room for local residents.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Support</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>Kynaston Road – Support</p> | <p>Wessex Road – Support</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>St Peters Road – Support</p> | |
| <p><u>Double yellow lines:</u></p> | | |
| <p>East Street – Support</p> | <p>Newlands Avenue – Support</p> | |

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| | High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| | Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| | St Andrews Road – Support | | | | | | | | | | | | | |
| (o350) Local resident, (Didcot, kynaston) | <p>Live within proposed area – Yes General view – Support</p> <p>Kynaston road has too much traffic and too many parked vehicles. Most properties have driveways that are not used properly.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 922 2042 1295"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – Support</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>East Street – Support</td> <td>St Andrews Road – Support</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | |

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| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o351) Local resident, (Didcot, Kynaston Road) | Live within proposed area – Yes General view – Support | |
| | This will ease non resident and commercial vehicles parking on actual residents location | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |

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| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Object | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o352) Local resident, (Didcot, Kynaston Road) | Live within proposed area – Yes General view – Support Increasing parking issues | |

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Concerns | Wessex Road – Concerns |
| St Andrews Road – Concerns | |

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| (o353) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – Support</p> | |
| | <p>Parking has become a nightmare and a lot of cars are parked on the roads making it unsafe to drive and cross the road with my daughter in her wheelchair. In addition a lot of people park on these roads when working or visiting the Orchard centre.</p> | |
| | <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Support</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>Kynaston Road – Support</p> | <p>Wessex Road – Support</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| <p>St Andrews Road – Support</p> | <p>Vicarage Road – Support</p> | |
| <p>St Peters Road – Support</p> | | |
| <p><u>Double yellow lines:</u></p> | | |

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| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o354) Local resident, (Didcot, Kynaston Road) | Live within proposed area – Yes General view – Support | |
| | Support the change because our streets are used as unpaid car parks. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | Limited waiting parking bays: | |

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|--|--|----------------------------------|--------------------------------|---------------------------------|----------------------------------|------------------------------|----------------------------------|------------------------------|------------------------------|--------------------------------|---------------------------------|-------------------------------|-------------------------------|-----------------------------------|--|
| | <table border="1"> <tr> <td data-bbox="510 229 1294 290">St Andrews Road – Support</td> <td data-bbox="1294 229 2038 290">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 290 1294 351">St Peters Road – Support</td> <td data-bbox="1294 290 2038 351"></td> </tr> </table> <p data-bbox="510 389 770 424"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 520">East Street – Support</td> <td data-bbox="1294 459 2038 520">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 520 1294 580">High Street – Support</td> <td data-bbox="1294 520 2038 580">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 580 1294 641">Kynaston Road – Support</td> <td data-bbox="1294 580 2038 641">Hagbourne Road – Support</td> </tr> </table> <p data-bbox="510 679 927 715"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 750 1294 810">High Street – Concerns</td> <td data-bbox="1294 750 2038 810">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 810 1294 871">St Andrews Road – Concerns</td> <td data-bbox="1294 810 2038 871"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | |
| (o355) Local resident, (Didcot, Kynaston Road) | <p data-bbox="510 973 936 1040">Live within proposed area – Yes General view – Support</p> <p data-bbox="510 1078 2024 1145">Fully supportnas many parking restrictions as possible to cut down traffic and people parking along this section of the town. People parking just off Broadway is particularly frustrating and needs strong enforcement.</p> <p data-bbox="510 1184 1012 1219"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1254 1294 1315">Bourne Street – Support</td> <td data-bbox="1294 1254 2038 1315">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1315 1294 1375">Church Street – Support</td> <td data-bbox="1294 1315 2038 1375">Newlands Avenue – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |

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| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o356) Local resident, (Didcot, Mereland Rd) | Live within proposed area – Yes General view – Support | |

Wessex Road, Hagbourne Road and Kynaston Road are always backed up by parked cars, slowing down or blocking the traffic. Residents should be parking on their properties since most houses have parking space

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – Support |
| Church Street – No objection/No opinion | Newlands Avenue – Support |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| High Street – Support | Vicarage Road – No objection/No opinion |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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|--|--|
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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|--|---|--|
| | High Street – Concerns | Wessex Road – Object |
| | St Andrews Road – Concerns | |
| (o357) Local resident, (Didcot, Mereland Rd) | Live within proposed area – Yes General view – Support | |
| | I'm against parking on roads when it causes disruptions and hazardous situations (e.g. overtaking parked cars on a street curve with low visibility), especially if the roads are busy (e.g. Mereland and Newlands) and travelled by large vehicles (buses and delivery lorries). The parking on the proposed section of Mereland road, is not a problem since it is a large and one-way street. While in Hagbourne Road the situation is dramatic; an emergency service vehicle will not pass through on most days. In general, I'm in favour of limiting parking on roads, and it should be taken into consideration to prohibit parking on green verges and public green areas in town. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – No objection/No opinion |
| | Hagbourne Road – Partially support | St Peters Road – No objection/No opinion |
| | High Street – Support | Vicarage Road – No objection/No opinion |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |

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|---|---|--|
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Support | |
| (o358) Local resident, (Didcot, Sinodun Road) | Live within proposed area – Yes General view – Support | |
| | Main concern is Sinodun Road which is already a car park Monday to Friday with school traffic for St Birinus and there 6 formers randomly parking over junctions etc. if not included in the plan this road will be gridlocked. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – No objection/No opinion | Mereland Road – Support |
| | Church Street – No objection/No opinion | Newlands Avenue – Support |
| | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |

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| | Hagbourne Road – Support | St Peters Road – No objection/No opinion |
| | High Street – Support | Vicarage Road – No objection/No opinion |
| | Kynaston Road – Support | Wessex Road – No objection/No opinion |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion |
| | St Peters Road – No objection/No opinion | |
| | <u>Double yellow lines:</u> | |
| | East Street – No objection/No opinion | Newlands Avenue – Support |
| | High Street – No objection/No opinion | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – No objection/No opinion |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| | St Andrews Road – No objection/No opinion | |
| (o359) Local resident, (Didcot, St Andrews Road) | <p>Live within proposed area – Yes General view – Support</p> <p>Free up spaces for local residents. Avoid people waiting with engines idling. Avoid people parking to go into town/on the train.</p> | |

Residents permit holders parking only:

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|---|--|
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – Support |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – No objection/No opinion |
| St Peters Road – No objection/No opinion | |

Double yellow lines:

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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – Support |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
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| | St Andrews Road – Partially support | | | | | | | | | | | | | | | | | |
| (o360) Local resident, (Didcot, St Peter's Road) | <p>Live within proposed area – Yes General view – Support</p> <p>I think introducing residents parking is a good idea but I'm concerned residents on Broadway will be left out of the zone on the map, will they be able to get a permit? Equally I'm happy with the decision because I have a double drive, I think that's broadly the case for houses around here but it seems unfair for houses without an alternative option. The letter also mentions that you can only buy a residents permit with "vehicle ownership", presumably that includes long term leases? I also think a house's first permit should be cheaper than the second.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 735 2040 1107"> <tr> <td>Bourne Street – No objection/No opinion</td> <td>Mereland Road – No objection/No opinion</td> </tr> <tr> <td>Church Street – No objection/No opinion</td> <td>Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td>East Street – No objection/No opinion</td> <td>St Andrews Road – Support</td> </tr> <tr> <td>Hagbourne Road – No objection/No opinion</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – No objection/No opinion</td> <td>Wessex Road – Partially support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1211 2040 1334"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – Support | Hagbourne Road – No objection/No opinion | St Peters Road – Support | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Wessex Road – Partially support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – No objection/No opinion | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Wessex Road – Partially support | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 261 2040 448"> <tr> <td data-bbox="510 261 1294 323">East Street – No objection/No opinion</td> <td data-bbox="1294 261 2040 323">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 323 1294 386">High Street – No objection/No opinion</td> <td data-bbox="1294 323 2040 386">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 386 1294 448">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 386 2040 448">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 552 2040 676"> <tr> <td data-bbox="510 552 1294 614">High Street – No objection/No opinion</td> <td data-bbox="1294 552 2040 614">Wessex Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 614 1294 676">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 614 2040 676"></td> </tr> </table> | | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Support | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – No objection/No opinion | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Support | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | |
| <p>(o361) Local resident, (Didcot, Vicarage Rd)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>All streets in proposal are narrow, residential streets heavily used by visitors to Didcot shops and businesses to park their vehicles. In any other thriving town or city area there would be better management of this - for all the obvious safety and public order reasons. Didcot has had none/little to date. Parking rules are regularly violated, streets are made essentially one way by being parked on at 100% capacity by visitors and locals. Rubbish is regularly discarded by vehicles onto the roadside. There are many households living in 2-3 bedroom terrace / semis parking 3-5 vehicles, with occasional conflict. Please improve the situation</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1225 2040 1347"> <tr> <td data-bbox="510 1225 1294 1287">Bourne Street – Support</td> <td data-bbox="1294 1225 2040 1287">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1287 1294 1347">Church Street – Support</td> <td data-bbox="1294 1287 2040 1347">Newlands Avenue – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | | | | | | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | |

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| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – No objection/No opinion |
| | High Street – Support | Wessex Road – No objection/No opinion |
| | Kynaston Road – No objection/No opinion | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – No objection/No opinion | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o362) Local resident, (Didcot, Vicarage road) | Live within proposed area – Yes General view – Support | |

I am a resident on vicarage road, we have drive space but occasionally when we do have visitors or tradesmen, or when it is very rainy and the grass we park on is too muddy we sometimes resort to street parking as a last resort. But it gets very busy with people travelling to the high street. Whilst I support the proposals, I do not agree with the paid permits, for something that is being imposed on residents it isn't fair to then charge them, I think it's fair to give free permits including visitor ones once the scheme is introduced and charge a small fee for replacements or additional permits, but we don't have full faith the streets will be monitored that closely to catch those who do park in these streets so why should we pay to have some pieces of paper

Residents permit holders parking only:

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| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion |
| High Street – No objection/No opinion | Vicarage Road – Partially support |
| Kynaston Road – No objection/No opinion | Wessex Road – Partially support |

Limited waiting parking bays:

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| St Andrews Road – Concerns | Vicarage Road – Concerns |
| St Peters Road – Concerns | |

Double yellow lines:

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| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – Partially support |

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| | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | |
| <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | | Wessex Road – No objection/No opinion | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | |
| <p>(o363) Local resident, (Didcot, Wash Street)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>Current parking is incredibly difficult for residents, with the orchard centre staff (who often do not have parking permits) and customers pushing cars back onto residential roads! This has meant there are times I cannot park on my own road and have to park sometimes 5-6 streets back! Furthermore, the cars are often parked badly and take up multiple spaces, further contributing to the parking concerns</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="512 927 2042 1302"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – Support</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>East Street – Support</td> <td>St Andrews Road – Support</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – Support</td> </tr> </table> <p>Limited waiting parking bays:</p> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 290">St Andrews Road – Concerns</td> <td data-bbox="1294 231 2040 290">Vicarage Road – Concerns</td> </tr> <tr> <td data-bbox="510 290 1294 352">St Peters Road – Concerns</td> <td data-bbox="1294 290 2040 352"></td> </tr> </table> <p data-bbox="510 391 772 422"><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – Object</td> <td data-bbox="1294 459 2040 518">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 518 1294 580">High Street – Partially support</td> <td data-bbox="1294 518 2040 580">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 580 1294 643">Kynaston Road – Object</td> <td data-bbox="1294 580 2040 643">Hagbourne Road – Object</td> </tr> </table> <p data-bbox="510 681 927 713"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 750 1294 809">High Street – Partially support</td> <td data-bbox="1294 750 2040 809">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 809 1294 871">St Andrews Road – Partially support</td> <td data-bbox="1294 809 2040 871"></td> </tr> </table> | St Andrews Road – Concerns | Vicarage Road – Concerns | St Peters Road – Concerns | | East Street – Object | Newlands Avenue – Object | High Street – Partially support | Wessex Road – Object | Kynaston Road – Object | Hagbourne Road – Object | High Street – Partially support | Wessex Road – Partially support | St Andrews Road – Partially support | |
| St Andrews Road – Concerns | Vicarage Road – Concerns | | | | | | | | | | | | | | |
| St Peters Road – Concerns | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | | | | | |
| (o364) Local resident, (Didcot, Wessex) | <p data-bbox="510 976 936 1040">Live within proposed area – Yes General view – Support</p> <p data-bbox="510 1078 2040 1246">As a local resident who has lived on Bourne Street, East Street and Wessex Road, it has become increasingly difficult and frustrating when non local people park on the roads making it difficult or impossible for residents without driveways to find parking. I see so many people use these roads to park and walk into town or even use these train station. Especially for street like East street and Bourne street, there is very limited off road parking available to street parking should be reserved for residents.</p> <p data-bbox="510 1284 1012 1316"><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |
| <u>Double yellow lines:</u> | |
| East Street – Object | Newlands Avenue – Object |
| High Street – Object | Wessex Road – Object |
| Kynaston Road – Object | Hagbourne Road – Object |
| <u>Removal of parking restrictions:</u> | |
| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

(0365) Local resident, (Didcot, Wessex road)

Live within proposed area – **Yes**
General view – **Support**

I'm in full support of this as a Community first responder for south central ambulance service. I'm in constant daily battle trying to exit my drive. Witch slows me down to attend call outs.

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">High Street – Support</td> <td data-bbox="1294 296 2040 357">Wessex Road – Object</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Andrews Road – Object</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | | High Street – Support | Wessex Road – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Object | | | | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | | | | |
| (o366) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>I have lived on Wessex Road for many years, the amount of times I have had problems either getting into or out of my own drive is ridiculous due to over peoples bad parking or not caring about where they park</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 798 2040 1169"> <tr> <td data-bbox="510 798 1294 858">Bourne Street – Support</td> <td data-bbox="1294 798 2040 858">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 858 1294 919">Church Street – Support</td> <td data-bbox="1294 858 2040 919">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 919 1294 979">East Street – Support</td> <td data-bbox="1294 919 2040 979">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 979 1294 1040">Hagbourne Road – Support</td> <td data-bbox="1294 979 2040 1040">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1040 1294 1101">High Street – Support</td> <td data-bbox="1294 1040 2040 1101">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1101 1294 1161">Kynaston Road – Support</td> <td data-bbox="1294 1101 2040 1161">Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1275 2040 1390"> <tr> <td data-bbox="510 1275 1294 1335">St Andrews Road – Support</td> <td data-bbox="1294 1275 2040 1335">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1335 1294 1390">St Peters Road – Support</td> <td data-bbox="1294 1335 2040 1390"></td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | |

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| | <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 296 2040 485"> <tr> <td data-bbox="510 296 1294 357">East Street – Support</td> <td data-bbox="1294 296 2040 357">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 357 1294 418">High Street – Support</td> <td data-bbox="1294 357 2040 418">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 418 1294 485">Kynaston Road – Support</td> <td data-bbox="1294 418 2040 485">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 587 2040 708"> <tr> <td data-bbox="510 587 1294 647">High Street – Support</td> <td data-bbox="1294 587 2040 647">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 647 1294 708">St Andrews Road – Support</td> <td data-bbox="1294 647 2040 708"></td> </tr> </table> | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Concerns | St Andrews Road – Support | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | |
| High Street – Support | Wessex Road – Concerns | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | |
| (o367) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>Parking along these roads has become extremely dangerous. People are parking right up to the junctions and you end up on the other side of the road when trying to pull out in the way of oncoming cars. My Mum was hit by another vehicle at the junction of Wessex and Hagbourne whilst waiting to pull out. It is very difficult to drive down the road as no pulling in spaces if you encounter an oncoming car. People park outside your house, overhanging our drive and leave their car all day, every day.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1190 2040 1374"> <tr> <td data-bbox="510 1190 1294 1251">Bourne Street – Support</td> <td data-bbox="1294 1190 2040 1251">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1251 1294 1311">Church Street – Support</td> <td data-bbox="1294 1251 2040 1311">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1311 1294 1374">East Street – Support</td> <td data-bbox="1294 1311 2040 1374">St Andrews Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | | | | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | |

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| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Support |
| | Kynaston Road – Partially support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Partially support | Wessex Road – Support |
| | St Andrews Road – Partially support | |
| (o368) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>I hate living here sometimes and not being able to get on or off my drive, sometimes my drive just being blocked because people have parked to nip to the shops.</p> | |

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
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| | St Andrews Road – Support | |
| (o369) Local resident, (Didcot, Wessex Road) | Live within proposed area – Yes General view – Support | |
| | Easier residents parking. Simply impossible at times to park our cars, let alone when visitors come. I have had countless parking tickets on east street due to lack of parking for residents as it is monopolised by people parking for the orchard centre. It's simply unfair. Whole heartedly support the introduction of permit parking for this area. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support | |
| St Peters Road – Support | | |
| <u>Double yellow lines:</u> | | |

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| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o370) Local resident, (Didcot, Wessex road) | <p>Live within proposed area – Yes General view – Support</p> <p>As a resident I have always supported resident only parking, and I believe if you are a resident, you should park inside your property boundaries, and if the property cannot support this, then a parking space on the road should be marked, for that property only, i do not believe residents should be charged for this, but I can see why you are proposing to have a charge for this, I also think that the parking scheme, will make the non residents park in street further away, not getting rid of the problem just moving it.</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |

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| | Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | | |
| St Andrews Road – Support | Vicarage Road – Support | |
| St Peters Road – Support | | |
| <u>Double yellow lines:</u> | | |
| East Street – Support | Newlands Avenue – Support | |
| High Street – Support | Wessex Road – Support | |
| Kynaston Road – Support | Hagbourne Road – Support | |
| <u>Removal of parking restrictions:</u> | | |
| High Street – Support | Wessex Road – Support | |
| St Andrews Road – Support | | |
| (o371) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>Parking is horrendous- near junctions, emergency vehicles can't get through and I've witnessed many close calls with children crossing the road. People park and walk to the station, my drive has been blocked numerous times</p> <p><u>Residents permit holders parking only:</u></p> | |

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Support | Wessex Road – Support |
| St Andrews Road – Support | |

(o372) Local resident, (Didcot, Wessex Road)

Live within proposed area – **Yes**
General view – **Support**

There are in general too many cars parked by non residents and as a local it frequently makes it difficult to pass though by car and sometimes with lack of space to get through at all. This is most critical for emergency vehicles and council waste vehicles. The permit system would best be applied as a whole (all roads listed) and encourage residents in the South, SE & SW driving towards town to use public transport, paid parking or cargo or E-bikes. I do not think charges to contractors should apply and owner permit licensing should be setup as a mechanism through the booking system. I strongly oppose the removal of double yellow lines at the 4 way junctions and propose inserting double yellows at Wessex and Hagbourne Road intersection as it is often tight to turn, occludes visibility and turning has to commence on the wrong side of the road. I have nearly been in two collisions this way from fast moving vehicles down Hagbourne Road.

Finally, much stricter enforcement from traffic wardens will be needed certainly in an early phase, as a risk of behavioural shift to ignore and drive at faster speeds, and park entirely on grass verges will negate benefit from this system if not managed properly.

Residents permit holders parking only:

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| Bourne Street – Concerns | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Partially support | Wessex Road – Support |

Limited waiting parking bays:

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|--|---|--|
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Partially support | Newlands Avenue – Partially support |
| | High Street – Partially support | Wessex Road – Partially support |
| | Kynaston Road – Concerns | Hagbourne Road – Partially support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (0373) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>I think this is a major issue for all residents so I want to see measures improved rather than relaxed</p> <p><u>Residents permit holders parking only:</u></p> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |

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| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o374) Local resident, (Didcot, Wessex road) | <p>Live within proposed area – Yes General view – Support</p> <p>Having being a resident for over 55 years parking has got ridiculous and very dangerous especially for the emergency services, not leaving much space for them to pass whichbis why we support a parking permit policy. Family members</p> | |

have to park over the verge when visiting as cars are being left parked outside the house for days at a time due to shift patterns in the police station and as a taxi drivers, leaving no opportunity for visitors to park visiting elderly parents.

Why will blue badge holders be able to park without displaying their badge, how can you tell they are badge owners or not?

We are both in our 80s with a car and accessible driveway so does that mean we can apply for two free permits, one for our son and one for our daughter?

Not sure we fully understand the legal terms of no waiting at any time and proposed limited waiting days if this could be explained this would be appreciated.

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | | |
|--|---|----------------------------------|
| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o375) Local resident, (Didcot, Wessex Road) | Live within proposed area – Yes General view – Support | |
| | Parking along Wessex Road in particular makes trying to drive along it a nightmare, with not enough spaces to pull into to allow oncoming traffic through | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 261 2040 387"> <tr> <td data-bbox="510 261 1292 323">St Andrews Road – Support</td> <td data-bbox="1292 261 2040 323">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 323 1292 387">St Peters Road – Support</td> <td data-bbox="1292 323 2040 387"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 491 2040 676"> <tr> <td data-bbox="510 491 1292 553">East Street – Support</td> <td data-bbox="1292 491 2040 553">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 553 1292 616">High Street – Support</td> <td data-bbox="1292 553 2040 616">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 616 1292 676">Kynaston Road – Support</td> <td data-bbox="1292 616 2040 676">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 780 2040 906"> <tr> <td data-bbox="510 780 1292 842">High Street – Support</td> <td data-bbox="1292 780 2040 842">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 842 1292 906">St Andrews Road – Support</td> <td data-bbox="1292 842 2040 906"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| (o376) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>In general I support the proposals as it is increasingly difficult for residents to find parking spaces and it is becoming increasingly difficult to drive along the roads as people park on both sides of the roads. However, in the proposals there is no attempt to justify the cost of the scheme, nor any information on how it will be enforced. It is all very well to ask residents (i.e. those who ought to be able to park here anyway) to pay £80 - £160 each year but it is difficult to support an extra expense when it is not clear how this figure is arrived at. Is it to pay a traffic warden specifically for these streets - or a money making exercise that will have little effect and will continue to be abused? It would also seem to penalise those who are least able to afford it i.e. if you can't pay you will have to park a long way from your home.</p> | | | | | | | | | | | | | | |

Residents permit holders parking only:

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
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| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| (o377) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>Parking restrictions are required along these roads, too many people park inconsiderately which makes it difficult to park on our driveway. However, it is not worth while unless these areas are regularly checked. Additionally, for those of us who cannot fit all vehicles on our driveway, the prices aren't fair and still doesn't guarantee we can park outside of our own homes.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 699 2040 1070"> <tr> <td>Bourne Street – No objection/No opinion</td> <td>Mereland Road – No objection/No opinion</td> </tr> <tr> <td>Church Street – No objection/No opinion</td> <td>Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td>East Street – No objection/No opinion</td> <td>St Andrews Road – No objection/No opinion</td> </tr> <tr> <td>Hagbourne Road – No objection/No opinion</td> <td>St Peters Road – No objection/No opinion</td> </tr> <tr> <td>High Street – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>Kynaston Road – No objection/No opinion</td> <td>Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1177 2040 1302"> <tr> <td>St Andrews Road – No objection/No opinion</td> <td>Vicarage Road – No objection/No opinion</td> </tr> <tr> <td>St Peters Road – No objection/No opinion</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> | | Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | Kynaston Road – No objection/No opinion | Wessex Road – Support | St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | St Peters Road – No objection/No opinion | |
| Bourne Street – No objection/No opinion | Mereland Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Church Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Hagbourne Road – No objection/No opinion | St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Wessex Road – Support | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | Vicarage Road – No objection/No opinion | | | | | | | | | | | | | | | | | |
| St Peters Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 233 1294 292">East Street – No objection/No opinion</td> <td data-bbox="1294 233 2042 292">Newlands Avenue – No objection/No opinion</td> </tr> <tr> <td data-bbox="510 292 1294 351">High Street – No objection/No opinion</td> <td data-bbox="1294 292 2042 351">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 351 1294 410">Kynaston Road – No objection/No opinion</td> <td data-bbox="1294 351 2042 410">Hagbourne Road – No objection/No opinion</td> </tr> </table> <p data-bbox="510 451 927 485"><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 520 1294 579">High Street – No objection/No opinion</td> <td data-bbox="1294 520 2042 579">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 579 1294 638">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 579 2042 638"></td> </tr> </table> | East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Support | Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | High Street – No objection/No opinion | Wessex Road – Concerns | St Andrews Road – No objection/No opinion | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Support | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – Concerns | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | |
| (o378) Local resident, (Didcot, Wessex road) | <p data-bbox="510 746 936 810">Live within proposed area – Yes General view – Support</p> <p data-bbox="510 850 2042 986">Concerns are adequate restrictions to no parking around all junctions. Parking restrictions not included on Hagbourne road between Kynaston Road and New Road as this area is always subject to traffic problems. Will any changes to parking be monitored by traffic wardens otherwise pointless. Parking on grass verges causing pavement access and obstruction to oncoming road traffic.</p> <p data-bbox="510 1026 1012 1058"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1090 1294 1149">Bourne Street – Concerns</td> <td data-bbox="1294 1090 2042 1149">Mereland Road – Concerns</td> </tr> <tr> <td data-bbox="510 1149 1294 1208">Church Street – Concerns</td> <td data-bbox="1294 1149 2042 1208">Newlands Avenue – Concerns</td> </tr> <tr> <td data-bbox="510 1208 1294 1267">East Street – Concerns</td> <td data-bbox="1294 1208 2042 1267">St Andrews Road – Concerns</td> </tr> <tr> <td data-bbox="510 1267 1294 1326">Hagbourne Road – Concerns</td> <td data-bbox="1294 1267 2042 1326">St Peters Road – Concerns</td> </tr> <tr> <td data-bbox="510 1326 1294 1385">High Street – Concerns</td> <td data-bbox="1294 1326 2042 1385">Vicarage Road – Concerns</td> </tr> </table> | Bourne Street – Concerns | Mereland Road – Concerns | Church Street – Concerns | Newlands Avenue – Concerns | East Street – Concerns | St Andrews Road – Concerns | Hagbourne Road – Concerns | St Peters Road – Concerns | High Street – Concerns | Vicarage Road – Concerns |
| Bourne Street – Concerns | Mereland Road – Concerns | | | | | | | | | | |
| Church Street – Concerns | Newlands Avenue – Concerns | | | | | | | | | | |
| East Street – Concerns | St Andrews Road – Concerns | | | | | | | | | | |
| Hagbourne Road – Concerns | St Peters Road – Concerns | | | | | | | | | | |
| High Street – Concerns | Vicarage Road – Concerns | | | | | | | | | | |

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| | <table border="1"> <tr> <td>Kynaston Road – Concerns</td> <td>Wessex Road – Concerns</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td>East Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Wessex Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – Concerns</td> <td>Wessex Road – Concerns</td> </tr> <tr> <td>St Andrews Road – Concerns</td> <td></td> </tr> </table> | Kynaston Road – Concerns | Wessex Road – Concerns | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| Kynaston Road – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | | | | | |
| (o379) Local resident, (Didcot, Wessex road) | <p>Live within proposed area – Yes General view – Support</p> <p>I have witnessed two car accidents at the junction of Wessex rd and Hagbournd rd caused by people parking right on the junction. I have also witnessed an ambulance not being able to access the road again due to parking. During the day the road is full of cars of non residents who park here and walk into town . Parking restrictions would elevate this problem before there is a serious accident</p> | | | | | | | | | | | | | | | | |

Residents permit holders parking only:

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| Bourne Street – Partially support | Mereland Road – Partially support |
| Church Street – Partially support | Newlands Avenue – Partially support |
| East Street – Partially support | St Andrews Road – Partially support |
| Hagbourne Road – Support | St Peters Road – Partially support |
| High Street – Support | Vicarage Road – Partially support |
| Kynaston Road – Partially support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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| High Street – Concerns | Wessex Road – Object |
| St Andrews Road – Concerns | |

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| <p>(o380) Local resident, (Didcot, Wessex road)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>During the day cars are parked in every available space in the road , even parked right on the road junction by people outside the area who work in town or catch the train to London. I have witnessed several accidents and near misses due to this , it is only a matter of time before there is a serious accident I totally support parking restrictions I</p> <p><u>Residents permit holders parking only:</u></p> | |
| | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> |
| | <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> |
| | <p>East Street – Support</p> | <p>St Andrews Road – Support</p> |
| | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> |
| | <p>High Street – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>Kynaston Road – Support</p> | <p>Wessex Road – Support</p> |
| | <p><u>Limited waiting parking bays:</u></p> | |
| | <p>St Andrews Road – Support</p> | <p>Vicarage Road – Support</p> |
| | <p>St Peters Road – Support</p> | |
| <p><u>Double yellow lines:</u></p> | | |

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| | <table border="1"> <tr> <td data-bbox="510 231 1294 292">East Street – Support</td> <td data-bbox="1294 231 2040 292">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 292 1294 352">High Street – Support</td> <td data-bbox="1294 292 2040 352">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 352 1294 413">Kynaston Road – Support</td> <td data-bbox="1294 352 2040 413">Hagbourne Road – Support</td> </tr> <tr> <td colspan="2" data-bbox="510 413 2040 518"><u>Removal of parking restrictions:</u></td> </tr> <tr> <td data-bbox="510 518 1294 579">High Street – Concerns</td> <td data-bbox="1294 518 2040 579">Wessex Road – Concerns</td> </tr> <tr> <td data-bbox="510 579 1294 639">St Andrews Road – Concerns</td> <td data-bbox="1294 579 2040 639"></td> </tr> </table> | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | <u>Removal of parking restrictions:</u> | | High Street – Concerns | Wessex Road – Concerns | St Andrews Road – Concerns | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | |
| <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Concerns | | | | | | | | | | | | |
| St Andrews Road – Concerns | | | | | | | | | | | | | |
| (o381) Local resident, (Didcot, Wessex road) | <p>Live within proposed area – Yes General view – Support</p> <p>Support parking permits as unhappy with residence of Lower Broadway parking outside house (Mary Kennedy House)</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 986 1294 1046">Bourne Street – Support</td> <td data-bbox="1294 986 2040 1046">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1046 1294 1107">Church Street – Support</td> <td data-bbox="1294 1046 2040 1107">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 1107 1294 1168">East Street – Support</td> <td data-bbox="1294 1107 2040 1168">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1168 1294 1228">Hagbourne Road – Support</td> <td data-bbox="1294 1168 2040 1228">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1228 1294 1289">High Street – Support</td> <td data-bbox="1294 1228 2040 1289">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1289 1294 1350">Kynaston Road – Support</td> <td data-bbox="1294 1289 2040 1350">Wessex Road – Concerns</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Concerns |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Concerns | | | | | | | | | | | | |

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| | <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 263 2040 387"> <tr> <td data-bbox="510 263 1294 323">St Andrews Road – Support</td> <td data-bbox="1294 263 2040 323">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 323 1294 387">St Peters Road – Support</td> <td data-bbox="1294 323 2040 387"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 493 2040 678"> <tr> <td data-bbox="510 493 1294 553">East Street – Support</td> <td data-bbox="1294 493 2040 553">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 553 1294 614">High Street – Support</td> <td data-bbox="1294 553 2040 614">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 614 1294 678">Kynaston Road – Support</td> <td data-bbox="1294 614 2040 678">Hagbourne Road – Support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 783 2040 908"> <tr> <td data-bbox="510 783 1294 844">High Street – Support</td> <td data-bbox="1294 783 2040 844">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 844 1294 908">St Andrews Road – Support</td> <td data-bbox="1294 844 2040 908"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Support | High Street – Support | Wessex Road – Support | St Andrews Road – Support | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | |
| <p>(o382) Local resident, (Didcot, Wessex road)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>Harder to park. Been fined twice cause couldnt find proper parking around my home.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1246 2040 1370"> <tr> <td data-bbox="510 1246 1294 1307">Bourne Street – Support</td> <td data-bbox="1294 1246 2040 1307">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 1307 1294 1370">Church Street – Support</td> <td data-bbox="1294 1307 2040 1370">Newlands Avenue – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | | | | | | | | | | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |

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| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Object | Vicarage Road – Object |
| | St Peters Road – Object | |
| | <u>Double yellow lines:</u> | |
| | East Street – Concerns | Newlands Avenue – Concerns |
| | High Street – Concerns | Wessex Road – Object |
| | Kynaston Road – Concerns | Hagbourne Road – Concerns |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o383) Local resident, (Didcot, Wessex road) | Live within proposed area – Yes General view – Support | |

Mr Christian Mauz, I wanted the parking restrictions to be introduced as long as we've lived in Didcot. Finally there is a consultation and hopefully the right decision will be taken (to restrict parking of non residents). Thank you.

Residents permit holders parking only:

| | |
|---------------------------------|----------------------------------|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

| | | |
|--|---|--|
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (o384) Local resident, (Didcot, Wessex Road) | Live within proposed area – Yes General view – Support | |
| | Not sure about restrictions on parking time limit. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Partially support | Vicarage Road – Partially support |
| | St Peters Road – Partially support | |
| | <u>Double yellow lines:</u> | |

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| | <table border="1"> <tr> <td>East Street – Partially support</td> <td>Newlands Avenue – Partially support</td> </tr> <tr> <td>High Street – Partially support</td> <td>Wessex Road – Partially support</td> </tr> <tr> <td>Kynaston Road – Partially support</td> <td>Hagbourne Road – Partially support</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td>High Street – Partially support</td> <td>Wessex Road – Partially support</td> </tr> <tr> <td>St Andrews Road – Partially support</td> <td></td> </tr> </table> | East Street – Partially support | Newlands Avenue – Partially support | High Street – Partially support | Wessex Road – Partially support | Kynaston Road – Partially support | Hagbourne Road – Partially support | High Street – Partially support | Wessex Road – Partially support | St Andrews Road – Partially support | | | |
| East Street – Partially support | Newlands Avenue – Partially support | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | | | |
| Kynaston Road – Partially support | Hagbourne Road – Partially support | | | | | | | | | | | | |
| High Street – Partially support | Wessex Road – Partially support | | | | | | | | | | | | |
| St Andrews Road – Partially support | | | | | | | | | | | | | |
| (o385) Local resident, (Didcot, Wessex Road) | <p>Live within proposed area – Yes General view – Support</p> <p>It looks like you are taking away double yellow line on a few junctions that still need them.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – Support</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>East Street – Support</td> <td>St Andrews Road – Support</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – Support</td> </tr> </table> <p>Limited waiting parking bays:</p> | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td data-bbox="510 229 1294 288">St Andrews Road – Support</td> <td data-bbox="1294 229 2040 288">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 288 1294 352">St Peters Road – Support</td> <td data-bbox="1294 288 2040 352"></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1"> <tr> <td data-bbox="510 459 1294 518">East Street – Support</td> <td data-bbox="1294 459 2040 518">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 518 1294 577">High Street – Support</td> <td data-bbox="1294 518 2040 577">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 577 1294 639">Kynaston Road – Support</td> <td data-bbox="1294 577 2040 639">Hagbourne Road – Concerns</td> </tr> </table> <p><u>Removal of parking restrictions:</u></p> <table border="1"> <tr> <td data-bbox="510 746 1294 805">High Street – Concerns</td> <td data-bbox="1294 746 2040 805">Wessex Road – Partially support</td> </tr> <tr> <td data-bbox="510 805 1294 865">St Andrews Road – No objection/No opinion</td> <td data-bbox="1294 805 2040 865"></td> </tr> </table> | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support | High Street – Support | Wessex Road – Support | Kynaston Road – Support | Hagbourne Road – Concerns | High Street – Concerns | Wessex Road – Partially support | St Andrews Road – No objection/No opinion | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Concerns | | | | | | | | | | | | | | |
| High Street – Concerns | Wessex Road – Partially support | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | |
| <p>(o386) Local resident, (Didcot, Wessex Road)</p> | <p>Live within proposed area – Yes General view – Support</p> <p>Some of the parking, particularly at the Broadway end of Vicarage Road, is extremely dangerous and I am surprised there has not been many serious accidents involving pedestrians. Parking on the road in my own street is ridiculous with daily occurrences of people parking across my driveway. I have lived in the street for 31 years and the parking problems have got to a stage where something has to be done. I am concerned how (or if!) the new measures will be enforced but am willing to support the project.</p> <p><u>Residents permit holders parking only:</u></p> | | | | | | | | | | | | | | |

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| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--------------------------------|----------------------------------|
| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
| Kynaston Road – Support | Hagbourne Road – Support |

Removal of parking restrictions:

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|--|--|
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| St Andrews Road – No objection/No opinion | |

(0387) Local resident, (Didcot, Brasenose Road)

Live within proposed area – **No**
 General view – **Support**

Is impossible to get around Didcot with cars just left anywhere especially trying to get to the graveyard and Brasenose need s double yellow lines as well as permits as its impossible to get in my driveway at school times and football days nightmare some days they put out cones and some days they dont Didcot girls parents are the worst block driveway kids running across the road an accident waiting to happen

Residents permit holders parking only:

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|---------------------------------|----------------------------------|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |

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|--------------------------------------|--|--|
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Object | Wessex Road – Object |
| | St Andrews Road – Object | |
| (0388) Local resident, (Didcot, Exe) | Live within proposed area – No General view – Support | |
| | Permit parking makes the use of street parking fairer for residents | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Partially support |
| | East Street – Support | St Andrews Road – Partially support |
| | Hagbourne Road – Support | St Peters Road – Partially support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support | |

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|---|---|---|
| | <p>St Peters Road – Support</p> | |
| | <p><u>Double yellow lines:</u></p> | |
| | <p>East Street – Support</p> | <p>Newlands Avenue – Partially support</p> |
| | <p>High Street – Support</p> | <p>Wessex Road – Support</p> |
| | <p>Kynaston Road – Partially support</p> | <p>Hagbourne Road – Support</p> |
| | <p><u>Removal of parking restrictions:</u></p> | |
| | <p>High Street – Partially support</p> | <p>Wessex Road – Partially support</p> |
| | <p>St Andrews Road – Partially support</p> | |
| <p>(o389) Local resident, (Didcot, Haydon Road)</p> | <p>Live within proposed area – No General view – Support</p> <p>Parking restrictions have been introduced to some roads already and it is incredibly badly managed. The new online residents parking permits cannot be obtained for residents on Haydons road, the option is not available. My emails have been ignored and phone calls take over 30 minutes to answer. But the issue is still unsolved. Increasing the residents impacted will increase issues that are badly supported by the council. Also, the parking bays are rarely monitored which people have learnt very quickly. The parking bays are used every day by non residents for more than 30 minutes and they are rarely fined. The online form to report these people does nothing. The 30 minute waiting period is totally fictional. Taxis use the parking bays and there are always several, with engines running, using the spaces on Haydon Road, again, totally unmonitored. Residents have limited free access to the parking bays and have to pay to use the bays on a regular basis. So residents are paying for absolutely nothing. I suspect the same thing will happen in all other areas.</p> | |

The parking bays need to be residents only, no 30 minute wait time and the council actually need to do something about policing them, not just taking more residents money and ignoring the issues they have caused.

Residents permit holders parking only:

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| Bourne Street – Concerns | Mereland Road – Concerns |
| Church Street – Concerns | Newlands Avenue – Concerns |
| East Street – Concerns | St Andrews Road – Concerns |
| Hagbourne Road – Concerns | St Peters Road – Concerns |
| High Street – Concerns | Vicarage Road – Concerns |
| Kynaston Road – Concerns | Wessex Road – Concerns |

Limited waiting parking bays:

| | |
|---------------------------------|-------------------------------|
| St Andrews Road – Object | Vicarage Road – Object |
| St Peters Road – Object | |

Double yellow lines:

| | |
|---------------------------------|-----------------------------------|
| East Street – Concerns | Newlands Avenue – Concerns |
| High Street – Concerns | Wessex Road – Concerns |
| Kynaston Road – Concerns | Hagbourne Road – Concerns |

Removal of parking restrictions:

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|---|--|----------------------------------|
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |
| (o390) Local resident, (Didcot, Medina Close) | Live within proposed area – No General view – Support | |
| | Although I've no doubt it will annoy people who live along these roads, I do believe it will improve traffic flow and their ability to park near their houses. I believe the fee should be lower and income related. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| | <u>Limited waiting parking bays:</u> | |
| | St Andrews Road – Support | Vicarage Road – Support |
| | St Peters Road – Support | |
| | <u>Double yellow lines:</u> | |

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| | East Street – Support | Newlands Avenue – Support |
| | High Street – Support | Wessex Road – Support |
| | Kynaston Road – Support | Hagbourne Road – Support |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Support | Wessex Road – Support |
| | St Andrews Road – Support | |
| (o391) Local resident, (Didcot, Stort close) | Live within proposed area – No | |
| | General view – Support | |
| | It is impossible to get around to shop on some days due to inconsiderate parking. | |
| | <u>Residents permit holders parking only:</u> | |
| | Bourne Street – Support | Mereland Road – Support |
| | Church Street – Support | Newlands Avenue – Support |
| | East Street – Support | St Andrews Road – Support |
| | Hagbourne Road – Support | St Peters Road – Support |
| | High Street – Support | Vicarage Road – Support |
| | Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | | |

| | | | | | | | | | | | | | | | |
|--|--|----------------------------------|--------------------------------|---------------------------------|--|------------------------------|----------------------------------|------------------------------|------------------------------|--------------------------------|---------------------------------|-----------------------------|-----------------------------|---------------------------------|--|
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| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | |
| Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| (o392) Local resident, (Didcot, Tyburn Glen) | <p data-bbox="510 970 927 1038">Live within proposed area – No General view – Support</p> <p data-bbox="510 1075 2040 1209">I live on the Ladygrove estate and would welcome a similar scheme, parking at times is ridiculous. We are close to the station and therefore find a lot of commuters park their vehicles on the roads all day. My concern is that the streets not covered by this scheme will be used for parking by those displaced by the restrictions. This has been the case in an area I am familiar with, Thame.</p> <p data-bbox="510 1246 1010 1278"><u>Residents permit holders parking only:</u></p> <table border="1"> <tr> <td data-bbox="510 1316 1294 1375">Bourne Street – Support</td> <td data-bbox="1294 1316 2040 1375">Mereland Road – Support</td> </tr> </table> | Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | |

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| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |
| <u>Limited waiting parking bays:</u> | |
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |
| <u>Double yellow lines:</u> | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion |
| <u>Removal of parking restrictions:</u> | |
| High Street – Object | Wessex Road – Object |
| St Andrews Road – Object | |

(o393) Local resident, (Didcot, Hardings Strings)

Live within proposed area – **No**
 General view – **Support**

Living close to the areas my worry is that the parking problems will just be moved to other areas of the town. Also will wardens be employed to issue tickets

Residents permit holders parking only:

| | |
|---------------------------------|----------------------------------|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

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|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

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| East Street – Support | Newlands Avenue – Support |
| High Street – Support | Wessex Road – Support |
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| | <p><u>Removal of parking restrictions:</u></p> <table border="1" data-bbox="510 296 2040 421"> <tr> <td data-bbox="510 296 1294 357">High Street – Support</td> <td data-bbox="1294 296 2040 357">Wessex Road – Support</td> </tr> <tr> <td data-bbox="510 357 1294 421">St Andrews Road – Support</td> <td data-bbox="1294 357 2040 421"></td> </tr> </table> | | High Street – Support | Wessex Road – Support | St Andrews Road – Support | | | | | | | | | | | |
| High Street – Support | Wessex Road – Support | | | | | | | | | | | | | | | |
| St Andrews Road – Support | | | | | | | | | | | | | | | | |
| (o394) Local resident, (Didcot, Haydon Road) | <p>Live within proposed area – No General view – Support</p> <p>The scheme has been successful in reducing nuisance parking in my area of Haydon Road. HOWEVER, there are still those that take their chance and get away with it. These schemes need proper, dedicated enforcement which sadly is where it falls down. People will see that enforcement is absent and so will continue to park illegally.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 831 2040 1203"> <tr> <td data-bbox="510 831 1294 893">Bourne Street – Support</td> <td data-bbox="1294 831 2040 893">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 893 1294 956">Church Street – Support</td> <td data-bbox="1294 893 2040 956">Newlands Avenue – Support</td> </tr> <tr> <td data-bbox="510 956 1294 1018">East Street – Support</td> <td data-bbox="1294 956 2040 1018">St Andrews Road – Support</td> </tr> <tr> <td data-bbox="510 1018 1294 1080">Hagbourne Road – Support</td> <td data-bbox="1294 1018 2040 1080">St Peters Road – Support</td> </tr> <tr> <td data-bbox="510 1080 1294 1142">High Street – Support</td> <td data-bbox="1294 1080 2040 1142">Vicarage Road – Support</td> </tr> <tr> <td data-bbox="510 1142 1294 1203">Kynaston Road – Support</td> <td data-bbox="1294 1142 2040 1203">Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1310 2040 1369"> <tr> <td data-bbox="510 1310 1294 1369">St Andrews Road – Support</td> <td data-bbox="1294 1310 2040 1369">Vicarage Road – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | |

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| | <p>St Peters Road – Support</p> | | | | | | | | | |
| | <p><u>Double yellow lines:</u></p> | | | | | | | | | |
| | <p>East Street – Support</p> | <p>Newlands Avenue – Support</p> | | | | | | | | |
| | <p>High Street – Support</p> | <p>Wessex Road – Support</p> | | | | | | | | |
| | <p>Kynaston Road – Support</p> | <p>Hagbourne Road – Support</p> | | | | | | | | |
| | <p><u>Removal of parking restrictions:</u></p> | | | | | | | | | |
| | <p>High Street – No objection/No opinion</p> | <p>Wessex Road – No objection/No opinion</p> | | | | | | | | |
| | <p>St Andrews Road – No objection/No opinion</p> | | | | | | | | | |
| <p>(o395) Local resident, (Didcot, Nuffield Close)</p> | <p>Live within proposed area – No General view – Support</p> <p>I'm happy with the idea of resident parking permits but they shouldn't cost the residents any money because they are paying road tax and council tax already</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 1150 2040 1390"> <tr> <td data-bbox="510 1150 1294 1214"> <p>Bourne Street – Support</p> </td> <td data-bbox="1294 1150 2040 1214"> <p>Mereland Road – Support</p> </td> </tr> <tr> <td data-bbox="510 1214 1294 1278"> <p>Church Street – Support</p> </td> <td data-bbox="1294 1214 2040 1278"> <p>Newlands Avenue – Support</p> </td> </tr> <tr> <td data-bbox="510 1278 1294 1342"> <p>East Street – Support</p> </td> <td data-bbox="1294 1278 2040 1342"> <p>St Andrews Road – Support</p> </td> </tr> <tr> <td data-bbox="510 1342 1294 1401"> <p>Hagbourne Road – Support</p> </td> <td data-bbox="1294 1342 2040 1401"> <p>St Peters Road – Support</p> </td> </tr> </table> | | <p>Bourne Street – Support</p> | <p>Mereland Road – Support</p> | <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> | <p>East Street – Support</p> | <p>St Andrews Road – Support</p> | <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> |
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| <p>Church Street – Support</p> | <p>Newlands Avenue – Support</p> | | | | | | | | | |
| <p>East Street – Support</p> | <p>St Andrews Road – Support</p> | | | | | | | | | |
| <p>Hagbourne Road – Support</p> | <p>St Peters Road – Support</p> | | | | | | | | | |

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| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | | |
| East Street – No objection/No opinion | Newlands Avenue – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| Kynaston Road – No objection/No opinion | Hagbourne Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| High Street – No objection/No opinion | Wessex Road – No objection/No opinion | | | | | | | | | | | | | | | | | | |
| St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | | |
| (o396) As part of a group/organisation, (Didcot Volunteer Drivers, Mereland Road) | <p>Live within proposed area – No General view – Support</p> <p>Travelling down these roads, especially at junctions is becoming increasingly dangerous. A review of the parking arrangements is long over due. However, I don't believe residents on some of these street should have to pay for a permit to park outside their property.</p> | | | | | | | | | | | | | | | | | | |

Residents permit holders parking only:

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|---------------------------------|----------------------------------|
| Bourne Street – Support | Mereland Road – Support |
| Church Street – Support | Newlands Avenue – Support |
| East Street – Support | St Andrews Road – Support |
| Hagbourne Road – Support | St Peters Road – Support |
| High Street – Support | Vicarage Road – Support |
| Kynaston Road – Support | Wessex Road – Support |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | |
|--|--|
| East Street – Partially support | Newlands Avenue – Partially support |
| High Street – Partially support | Wessex Road – Partially support |
| Kynaston Road – Partially support | Hagbourne Road – Partially support |

Removal of parking restrictions:

| | |
|--|--|
| High Street – No objection/No opinion | Wessex Road – Partially support |
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|--|--|--|--------------------------------|--------------------------------|--------------------------------|----------------------------------|------------------------------|----------------------------------|---------------------------------|---------------------------------|------------------------------|--------------------------------|--------------------------------|------------------------------|----------------------------------|--------------------------------|---------------------------------|--|------------------------------|----------------------------------|
| | St Andrews Road – No objection/No opinion | | | | | | | | | | | | | | | | | | | |
| (o397) Local resident, (Harwell, Reading Road) | <p>Live within proposed area – No General view – Support</p> <p>cars everywhere around here!</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 600 2038 970"> <tr> <td>Bourne Street – Support</td> <td>Mereland Road – Support</td> </tr> <tr> <td>Church Street – Support</td> <td>Newlands Avenue – Support</td> </tr> <tr> <td>East Street – Support</td> <td>St Andrews Road – Support</td> </tr> <tr> <td>Hagbourne Road – Support</td> <td>St Peters Road – Support</td> </tr> <tr> <td>High Street – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>Kynaston Road – Support</td> <td>Wessex Road – Support</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> <table border="1" data-bbox="510 1074 2038 1198"> <tr> <td>St Andrews Road – Support</td> <td>Vicarage Road – Support</td> </tr> <tr> <td>St Peters Road – Support</td> <td></td> </tr> </table> <p><u>Double yellow lines:</u></p> <table border="1" data-bbox="510 1305 2038 1362"> <tr> <td>East Street – Support</td> <td>Newlands Avenue – Support</td> </tr> </table> | | Bourne Street – Support | Mereland Road – Support | Church Street – Support | Newlands Avenue – Support | East Street – Support | St Andrews Road – Support | Hagbourne Road – Support | St Peters Road – Support | High Street – Support | Vicarage Road – Support | Kynaston Road – Support | Wessex Road – Support | St Andrews Road – Support | Vicarage Road – Support | St Peters Road – Support | | East Street – Support | Newlands Avenue – Support |
| Bourne Street – Support | Mereland Road – Support | | | | | | | | | | | | | | | | | | | |
| Church Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | | | |
| East Street – Support | St Andrews Road – Support | | | | | | | | | | | | | | | | | | | |
| Hagbourne Road – Support | St Peters Road – Support | | | | | | | | | | | | | | | | | | | |
| High Street – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | | | |
| Kynaston Road – Support | Wessex Road – Support | | | | | | | | | | | | | | | | | | | |
| St Andrews Road – Support | Vicarage Road – Support | | | | | | | | | | | | | | | | | | | |
| St Peters Road – Support | | | | | | | | | | | | | | | | | | | | |
| East Street – Support | Newlands Avenue – Support | | | | | | | | | | | | | | | | | | | |

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| | High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| | Kynaston Road – Support | Hagbourne Road – Support | | | | | | | | | | | | |
| | <u>Removal of parking restrictions:</u> | | | | | | | | | | | | | |
| | High Street – Support | Wessex Road – Support | | | | | | | | | | | | |
| | St Andrews Road – Support | | | | | | | | | | | | | |
| (0398) Local resident, (Didcot, Hagbourne road) | <p>Live within proposed area – Yes General view – No objection/No opinion</p> <p>I think it's awful we won't be able to have family to visit as much. We have to pay extra for parking when we have lived here for 11 years.</p> <p><u>Residents permit holders parking only:</u></p> <table border="1" data-bbox="510 922 2040 1294"> <tr> <td data-bbox="510 922 1294 986">Bourne Street – Object</td> <td data-bbox="1294 922 2040 986">Mereland Road – Support</td> </tr> <tr> <td data-bbox="510 986 1294 1050">Church Street – Object</td> <td data-bbox="1294 986 2040 1050">Newlands Avenue – Object</td> </tr> <tr> <td data-bbox="510 1050 1294 1114">East Street – Object</td> <td data-bbox="1294 1050 2040 1114">St Andrews Road – Object</td> </tr> <tr> <td data-bbox="510 1114 1294 1177">Hagbourne Road – Object</td> <td data-bbox="1294 1114 2040 1177">St Peters Road – Object</td> </tr> <tr> <td data-bbox="510 1177 1294 1241">High Street – Object</td> <td data-bbox="1294 1177 2040 1241">Vicarage Road – Object</td> </tr> <tr> <td data-bbox="510 1241 1294 1294">Kynaston Road – Object</td> <td data-bbox="1294 1241 2040 1294">Wessex Road – Object</td> </tr> </table> <p><u>Limited waiting parking bays:</u></p> | | Bourne Street – Object | Mereland Road – Support | Church Street – Object | Newlands Avenue – Object | East Street – Object | St Andrews Road – Object | Hagbourne Road – Object | St Peters Road – Object | High Street – Object | Vicarage Road – Object | Kynaston Road – Object | Wessex Road – Object |
| Bourne Street – Object | Mereland Road – Support | | | | | | | | | | | | | |
| Church Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | |
| East Street – Object | St Andrews Road – Object | | | | | | | | | | | | | |
| Hagbourne Road – Object | St Peters Road – Object | | | | | | | | | | | | | |
| High Street – Object | Vicarage Road – Object | | | | | | | | | | | | | |
| Kynaston Road – Object | Wessex Road – Object | | | | | | | | | | | | | |

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| St Andrews Road – Object | Vicarage Road – Object | | | | | | | | | | | | | | |
| St Peters Road – Object | | | | | | | | | | | | | | | |
| East Street – Object | Newlands Avenue – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| Kynaston Road – Object | Hagbourne Road – Object | | | | | | | | | | | | | | |
| High Street – Object | Wessex Road – Object | | | | | | | | | | | | | | |
| St Andrews Road – Object | | | | | | | | | | | | | | | |
| (o399) Local resident, (Didcot, Kynaston Road) | <p>Live within proposed area – Yes General view – No objection/No opinion</p> <p>have lived in Didcot for 77 years and have resided on the same street for the past 50 years. Over this time, I have witnessed many changes in the area, but I find this particular proposal deeply troubling and unfair to long-term residents like myself.</p> <p>The issue of commuters parking in residential streets should not fall on the shoulders of the residents to solve. A multistorey car park was constructed specifically to accommodate commuter vehicles—why is this not being utilised effectively? Instead of penalising residents, the council should be looking at ways to make that facility more attractive and affordable for its intended users.</p> <p>I believe it is entirely unreasonable to ask residents to pay to park outside their own homes. We already contribute to the community through various means, and this feels like an additional—and unjust—financial burden. Quite frankly, it</p> | | | | | | | | | | | | | | |

comes across as yet another way for the council to generate revenue at the expense of those who actually live in and care about the area.

If the aim is to deter commuter parking, there are other, fairer solutions available:

Reduce the cost of parking in the multistorey car park to encourage its use

Employ traffic wardens to enforce existing parking restrictions more rigorously

Introduce short-stay limits in key problem areas to discourage all-day parking by non-residents

Instead of addressing the root cause, the council appears to be penalising the people who live here. It's extremely disappointing, especially when the town continues to expand without adequate infrastructure to support that growth.

Why continue to develop the town without properly planning for parking and transport?

I am appalled that the council sees this proposal as a solution and urge you to reconsider. I strongly oppose any move towards a permit parking scheme in our residential streets.

Residents permit holders parking only:

| | |
|--|---------------------------------|
| Bourne Street – Object | Mereland Road – Object |
| Church Street – Object | Newlands Avenue – Object |
| East Street – Object | St Andrews Road – Object |
| Hagbourne Road – Object | St Peters Road – Object |
| High Street – Partially support | Vicarage Road – Object |
| Kynaston Road – Object | Wessex Road – Object |

Limited waiting parking bays:

| | |
|----------------------------------|--------------------------------|
| St Andrews Road – Support | Vicarage Road – Support |
| St Peters Road – Support | |

Double yellow lines:

| | | |
|--|---|---------------------------------|
| | East Street – Object | Newlands Avenue – Object |
| | High Street – Object | Wessex Road – Object |
| | Kynaston Road – Object | Hagbourne Road – Object |
| | <u>Removal of parking restrictions:</u> | |
| | High Street – Concerns | Wessex Road – Concerns |
| | St Andrews Road – Concerns | |

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

FARINGDON – PROPOSED PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to

Approve the following proposals as advertised:

- (a) New 'No Loading at Any Time' restrictions:
 - (i) 'Triangle' junction at Gloucester Street & Marlborough Street,
 - (ii) Gloucester Street (north side),
 - (iii) Marlborough Street (southeast side).

- (b) Amend the existing 'unrestricted' Loading-bay on Gloucester Street (south side) adjacent to the Corn Exchange, to 'Loading bay subject to 30mins waiting Monday to Saturday 8am-6pm No return for 1 hour'.

- (c) New 'No Waiting at Any Time' (double yellow lines) restrictions:
 - (i) 'Triangle' junction Gloucester Street & Marlborough Street,
 - (ii) Marlborough Street (southeast side) outside the Old Post Office – upgrade the existing single yellow line ('No waiting Mon-Sat 8am-6pm'),
 - (iii) Marlborough Street (northwest side) – upgrade the existing single yellow line ('No waiting Mon-Sat 8am-6pm'),
 - (iv) Radcot Road (A4095) – extend the existing double yellow lines further north of its junction with Church Street.

- (d) Amend the existing 'Time limited waiting' restrictions:
 - (i) Marlborough Street (southeast side) – introduce two new '2-hour time limited waiting 'Mon to Sat 8am-6pm' parking bays, between No.1 & the existing DPPP (disabled parking) adjacent to No.7, and between the existing DPPP adjacent to No.7 & No.11,

- (ii) **Marlborough Street (southeast side) – remove the existing ‘1-hour Limited waiting Mon-Sat 8am-6pm’ parking provision between Nos.11 & 23,**
- (iii) **Market Place – amend the existing time limited bays to allow for ‘2-hours parking with no return in 2-hours Mon-Sat 8am-6pm’, except for the bay on the east side, south of the Tourist Information Centre, which would not include Tuesdays due to the market.**

Approve the following revised proposals:

- (e) **Change the existing single yellow line restriction in Market Place (east side, south of the Tourist Information Centre) from ‘No Waiting 7am-6pm on Tuesdays only’, to ‘No Waiting 7am-3pm on Tuesdays only’**

Defer a decision on the following proposals:

- (f) **All proposals for Coxwell Street (including Coxwell Gardens), pending further discussions with the Town Council & local bus operators, as part of a future review of the other changes (if approved) in this report.**

Executive Summary

- 2. This report presents responses received to the proposed changes to some existing parking restrictions in Faringdon, as shown in **Annexes 1 to 4**.
- 3. Following the introduction of Civil Parking Enforcement in 2021, the County Council has received requests to review existing parking provision & restrictions from towns & parishes across Oxfordshire. As a result – in liaison with Faringdon Town Council’s ‘Highways & Planning Committee’ – a review of existing restrictions within Faringdon town centre has been undertaken.
- 4. These proposals have been put forward in accordance with parking policy, for road safety reasons to protect visibility and turning at junctions, to ease congestion caused to bus services and to enable short-stay parking in certain areas to assist with local parking needs.

Corporate Policies and Priorities

- 5. Of the nine priorities identified within the ‘Oxfordshire Strategic Plan 2022-2025’, the proposals support priority nos.1, 3, 5 & 8, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.

- (5) Invest in an inclusive, integrated and sustainable transport network.
- (6) Preserve and improve access to nature and green spaces.
- (7) Create opportunities for children and young people to reach their full potential.
- (8) Play our part in a vibrant and participatory local democracy.
- (9) Work with local businesses and partners for environmental, economic and social benefit.

Financial Implications

6. Funding for the project is being provided through the Community Infrastructure Levy, a capital allocation, where funding and resources have been allocated to deliver parking schemes in the Vale of White Horse District. There are no risks or pressures on existing council budgets or resources.

Legal Implications

7. 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 relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

9. There are no negative staff implications, with the design & appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. If required, Blue-badge holders are allowed to park on double yellow lines (providing a loading/unloading ban is not in force) for up to a maximum of three hours.

Sustainability Implications

11. The proposals will address concerns raised by Faringdon Town Council as below:
 - (a) In Radcot Road, it is proposed to extend the existing 'No Waiting At Any Time' further north from the junction with Church Street as parking on the currently unrestricted section, close to the junction, can cause tailbacks onto Church Street (see **Annex 1**).
 - (b) In Coxwell Street it was proposed to upgrade the existing single yellow line to double, on the south-east side of the road, due to parking in the evenings or on Sundays which, it had been suggested, were causing a problem for buses (see **Annex 2**).
 - (c) In Gloucester Street, there is an existing loading bay, but this is abused and often parked up for extended periods. It is proposed to introduce a 30-minute time limit to encourage a turnover of loading space (see **Annex 3**).
 - (d) In Marlborough Street, the existing '1-hour time-limited waiting' was enforced at the start of Civil Parking Enforcement (CPE), in 2021, but residents and other users of the parking spaces had grown accustomed to parking for longer periods over the years of reduced police enforcement. Currently, it has been agreed to suspend enforcement of that particular restriction, pending this review. After long discussions with the Town Council, it is now proposed to remove that 1-hour restriction completely, as it is no longer warranted. The only exception is a small length at the eastern end to encourage a turnover of parking near those shops – partly to discourage ad-hoc parking on the yellow lines (see **Annex 3**).
 - (e) In Market Place, changes to arrangements are needed as the market now only operates on Tuesday mornings, and so the restrictions should reflect that by allowing short-stay parking at other times (see **Annex 4**).

Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

13. Formal consultation was carried out between 13 August and 05 September 2025. 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, Faringdon Town Council, and the local County Councillor representing the Faringdon division.

14. Letters were sent directly to approx. 380 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
15. Relevant parish/town councils, and local Cllrs (including County, District, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
16. 65 responses were received via the online survey during the course of the formal consultation, and these are summarised in the tables below.

table1. 'No Loading at Any Time' restrictions:

| Location | Object | Partially support / concerns | Support | No opinion /objection | Total |
|-------------------------------------|----------|------------------------------|----------|-----------------------|-------|
| 'Triangle' junction | 9 (14%) | 20 (31%) | 36 (55%) | - | 65 |
| Gloucester Street (north side) | 8 (12%) | 22 (34%) | 35 (54%) | - | 65 |
| Marlborough Street (southeast side) | 10 (15%) | 20 (31%) | 35 (54%) | - | 65 |

table2. change 'unrestricted' Loading bay to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour':

| Location | Object | Partially support / concerns | Support | No opinion /objection | Total |
|--------------------------------|---------|------------------------------|----------|-----------------------|-------|
| Gloucester Street (south side) | 9 (14%) | 10 (15%) | 32 (49%) | 14 (22%) | 65 |

table3. 'No Waiting at Any Time' (double yellow line) parking restrictions:

| Location | Object | Partially support / concerns | Support | No opinion /objection | Total |
|-------------------------------------|----------|------------------------------|----------|-----------------------|-------|
| 'Triangle' junction | 10 (15%) | 8 (12%) | 43 (66%) | 4 (6%) | 65 |
| Coxwell Street & Coxwell Gardens | 16 (25%) | 5 (8%) | 40 (61%) | 4 (6%) | 65 |
| Marlborough Street (southeast side) | 18 (28%) | 5 (8%) | 33 (51%) | 9 (14%) | 65 |
| Marlborough Street (northwest side) | 14 (22%) | 8 (12%) | 35 (54%) | 8 (12%) | 65 |
| Radcot Road (A4095) | 13 (20%) | 10 (15%) | 36 (55%) | 6 (9%) | 65 |

table4. change of the existing 'No Waiting 7am-6pm Tuesdays' (single yellow line) restriction to '7am-1pm Tuesdays':

| Location | Object | Partially support / concerns | Support | No opinion /objection | Total |
|--------------|--------|------------------------------|----------|-----------------------|-------|
| Market Place | 4 (6%) | 6 (9%) | 49 (75%) | 6 (9%) | 65 |

table5. changes to existing 'Time limited waiting':

| Location | Object | Partially support / concerns | Support | No opinion /objection | Total |
|---|---------|------------------------------|----------|-----------------------|-------|
| Marlborough Street (two new '2-hour' bays) | 7 (11%) | 8 (12%) | 42 (65%) | 8 (12%) | 65 |
| Marlborough Street (remove existing '1-hour Limited waiting) | 6 (9%) | 6 (9%) | 42 (65%) | 11 (17%) | 65 |
| Market Place (amend parking bays to allow for '2-hours parking) | 4 (6%) | 5 (8%) | 49 (75%) | 7 (11%) | 65 |

17. Additionally, a further eight emails were received directly, with Thames Valley Police not objecting, albeit suggesting that the 'School Keep Clear' markings currently on Gloucester Street should be made mandatory/enforceable. The remaining seven emails were mainly from local residents of Coxwell Road & Gloucester Street, who raised a number of concerns & objections
18. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

19. In general, all the elements of the proposals were supported by a majority of the 73 respondents.
20. However, in Coxwell Street, there were 18 responses from residents of that road, 13 of whom objected to the proposed change, to upgrade the single yellow line to double, on the south-east side of the road, citing the need for residents to park on evenings and Sundays. Conversely, 5 supported the proposal. Officers have received further information from one of the bus operators, Stagecoach, as to the nature of the parking problem as it was suggested it affected buses. Their response indicates that some of the parking on the north-west side of the road, which is unaffected by the proposals, contributes to a narrowing of road width available for through traffic, but that, on the south-west side of the road, there is no need for the upgraded restriction as proposed.

21. Officers therefore recommend that all the proposals for Coxwell Street, including Coxwell Gardens, are deferred, pending further discussions with the Town Council and the bus operators. This could be included as part of a review of the remaining proposals, if they are approved, in due course.
22. In the Market Place, one of the responses received was from the manager of the market, who seeks a change to the advertised “No Waiting” period - to extend the proposed end time of 1pm until 3 pm, to allow the market stalls sufficient time to be cleared away. Officers have engaged further with the market manager and have agreed to recommend extending the restriction to ‘No Waiting on Tuesdays only, from 7am to 3pm’.
23. Thames Valley Police made a particular comment that the school keep clear zig-zag markings should be made mandatory. Preliminary discussions with the Town Council, prior to the advert, had suggested the markings were not needed as the school no longer used that entrance. However, officers subsequently engaged with the school who confirmed it is still in use. A potential alteration to make the markings mandatory can be considered in a future review.
24. In Gloucester Street, 4 respondents cited the need for a residents parking scheme to be considered. In preliminary discussions with the Town Council and local County Councillor, it was felt that parking permits would be an unpopular move in the town at this stage, and the proposed option to remove the limited waiting in Marlborough Street would instead free-up spaces for residents to park more easily. Other streets in the town centre also have pressures upon a limited supply of parking spaces. Once the changes to the restrictions, if approved, are implemented, then full enforcement can take place, and that may affect parking patterns. In liaison with the Town Council, officers shall monitor this and a future review can reconsider the appropriateness of a residents permit scheme in the future.

Monitoring & Evaluation

25. It is suggested that if approved, a review of the scheme is carried out approximately 12 months after implementation. This would include all the recommended changes but especially revisit the proposals for Coxwell Street and Coxwell Gardens which are now recommended for deferral

Paul Fermer
Director of Environment and Highways

| | |
|--------------------|---|
| Annex(es): | Annex 1: Consultation plan Annex 2: Consultation responses |
| Background papers: | n/a |
| Other Documents: | n/a |

Contact Officer(s): Mike Horton (Senior Officer – TRO and Schemes)
James Whiting (Team Leader – TRO and Schemes)

November 2025

Drawing No. PRD/2024/004/A REVISION 0

- Key**
- Existing
No Waiting at Any Time
(double yellow lines)
 - Proposed
No Waiting at Any Time
(double yellow lines)
 - Existing
No Waiting - times as indicated
(single yellow lines)
 - Existing
Disabled Persons Parking Space
Blue badge holders only at any time

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|---------|--|-------|---------|----------|
| 1 | May '25 | Minor amendments to 'Bell Cross' TC | MH | JW | JW |
| 2 | Jul '25 | Remove parking restriction 5 where not recommended by Road Works | MH | JW | JW |



OXFORDSHIRE COUNTY COUNCIL

Plc. Partner
Director of
Environment & Highways
Department for County Council
County Hall
New Road
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Tel: 01865 312 1111

Project title
**Faringdon Parking Restrictions
Parking Review 2024**

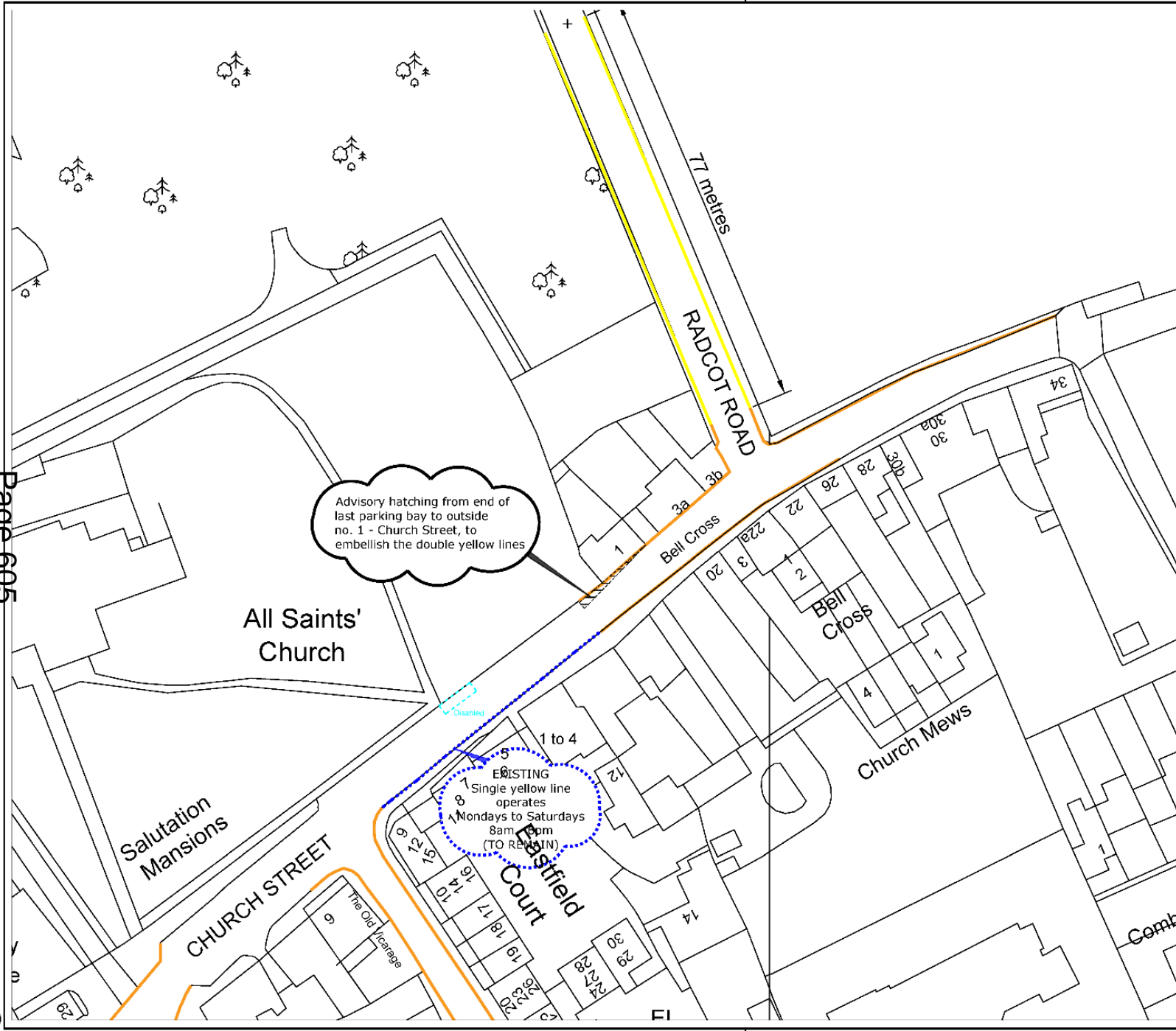
Drawing title
Plan A - Church Street

Drawing Status: Formal consultation

| Scale @ A3 | Drawn by | Checked by | Approved by |
|--------------|------------------------|--------------------------|---------------------------|
| Not to scale | MH | JW | JW |
| | Date drawn Oct 2024 | Date checked Oct 2024 | Date approved Oct 2024 |

Oxfordshire Project No. & File Ref
Drawing No. PRD/2024/004/A Revision 0

P:\12_Network Management\Parking Control\SCHEMES & MAINTENANCE\2_District Areas\4_Note of Works\11_Live Projects\Faringdon\CAD Files\Faringdon 2024 Proposals.dwg Page 605



Drawing No. PRD/2024/004/B REVISION 0

Key

- Existing
- No Waiting at Any Time (double yellow lines)
- Proposed
- No Waiting at Any Time (double yellow lines)
- Existing
- No Waiting - times as indicated (single yellow lines)

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|---------|---|-------|---------|----------|
| 1 | May '25 | Revisions requested by JAW/10/10 | MH | JW | JW |
| 2 | Jul '25 | Form I Public Review & Write-up for Public Consultation and Council Consideration | MH | JW | JW |



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 Tel: 0465 512 111

Project title
**Faringdon Parking Restrictions
 Parking Review 2024**

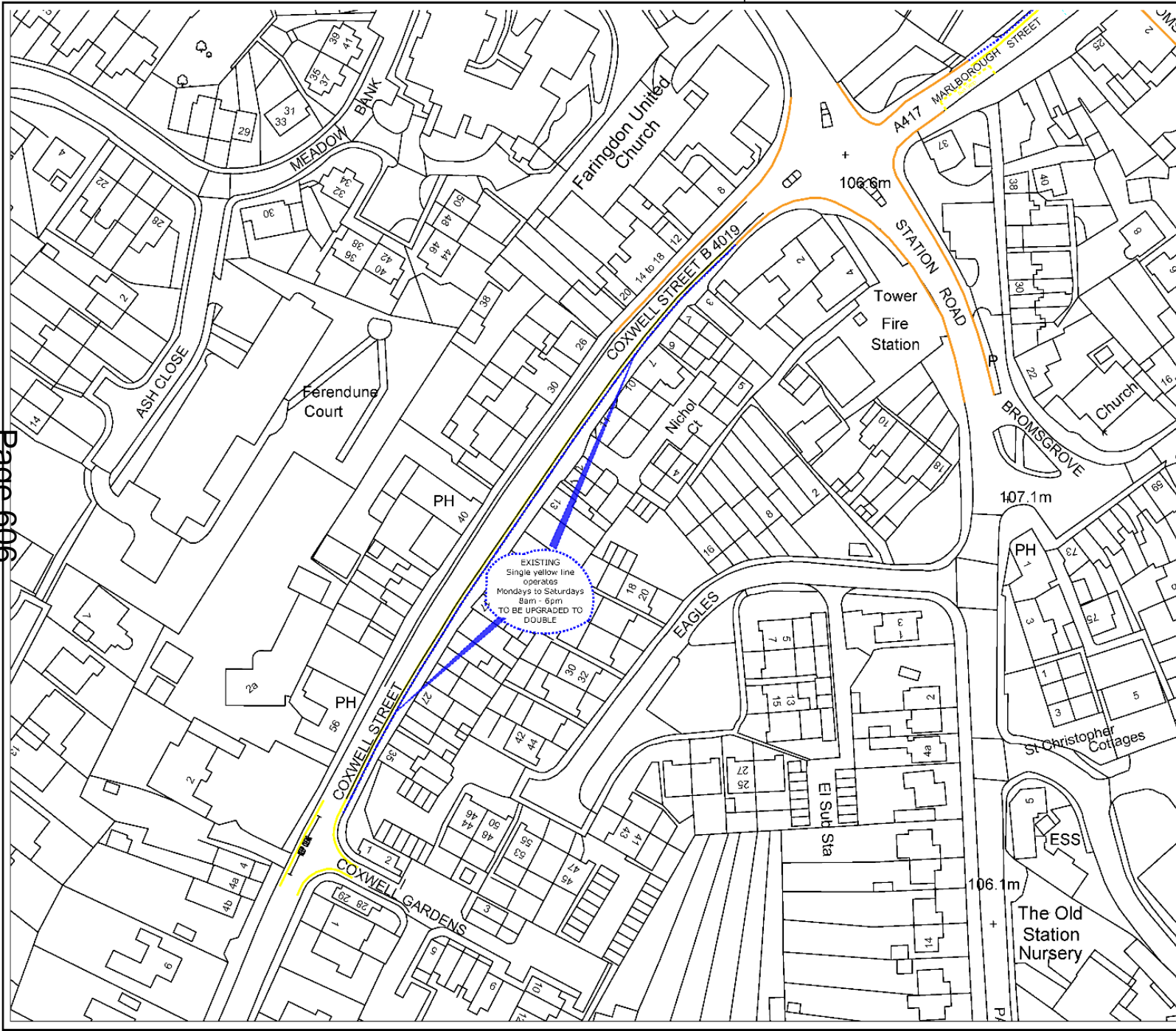
Drawing title
Plan B - Coxwell Street

Drawing Status: Formal consultation

| | | | |
|--------------|---------------------|-----------------------|------------------------|
| Scale @ A3 | Drawn by MH | Checked by JW | Approved by JW |
| Not to scale | Date drawn Oct 2024 | Date checked Oct 2024 | Date approved Oct 2024 |

Oxfordshire Project No. & File Ref

Drawing No. PRD/2024/004/B REVISION 0



Drawing No. PRD/2024/004/D REVISION 0

Key

- Existing
 - No Waiting at Any Time (double yellow lines)
 - Proposed No Waiting at Any Time (double yellow lines)
 - No Waiting - times as indicated (single yellow lines)
 - Disabled Persons Parking Space (Blue badge holders only at any time)
- Proposed
 - Short-stay parking - times as indicated
 - Proposed loading only bay Mon-Sat 8am to 6pm 30 mins limit - no return for 1 hour
 - Existing No loading at any time
 - Proposed No loading at any time

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|---------|---|-------|---------|----------|
| 1 | May '25 | As issued prepared by J. Anglin - IC | MH | JW | JW |
| 2 | Jul '25 | Remove parking and limited waiting removed except for 1 section where a double yellow | MH | JW | JW |


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Project title
Faringdon Parking Restrictions Parking Review 2024

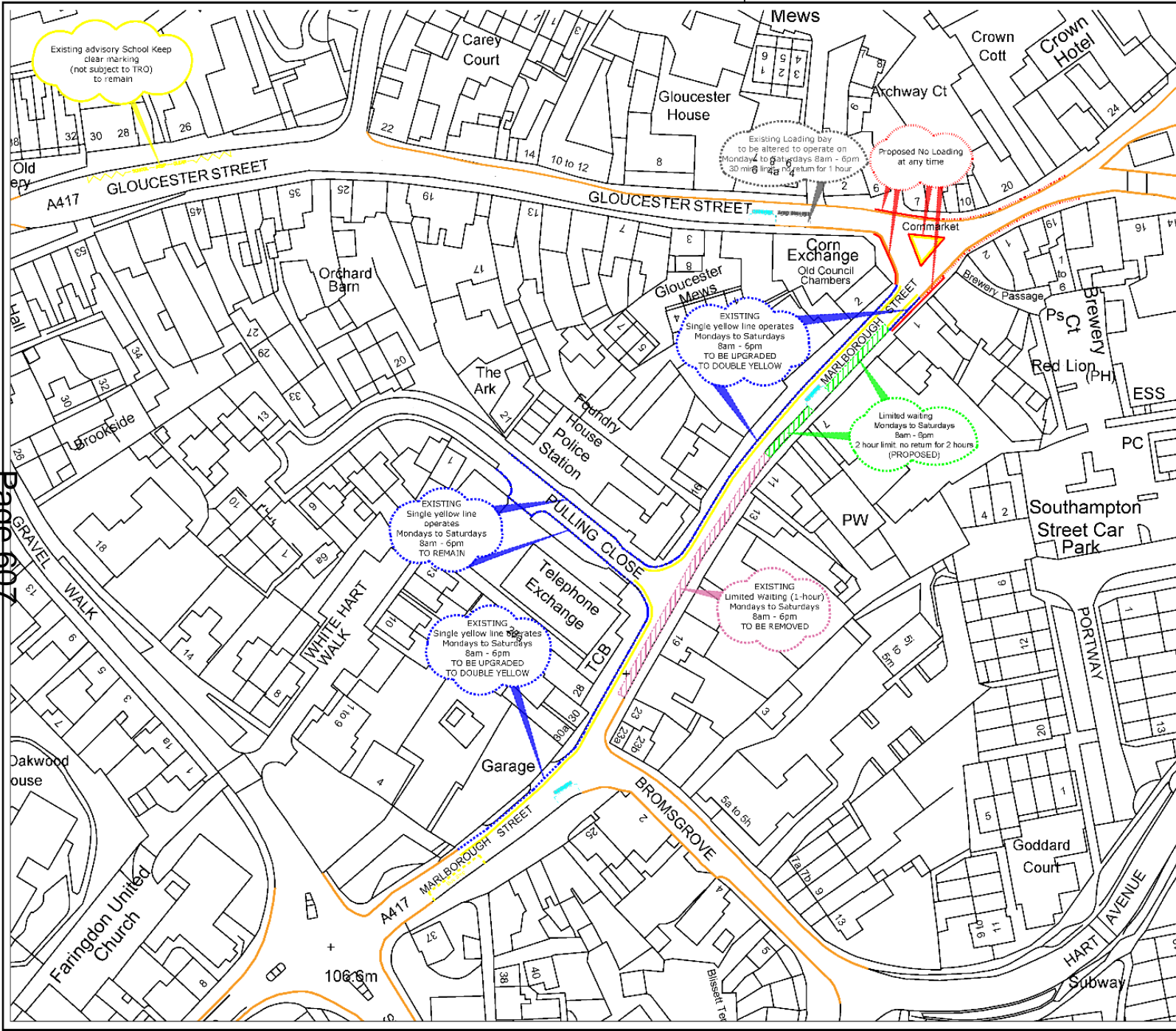
Drawing title
Plan D - Marlborough Street

Drawing Status: Formal consultation

| | | | |
|--------------|----------------------|------------------------|-------------------------|
| Scale @ A3 | Drawn by: MH | Checked by: JW | Approved by: JW |
| Not to scale | Date drawn: Oct 2024 | Date checked: Oct 2024 | Date approved: Oct 2024 |

Oxfordshire Project No. & File Ref

Drawing No. PRD/2024/004/D REVISION 0



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 Page 607

Drawing No. PRD/2024/004/E REVISION 0

- Key**
- Existing
No Waiting at Any Time (double yellow lines)
 - Existing
No Waiting - times as indicated (single yellow lines)
 - Existing
Disabled Persons Parking Space
Blue badge holders only at any time
 - Proposed
Short-stay parking - times as indicated
 - Existing
No loading at any time

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
|------|---------|---------------------------------------|-------|---------|----------|
| 1 | May '25 | As follows requested by Faringdon TIC | MH | JW | JW |



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Project title
 Faringdon Parking Restrictions
 Parking Review 2024

Drawing title
 Plan E - Market Place

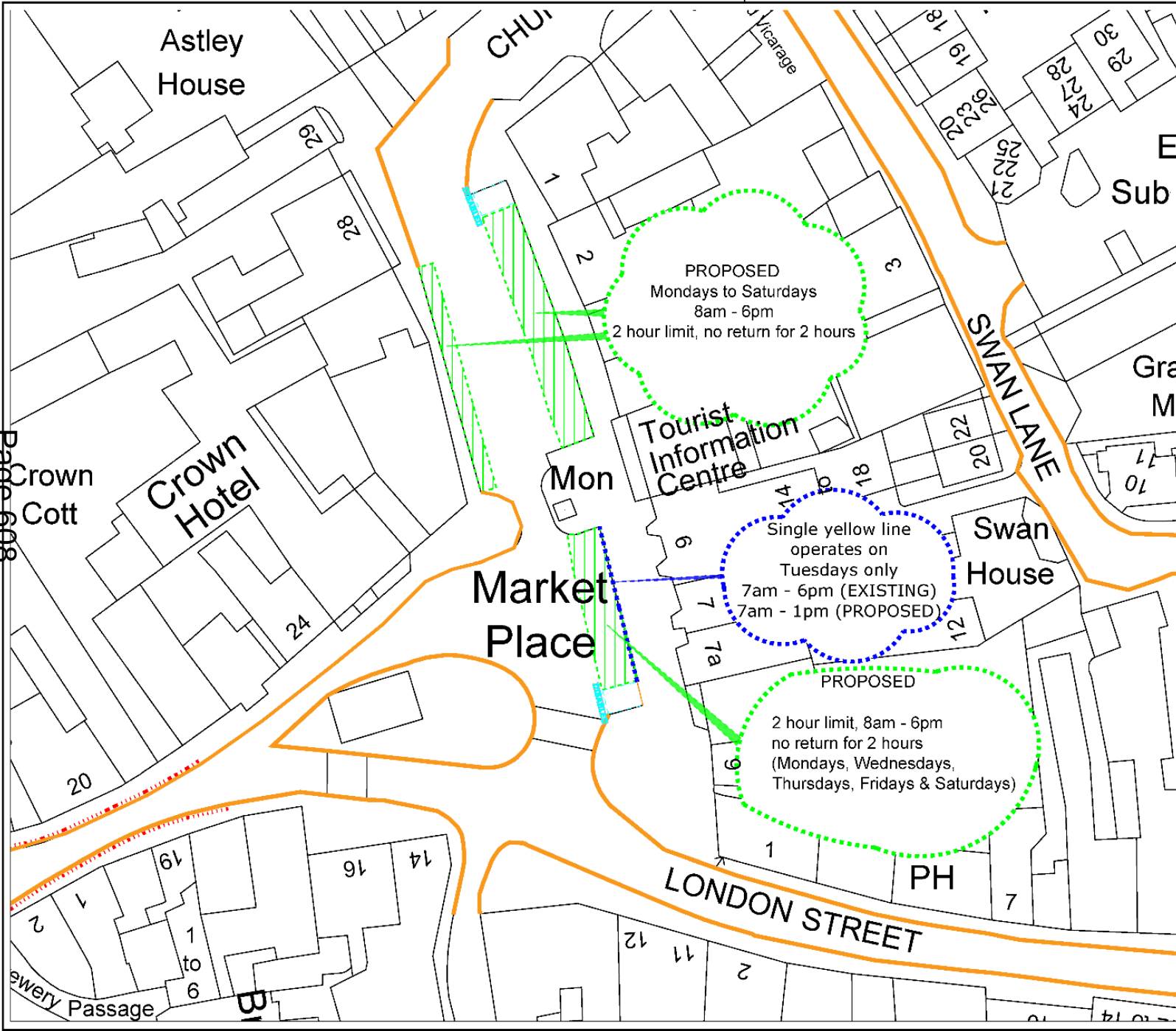
Drawing Status: Formal consultation

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|--------------|----------------------|------------------------|-------------------------|
| Scale @ A3 | Drawn by: MH | Checked by: JW | Approved by: JW |
| Not to scale | Date drawn: Oct 2024 | Date checked: Oct 2024 | Date approved: Oct 2024 |

Oxfordshire Project No. & File Ref

Drawing No. PRD/2024/004/E REVISION 0

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 Page 6 of 8



A. Email responses:

| RESPONDENT | COMMENTS |
|---|---|
| (e1) Traffic Management Officer, (Thames Valley Police) | <p>No objection – The Police have no objection, but make one suggestion – As this is such a Comprehensive review of Faringdon Parking restrictions, why not include the School Keep Clear markings currently on Gloucester Street within the TRO. Making them properly enforceable</p> |
| (e2) Local resident, (Faringdon, Coxwell Street) | <p>I object to the proposal ‘upgrading the single yellow line on the south side of Coxwell Street to double’ for the following reasons.</p> <ul style="list-style-type: none"> • A double yellow means loss of amenity for residents at the lower end of Coxwell Street (both sides). Under this proposal they would not be able to park anywhere near their houses for purposes like picking up their family or dropping off shopping at any time. It would make the activities of delivery drivers and collection customers of Royal Spice illegal. It makes deliveries to our homes harder because people shouldn’t stop on double yellows. • At the moment in the evening people can park there, or on a Sunday, which is useful and used by local residents sensibly in the permitted timeframe. This is essentially the first point, that adding double yellows would take away amenity from the people who live here. • From my observation, based on 10 years of living and working from 3 and 3a Coxwell Street, the only time that parked cars cause any substantial problem is when the road is busy in the morning. Between 7 and 8am there are 4 buses in each direction, four of which potentially stop on Coxwell Street, which does mean that the road is impassable when a bus has pulled over and cars are on the other side of the street, which is a genuine problem. Queues build up and it takes ages to undo them. • Following on, a more targeted solution would be to change the timings on the single yellows, so you can’t park there after 7am, which would solve the problem without taking away nighttime parking and the ability to park there on Sundays. |

| | |
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| | <ul style="list-style-type: none"> • Extending the double yellows as far as Coxwell Gardens makes no difference to the fact that the road is too narrow at that point for two vehicles to pass (if there's any parking). There's parking all up one side of Coxwell Street and Coxwell Road, and nobody parks near to Coxwell Gardens on the south side of the road, so the point at which vehicles have to stop and let each other through is not to do with parking on the that side of the road, it's because the road is too narrow in itself to allow buses or SUVs to pass each other; they will have to wait regardless. • If the double yellow line did succeed in improving traffic flow, there would then be a problem with speeding vehicles on a narrow road, which is an issue which already exists on a smaller level, and people will still need to cross the road. The fact people sometimes park on the single yellow has a slight traffic-calming effect. From a personal point of view, I am disabled and sometime a car is parked on the single yellow to collect me or drop me off - at present I don't use my Blue Badge to park outside, because the single yellows allow me a chance to do this. If there were double yellows I would have to use my Blue Badge to park from time to time, with no restriction on time of day or length of stay. • My final concern is to do with enforcement – people's parking behaviour depends on the regulation and whether there is enforcement. There is a shortage of spaces in this part of Faringdon, and it is not clear to me where else we might park at night if this scheme goes ahead. Locals already use all the legal space and we sometimes can't park on Coxwell Street at all. <p>I hope that you will consider alternative proposals, such as altering the time restrictions on the current single yellow lines, before going any further with this scheme.</p> |
| (e3) Local resident, (Faringdon, Coxwell Street) | <p>After reading the notice you have sent to residents of Faringdon we are utterly against most of the restrictions. In Faringdon Town area no thought has been given to the residents who live in the areas you have decided to alter. Parking in Coxwell Street is difficult enough for the majority of residents as car owners who work in Faringdon do not want to pay for all day parking in the only 2 carparks and so they park in our street which particularly from No1 Coxwell Street up to Coxwell Gardens on both sides of the street are very old cottages with no driveways or garages. Residents who live on Gravel Walk also have no driveways or garages and so they also park in Coxwell Street. The South East side of Coxwell Street has double yellow lines around the bend from Park Road and usually there are no cars parked there until after 6pm and then it is usually 2 or 3 cars. However residents of Coxwell Street do not park on the the south side of the street only for a very short time to unload shopping and then proceed to,(more often than not, to Coxwell Road wherever we are able to park on the opposite side (south west!)</p> |

| | |
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| | <p>What Coxwell Street actually needs is residents only parking and speed humps as our street is constantly used as a speed way which will include Lorries, Motor Cycles, Buses, Tractors with Trailers and Cars, and particularly boy racers in the evenings. The majority of cottages in Coxwell Street are very old and some over 200 years old which include our cottage at 21 Coxwell Street. The 20 mile and hour speed restriction sign positioned in Coxwell Road is absolutely useless as only the minority adhere to the 20 limit. The traffic coming from Park Road accelerates round the corner into Coxwell Street and races up along Coxwell Road causing our old cottages to shake which is highly concerning, but nothing is done. Police speeding checks which are virtually non-existent do not work as the Police are fully visible to drivers and so they slow down and warn other drivers, then the Police report that no traffic is speeding and as soon as they are gone the speeding continues. A speed restriction sign is needed at the beginning of Coxwell street with a speed camera attached and another speed camera attached to the speed restriction sign in Coxwell Road might actually be proof that speeding is rife in Coxwell Street and Coxwell Road.</p> <p>No doubt you will totally ignore our points of view as usual, as none of you live in these areas and have to put up with nowhere to park and speeding traffic. No doubt nothing will be done about speeding until there is a fatal accident. Our son was parked correctly in Coxwell Street and had just got out of his car with his 3 year old when a car drove straight into the back of his car and wrote it off. If our then 3 year old grandchild had still been in the back of the car he would have been seriously injured or killed by a lunatic racing down Coxwell Road and who had to pull in sharply to avoid hitting an oncoming vehicle and could not stop quick enough. Maybe you or someone else in authority with a conscience will actually listen to the residents and sort these problems out!</p> |
| (e4) Local resident, (Faringdon, Gloucester Street) | <p>I note the tweaking of street parking in Faringdon. My thoughts are that this will be expensive, when there are many more pressing and worthwhile problems requiring attention, and to very little avail, since current street parking is not enforced. I refer particularly to London St where every day many cars can be seen parked on the double yellow lines from Market Square and up the hill, causing traffic flow issues and regular blockages as big lorries try to get through. Also the disabled bay opposite Malvern tyres where I regularly notice cars without Blue Badges occupying that spot.</p> <p>I understand that enforcement is contracted out, so can only suggest that you are getting very poor value for money.</p> <p>I live on Gloucester St and have a great deal of difficulty finding somewhere to park when I return home in the evenings, given that my road offers free and unrestricted parking right next to a pay and display car park - this seems like incredibly poor planning which is proved to be the case in practice. People from elsewhere in the town also use Gloucester Street as a convenient long-term parking solution for various vehicles (one car didn't move for 4 months) including large camper vans. I have suggested a residents' parking scheme to our town council but heard nothing</p> |

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| | <p>back, so would be interested to hear your thoughts on what should be a win - win solution in these tough financial times : more income from visitors using the car parks plus annual subs from residents.</p> |
| <p>(e5) Local resident, (Faringdon, Gloucester Street)</p> | <p>I'm not convinced of the importance or urgency of most of these proposals when there are so many other pressing issues/concern/demands on the precious little money available.</p> <p>I feel it will be costly and with little gain or enforcement. Faringdon residents need MORE free street parking, not to be penalised for parking somewhere near their own homes. I live in Gloucester Street and it is galling to have to pay to park in the car park because non-residents are using 'our' road to park. I don't know whether residents parking is a solution for Gloucester Street & perhaps Marlborough Street to enable residents to take precedence over non-residents.</p> <p>We should be looking for more ways to encourage/bring people into town, not make it even harder. The Gloucester Street Car Park parking cost hikes have been excessive (my two sons very often having to fork out almost an hour of their wages to park after their extremely long pot-washing shifts). It feels extremely unfair that they (we) have to pay to park while others are using our street spaces. But it's completely understandable; why would you choose to pay when you don't have to?!</p> <p>How much do you spend on supposedly enforcing parking violations (which is extremely poorly operated)? Is it worth weighing up that cost against giving completely free car park parking to all, thus dispensing with the costs of policing/warden?</p> <p>I don't feel parking outside the Old Post Office is particularly a problem, or the spaces all along Marlborough Street up to the Farcycles Shop; people need this to collect pizzas, fish & chips, post letters etc. I feel there should be NO parking restrictions here.</p> <p>Additionally, I think people need the loading allowances around the Corn Exchange/Gloucester Street/Marlborough Street for community events/jumble sales, Christmas fayres, charity sales/events at the Corn Exchange (& blood donor vehicles of course).</p> <p>I think reducing the Tuesday market hours definitely makes sense & in reality, none of the few stalls arrive before 8am so 7am isn't necessary (8-1pm would very likely cover it).</p> |

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| | <p>Extending the double yellow lines further down the Radcot Road is a very good idea as cars regularly park just beyond the current end of dbl yellows creating a dangerous bottleneck almost immediately you turn the corner (avoiding that ridiculous overly-jutting out bollard which feels a danger in itself). Of course I understand the building needed protecting, but this seems excessive.</p> |
| <p>(e6) Local resident, (Faringdon, Gloucester Street)</p> | <p>In principle I am in support of all the proposals put forward, however I was disappointed that no mention was made as to residents parking in particular. We have lived on Gloucester Street for just over 5 years, and whilst we were fully aware of the parking arrangements when we purchased our property it does continue to be a major issue in our desire to continue to live in the area. The lack of resident permits means we are at the mercy of the luck of the draw as to whether we can park anywhere in the street let alone near our own property. The presence of a veterinary surgery and a primary school adds to level of traffic using the street for different time periods. We are regularly forced to pay to use the local car park (which I accept is very useful but costs do build up over time), or park our car elsewhere in the town - which given the level of no parking zones in the centre, can be upto 10-15 minutes away.</p> <p>I was just wondering therefore whether the question of some form of resident parking scheme had been raised during your consultation process? I would be very interested to know what the council felt about such a scheme and why it has not been included in the recent proposals.</p> |
| <p>(e7) Member of public, (Watchfield)</p> | <p>Regarding the proposed change to parking restrictions on Tuesdays in Market Place, Faringdon.</p> <p>I have read the notice of the proposed changes posted in Market Place, and I am in favour of reducing the period in which parking is not allowed.</p> <p>The restrictions are in place in order to accommodate the Faringdon Tuesday Charter Market, held every Tuesday morning in Market Place. The current "No Parking" period, until 6 pm, is excessive, runs long after the market has finished, and is largely ignored.</p> <p>As well as unnecessarily inconveniencing motorists and local people, this inconsistency impacts the running of the market, with some drivers attempting to park while the market is underway, regardless.</p> <p>It also makes sense to drop the Tuesday/Saturday restrictions to parking in the bays between the Pump and the church, as it is some time since the market has extended that far.</p> <p>However, the proposed 1 pm end of restrictions in the market zone is too early.</p> |

| | |
|---|--|
| | <p>Stallholders at the market are typically trading until 1, and further time is needed to allow for dismantling of stalls and clearing up.</p> <p>My own stall is often still serving customers at 2 pm. The market is advertised on the Town Council website as trading to 1 pm.</p> <p>The very earliest that parking could resume on Tuesdays, without hampering market activities, and to ensure the safety of stallholders, and motorists and their vehicles, is 2 pm.</p> <p>The Tuesday Charter Market is central to the character of the Faringdon town centre, and is an essential and enjoyable local amenity, not to mention a long-standing tradition, and a fundamental feature of trade between the town and surrounding area.</p> <p>The restriction to parking on Market Day is an acknowledgement of this, and any lessening of this accommodation may well have a dampening effect on the market's capacity to attract traders and customers.</p> <p>I propose that the "No Parking" period extend until 3 pm. This will allow for packing down and clearing up, allow the market to run its course, have room to breathe and grow, and demonstrate a respect for the Tuesday Market, and consideration of the hard work of those who turn up and make it happen.</p> |
| <p>(e8) Local resident, (Faringdon)</p> | <p>It is great that the council consults so carefully, and we thought the survey form was very well designed.</p> <p>We thought the plans looked generally very good, and have supported almost everything in our survey responses.</p> <p>The one thing we feel is misjudged and would have a negative effect on road safety is the proposal to extend the double yellow lines on Radcot Road by a full 77 metres. Extending them by 20-30 metres would make that corner safer, but going further creates new dangers lower down the road. On the occasions when a number of vehicles park there, the extended double yellow lines would push them close to the blind bend below, and also mean cars would be travelling faster as they go past people trying to park, or to walk to or from their parked cars.</p> <p>We have noted this issue in our responses and hope that further careful consideration will be given to it.</p> |

B. Online responses:

| RESPONDENT | COMMENTS | | | | | | |
|---|--|---|--|------------------------------------|--|-------------------------------------|--|
| <p>(o1) Town Council, (Faringdon Town Council, Market Place)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 411 1357 475">'Triangle' junction – Support</td> <td data-bbox="1357 411 2107 475"></td> </tr> <tr> <td data-bbox="577 475 1357 539">Gloucester Street – Support</td> <td data-bbox="1357 475 2107 539"></td> </tr> <tr> <td data-bbox="577 539 1357 596">Marlborough Street – Support</td> <td data-bbox="1357 539 2107 596"></td> </tr> </table> | 'Triangle' junction – Support | | Gloucester Street – Support | | Marlborough Street – Support | |
| | 'Triangle' junction – Support | | | | | | |
| | Gloucester Street – Support | | | | | | |
| | Marlborough Street – Support | | | | | | |
| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> | | | | | | |
| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | | | | | | |
| | <table border="1"> <tr> <td data-bbox="577 778 1357 836">'Triangle' junction – Support</td> <td data-bbox="1357 778 2107 836">Marlborough Street (NW) – Support</td> </tr> </table> | 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | |
| | 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | |
| | <table border="1"> <tr> <td data-bbox="577 842 1357 900">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 842 2107 900">Radcot Road (A4095) – Support</td> </tr> </table> | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | |
| | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | |
| | <table border="1"> <tr> <td data-bbox="577 906 1357 963">Marlborough Street (SE) – Support</td> <td data-bbox="1357 906 2107 963"></td> </tr> </table> | Marlborough Street (SE) – Support | | | | | |
| | Marlborough Street (SE) – Support | | | | | | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | | | | | | |
| <p>'Time limited waiting':</p> | | | | | | | |
| <table border="1"> <tr> <td data-bbox="577 1082 1357 1139">Marlborough Street (new bays) – Support</td> <td data-bbox="1357 1082 2107 1139"></td> </tr> </table> | Marlborough Street (new bays) – Support | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | |
| <table border="1"> <tr> <td data-bbox="577 1145 1357 1203">Marlborough Street (remove '1-hour Limited waiting) – Support</td> <td data-bbox="1357 1145 2107 1203"></td> </tr> </table> | Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | |
| <table border="1"> <tr> <td data-bbox="577 1209 1357 1267">Market Street (allow for 2-hours parking) – Support</td> <td data-bbox="1357 1209 2107 1267"></td> </tr> </table> | Market Street (allow for 2-hours parking) – Support | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | |
| <p>Faringdon Town Council has worked closely with Oxfordshire County Council on this scheme for a long period of time and are grateful for the time, knowledge and support provided. Faringdon Town Council fully support the scheme.</p> | | | | | | | |

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| | | | | | | | |
| <p>(o2) Local resident, (Faringdon, Coxwell Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="560 373 1357 437">'Triangle' junction – Object</td> <td data-bbox="1357 373 2128 437"></td> </tr> <tr> <td data-bbox="560 437 1357 501">Gloucester Street – Support</td> <td data-bbox="1357 437 2128 501"></td> </tr> <tr> <td data-bbox="560 501 1357 563">Marlborough Street – Support</td> <td data-bbox="1357 501 2128 563"></td> </tr> </table> | 'Triangle' junction – Object | | Gloucester Street – Support | | Marlborough Street – Support | |
| | 'Triangle' junction – Object | | | | | | |
| | Gloucester Street – Support | | | | | | |
| | Marlborough Street – Support | | | | | | |
| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> | | | | | | |
| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="560 730 1357 794">'Triangle' junction – Support</td> <td data-bbox="1357 730 2128 794">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="560 794 1357 858">Coxwell Street/Coxwell Gardens – Object</td> <td data-bbox="1357 794 2128 858">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="560 858 1357 919">Marlborough Street (SE) – Support</td> <td data-bbox="1357 858 2128 919"></td> </tr> </table> | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
| | 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | |
| | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Support | | | | | |
| | Marlborough Street (SE) – Support | | | | | | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | | | | | | |
| <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="560 1050 1357 1114">Marlborough Street (new bays) – Support</td> <td data-bbox="1357 1050 2128 1114"></td> </tr> <tr> <td data-bbox="560 1114 1357 1177">Marlborough Street (remove '1-hour Limited waiting) – Support</td> <td data-bbox="1357 1114 2128 1177"></td> </tr> <tr> <td data-bbox="560 1177 1357 1238">Market Street (allow for 2-hours parking) – Support</td> <td data-bbox="1357 1177 2128 1238"></td> </tr> </table> | Marlborough Street (new bays) – Support | | Marlborough Street (remove '1-hour Limited waiting) – Support | | Market Street (allow for 2-hours parking) – Support | | |
| Marlborough Street (new bays) – Support | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | |
| <p>Coxwell street has very little parking. Parking slows the traffic. Coxwell road and street has far too much traffic inc HGV. The current speed limit is not observed. The parking actually slows the traffic. HGV should use other routes</p> | | | | | | | |

(o3) Local resident,
(Faringdon, Coxwell
Street)

'No Loading at Any Time' restrictions:

'Triangle' junction – **Object**

Gloucester Street – **Object**

Marlborough Street – **Object**

Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - **Object**

'No Waiting at Any Time' (double yellow line) parking restrictions:

'Triangle' junction – **Object**

Marlborough Street (NW) – **Object**

Coxwell Street/Coxwell Gardens – **Object**

Radcot Road (A4095) – **Object**

Marlborough Street (SE) – **Object**

Market Place: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – **Object**

'Time limited waiting':

Marlborough Street (new bays) – **Object**

Marlborough Street (remove '1-hour Limited waiting) – **Support**

Market Street (allow for 2-hours parking) – **Support**

We have a problem with parking on the streets mentioned due to the close proximity of houses. To block No loading and No Waiting at any time and No waiting between 7am - 6pm will cause more congestion. On Coxwell Street SE side no need for double yellow line as no one parks that side until after 7pm at which time doesn't cause congestion. I live on Coxwell Street and we need resident parking. Introducing your measures will increase a very bad situation on Coxwell Street which is often used for trademan's vans, and many drivers who leave their cars to take the bus to Oxford, park for weeks at a time or live on Station Road or nearby. Often Coxwell Street residents are forced to park on Coxwell Road.

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|---|---|-------------------------------------|--|-----------------------------------|--|------------------------------------|--|-------------------------------------|---|--|-------------------------------------|---|--|---|---|--|
| <p>(o4) Local resident, (Faringdon, Marlborough rd)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td colspan="2">'Triangle' junction – Object</td> </tr> <tr> <td colspan="2">Gloucester Street – Object</td> </tr> <tr> <td colspan="2">Marlborough Street – Object</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Object</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td>'Triangle' junction – Object</td> <td>Marlborough Street (NW) – Object</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Object</td> <td>Radcot Road (A4095) – Object</td> </tr> <tr> <td>Marlborough Street (SE) – Object</td> <td></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td>Marlborough Street (new bays) – Object</td> </tr> <tr> <td>Marlborough Street (remove '1-hour Limited waiting) – Object</td> </tr> <tr> <td>Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>If you just need to run into the pharmacy or one shop, you should be able to park closer, banning parking will get rid of any visitors to shops</p> | 'Triangle' junction – Object | | Gloucester Street – Object | | Marlborough Street – Object | | 'Triangle' junction – Object | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Object | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – Object | Marlborough Street (remove '1-hour Limited waiting) – Object | Market Street (allow for 2-hours parking) – Support |
| 'Triangle' junction – Object | | | | | | | | | | | | | | | | |
| Gloucester Street – Object | | | | | | | | | | | | | | | | |
| Marlborough Street – Object | | | | | | | | | | | | | | | | |
| 'Triangle' junction – Object | Marlborough Street (NW) – Object | | | | | | | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Object | | | | | | | | | | | | | | | |
| Marlborough Street (SE) – Object | | | | | | | | | | | | | | | | |
| Marlborough Street (new bays) – Object | | | | | | | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Object | | | | | | | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | | | | | | | |
| <p>(o5) As a business, (Faringdon, Marlborough street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td>'Triangle' junction – Object</td> </tr> </table> | 'Triangle' junction – Object | | | | | | | | | | | | | | |
| 'Triangle' junction – Object | | | | | | | | | | | | | | | | |

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| | <p>Gloucester Street – Object</p> <p>Marlborough Street – Object</p> <p>Gloucester Street: change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Partially support</p> <p>‘No Waiting at Any Time’ (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 488 2105 675"> <tr> <td data-bbox="577 488 1357 550">‘Triangle’ junction – Object</td> <td data-bbox="1357 488 2105 550">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 550 1357 612">Coxwell Street/Coxwell Gardens – Object</td> <td data-bbox="1357 550 2105 612">Radcot Road (A4095) – Object</td> </tr> <tr> <td data-bbox="577 612 1357 675">Marlborough Street (SE) – Object</td> <td data-bbox="1357 612 2105 675"></td> </tr> </table> <p>Market Place: change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Object</p> <p>‘Time limited waiting’:</p> <table border="1" data-bbox="577 810 2105 997"> <tr> <td data-bbox="577 810 2105 873">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 873 2105 935">Marlborough Street (remove ‘1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 935 2105 997">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Parking was never a problem in faringdon before it became a money making project and killing a struggling market town</p> | ‘Triangle’ junction – Object | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Object | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – Support | Marlborough Street (remove ‘1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
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| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove ‘1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o6) Local resident, (Faringdon, Bromsgrove)</p> | <p>‘No Loading at Any Time’ restrictions:</p> <table border="1" data-bbox="577 1203 2105 1386"> <tr> <td data-bbox="577 1203 2105 1265">‘Triangle’ junction – Object</td> </tr> <tr> <td data-bbox="577 1265 2105 1327">Gloucester Street – Object</td> </tr> <tr> <td data-bbox="577 1327 2105 1386">Marlborough Street – Object</td> </tr> </table> | ‘Triangle’ junction – Object | Gloucester Street – Object | Marlborough Street – Object | | | | | | |
| ‘Triangle’ junction – Object | | | | | | | | | | |
| Gloucester Street – Object | | | | | | | | | | |
| Marlborough Street – Object | | | | | | | | | | |

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| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Object</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 328 2107 523"> <tr> <td data-bbox="577 328 1357 389">'Triangle' junction – Object</td> <td data-bbox="1357 328 2107 389">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 389 1357 459">Coxwell Street/Coxwell Gardens – Partially support/concerns</td> <td data-bbox="1357 389 2107 459">Radcot Road (A4095) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 459 1357 523">Marlborough Street (SE) – Object</td> <td data-bbox="1357 459 2107 523"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 657 2107 845"> <tr> <td data-bbox="577 657 2107 718">Marlborough Street (new bays) – Object</td> </tr> <tr> <td data-bbox="577 718 2107 778">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 778 2107 845">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Parking in Faringdon needs to support locals and local businesses</p> | 'Triangle' junction – Object | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Partially support/concerns | Radcot Road (A4095) – Partially support/concerns | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – Object | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
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| Coxwell Street/Coxwell Gardens – Partially support/concerns | Radcot Road (A4095) – Partially support/concerns | | | | | | | | | |
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| Marlborough Street (new bays) – Object | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o7) Local resident, (Faringdon, Coxwell Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1018 2107 1206"> <tr> <td data-bbox="577 1018 2107 1078">'Triangle' junction – Object</td> </tr> <tr> <td data-bbox="577 1078 2107 1139">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1139 2107 1206">Marlborough Street – Partially support/concerns</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Object</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1340 2107 1401"> <tr> <td data-bbox="577 1340 1357 1401">'Triangle' junction – Object</td> <td data-bbox="1357 1340 2107 1401">Marlborough Street (NW) – Support</td> </tr> </table> | 'Triangle' junction – Object | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns | 'Triangle' junction – Object | Marlborough Street (NW) – Support | | | | |
| 'Triangle' junction – Object | | | | | | | | | | |
| Gloucester Street – Partially support/concerns | | | | | | | | | | |
| Marlborough Street – Partially support/concerns | | | | | | | | | | |
| 'Triangle' junction – Object | Marlborough Street (NW) – Support | | | | | | | | | |

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| | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support |
| | Marlborough Street (SE) – Object | |
| | <u>Market Place</u> : change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support | |
| | 'Time limited waiting': | |
| | Marlborough Street (new bays) – Support | |
| | Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns | |
| | Market Street (allow for 2-hours parking) – Support | |
| | Although I normally walk into the centre of Faringdon, I occasionally have need to drive there when delivering to or removing goods from the Corn Exchange when holding events there. | |
| (o8) Local resident, (Faringdon, Gloucester Street) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Object | |
| | Gloucester Street – Support | |
| | Marlborough Street – Support | |
| | <u>Gloucester Street</u> : change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Object | |
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| | Marlborough Street (SE) – Object | |

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| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – No objection/No opinion</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 295 2110 355">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 355 2110 416">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 416 2110 477">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Residents should be exempt from paying in the car parks when there are no spaces in Gloucester Street.</p> | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | | |
| <p>(o9) Rather not say, (Faringdon, London Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 651 2110 711">'Triangle' junction – Object</td> </tr> <tr> <td data-bbox="577 711 2110 772">Gloucester Street – Object</td> </tr> <tr> <td data-bbox="577 772 2110 833">Marlborough Street – Object</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Object</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 975 1357 1035">'Triangle' junction – Object</td> <td data-bbox="1357 975 2110 1035">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 1035 1357 1096">Coxwell Street/Coxwell Gardens – Object</td> <td data-bbox="1357 1035 2110 1096">Radcot Road (A4095) – Object</td> </tr> <tr> <td data-bbox="577 1096 1357 1157">Marlborough Street (SE) – Object</td> <td data-bbox="1357 1096 2110 1157"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Object</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 1299 2110 1359">Marlborough Street (new bays) – Object</td> </tr> </table> | 'Triangle' junction – Object | Gloucester Street – Object | Marlborough Street – Object | 'Triangle' junction – Object | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Object | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – Object |
| 'Triangle' junction – Object | | | | | | | | | | | |
| Gloucester Street – Object | | | | | | | | | | | |
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| Marlborough Street (SE) – Object | | | | | | | | | | | |
| Marlborough Street (new bays) – Object | | | | | | | | | | | |

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| | <p>Marlborough Street (remove '1-hour Limited waiting) – Object</p> <p>Market Street (allow for 2-hours parking) – Object</p> <p>You're clueless, totally out of touch with almost everything</p> | | | | | | |
| <p>(o10) Local resident, (Faringdon, Marlborough street)</p> | <p>'No Loading at Any Time' restrictions:</p> <p>'Triangle' junction – Object</p> <p>Gloucester Street – Object</p> <p>Marlborough Street – Object</p> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Object</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 810 2107 997"> <tr> <td>'Triangle' junction – Object</td> <td>Marlborough Street (NW) – Object</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Object</td> <td>Radcot Road (A4095) – Object</td> </tr> <tr> <td>Marlborough Street (SE) – Object</td> <td></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Object</p> <p>'Time limited waiting':</p> <p>Marlborough Street (new bays) – Object</p> <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> | 'Triangle' junction – Object | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Object | Marlborough Street (SE) – Object | |
| 'Triangle' junction – Object | Marlborough Street (NW) – Object | | | | | | |
| Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Object | | | | | | |
| Marlborough Street (SE) – Object | | | | | | | |

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| | <p>I work at a local business on Marlborough street and having to find parking for work is ridiculous. I do not make enough money to afford to park in the car park all day and the time limit is affecting my job.</p> | |
| <p>(o11) Local resident, (Faringdon, Coxwell Road)</p> | <p>'No Loading at Any Time' restrictions:</p> | |
| | <p>'Triangle' junction – Partially support</p> | |
| | <p>Gloucester Street – Partially support</p> | |
| | <p>Marlborough Street – Partially support</p> | |
| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> | |
| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | |
| | <p>'Triangle' junction – Support</p> | <p>Marlborough Street (NW) – Support</p> |
| | <p>Coxwell Street/Coxwell Gardens – Support</p> | <p>Radcot Road (A4095) – Support</p> |
| | <p>Marlborough Street (SE) – Support</p> | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | |
| <p>'Time limited waiting':</p> | | |
| <p>Marlborough Street (new bays) – Support</p> | | |
| <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> | | |
| <p>Market Street (allow for 2-hours parking) – Support</p> | | |
| <p>Illegal parking particularly on Coxwell Street.</p> | | |

(o12) Local resident,
(Faringdon, Coxwell
street)

'No Loading at Any Time' restrictions:

'Triangle' junction – **Partially support**

Gloucester Street – **Partially support**

Marlborough Street – **Partially support**

Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' -
Support

'No Waiting at Any Time' (double yellow line) parking restrictions:

'Triangle' junction – **Partially support/concerns**

Marlborough Street (NW) – **Partially support/concerns**

Coxwell Street/Coxwell Gardens – **Object**

Radcot Road (A4095) – **Partially support/concerns**

Marlborough Street (SE) – **Partially support/concerns**

Market Place: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – **Partially support/concerns**

'Time limited waiting':

Marlborough Street (new bays) – **Object**

Marlborough Street (remove '1-hour Limited waiting) – **Object**

Market Street (allow for 2-hours parking) – **Object**

Residents that live in these areas need to park near their homes. Coxwell Street residents do not park on the left side of the street apart from dropping off or picking up loads, or if disabled and need to be supported to a car. The issue is the speed to which cars travel and heavy vehicles have increased since new building work for the last 2 years on sights off Highworth Road and Coxwell Road. Buses can get through but not if there is another bus in the opposite direction or a lorry coming down. Why not look at speed bumps or cameras or making bus route changes. I have lived

| | | | | | | | | | | | | | | | | | | | | |
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| | <p>in Coxwell road for 15 years and no resident has parked outside my door for any period of time. Deliveries need to be made to residents. Double yellow lines will not make any difference to large vehicle's trying to pass each other or cars driving fast and not not giving way to on coming vehicle's. The 20 mile an hour sign is ignored and elderly residents take their lives in their hands sometimes when crossing the road. Speed bumps or cameras might to do trick before someone gets knocked down.</p> | | | | | | | | | | | | | | | | | | | |
| <p>(o13) Local resident, (Faringdon, Ferndale Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 467 2107 651"> <tr> <td data-bbox="577 467 1357 528">'Triangle' junction – Partially support</td> <td data-bbox="1357 467 2107 528"></td> </tr> <tr> <td data-bbox="577 528 1357 588">Gloucester Street – Partially support</td> <td data-bbox="1357 528 2107 588"></td> </tr> <tr> <td data-bbox="577 588 1357 651">Marlborough Street – Partially support</td> <td data-bbox="1357 588 2107 651"></td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 823 2107 1018"> <tr> <td data-bbox="577 823 1357 884">'Triangle' junction – Object</td> <td data-bbox="1357 823 2107 884">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 884 1357 944">Coxwell Street/Coxwell Gardens – No objection/No opinion</td> <td data-bbox="1357 884 2107 944">Radcot Road (A4095) – Object</td> </tr> <tr> <td data-bbox="577 944 1357 1018">Marlborough Street (SE) – Object</td> <td data-bbox="1357 944 2107 1018"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 1153 2107 1337"> <tr> <td data-bbox="577 1153 1357 1214">Marlborough Street (new bays) – No objection/No opinion</td> <td data-bbox="1357 1153 2107 1214"></td> </tr> <tr> <td data-bbox="577 1214 1357 1275">Marlborough Street (remove '1-hour Limited waiting) – Support</td> <td data-bbox="1357 1214 2107 1275"></td> </tr> <tr> <td data-bbox="577 1275 1357 1337">Market Street (allow for 2-hours parking) – Support</td> <td data-bbox="1357 1275 2107 1337"></td> </tr> </table> | | 'Triangle' junction – Partially support | | Gloucester Street – Partially support | | Marlborough Street – Partially support | | 'Triangle' junction – Object | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – No objection/No opinion | Radcot Road (A4095) – Object | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – No objection/No opinion | | Marlborough Street (remove '1-hour Limited waiting) – Support | | Market Street (allow for 2-hours parking) – Support | |
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| | <p>It's one of my soapbox topics !!! I'm passionate about parking in Faringdon!!! This survey does not take into account where all the cars who use this parking are going to go? Especially now since the number of bays in Southampton street has been reduced by the electric car charging. We have already seen increased parking in the surrounding streets and those residents are now having to park even further away from their homes. It does not take into account all the oddities in the streets surrounding the centre where bays could be added - Ferndale Street for example is wide enough to take 2-3 bays either side of the road at its widest and it would calm the race traffic which sees it as a track straight! There is no mention of the awful parking in London Street - I would suggest parking bays on the RHS giving those travelling uphill priority (as in the highway code) with 'duck in bays' for those travelling downhill to allow uphill traffic to pass? There are also questions like why is there such a long run of yellow lines from Lansdowne Road left into Ferndale Street?! - they even extend past a dropped kerb ??? An extra 2-3 spaces here could provide parking for jobs in town centre easing pressure on centre and London Street? As a radical idea - the middle of Ferndale Street seems big enough for slanted parking so could take even more? Theoretically you could park both sides of Lansdowne Road and effectively block the street?! - why no yellow lines? Private Parking at Brackendale needs sorting (relining bays would be enough) to take those cars off the main road so many ideas don't know who to speak to!</p> | | | | | | | | | |
| <p>(o14) Local resident, (Faringdon, Swan lane)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 802 2107 991"> <tr> <td>'Triangle' junction – Partially support</td> </tr> <tr> <td>Gloucester Street – Partially support</td> </tr> <tr> <td>Marlborough Street – Partially support</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Partially support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1161 2107 1350"> <tr> <td>'Triangle' junction – Support</td> <td>Marlborough Street (NW) – Support</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Support</td> <td>Radcot Road (A4095) – Support</td> </tr> <tr> <td>Marlborough Street (SE) – Support</td> <td></td> </tr> </table> | 'Triangle' junction – Partially support | Gloucester Street – Partially support | Marlborough Street – Partially support | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
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| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 295 2110 355">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 355 2110 416">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 416 2110 477">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>I live in Swan Lane and do not have an allocated parking space. So I want there also to be more space to drive down roads</p> | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o15) Local resident, (Faringdon, Bennett Road)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 687 2110 748">'Triangle' junction – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 748 2110 809">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 809 2110 869">Marlborough Street – Partially support/concerns</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 1045 1357 1106">'Triangle' junction – Support</td> <td data-bbox="1357 1045 2110 1106">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 1106 1357 1166">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 1106 2110 1166">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 1166 1357 1227">Marlborough Street (SE) – Support</td> <td data-bbox="1357 1166 2110 1227"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> | 'Triangle' junction – Partially support/concerns | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
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| | <p>Marlborough Street (new bays) – Support</p> <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> <p>Traffic is often congested through the town, these changes will help but only if they are monitored and enforcement action taken when necessary.</p> | | | | | | | | | | | | | |
| <p>(o16) Local resident, (Faringdon, Church St)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 587 1339 647">'Triangle' junction – Partially support/concerns</td> <td data-bbox="1339 587 2105 647"></td> </tr> <tr> <td data-bbox="577 647 1339 708">Gloucester Street – Partially support/concerns</td> <td data-bbox="1339 647 2105 708"></td> </tr> <tr> <td data-bbox="577 708 1339 769">Marlborough Street – Partially support/concerns</td> <td data-bbox="1339 708 2105 769"></td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 944 1339 1005">'Triangle' junction – Partially support/concerns</td> <td data-bbox="1339 944 2105 1005">Marlborough Street (NW) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1005 1339 1066">Coxwell Street/Coxwell Gardens – Partially support/concerns</td> <td data-bbox="1339 1005 2105 1066">Radcot Road (A4095) – Object</td> </tr> <tr> <td data-bbox="577 1066 1339 1126">Marlborough Street (SE) – Partially support/concerns</td> <td data-bbox="1339 1066 2105 1126"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 1279 2105 1337">Marlborough Street (new bays) – Partially support/concerns</td> </tr> </table> | 'Triangle' junction – Partially support/concerns | | Gloucester Street – Partially support/concerns | | Marlborough Street – Partially support/concerns | | 'Triangle' junction – Partially support/concerns | Marlborough Street (NW) – Partially support/concerns | Coxwell Street/Coxwell Gardens – Partially support/concerns | Radcot Road (A4095) – Object | Marlborough Street (SE) – Partially support/concerns | | Marlborough Street (new bays) – Partially support/concerns |
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| | <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Partially support/concerns</p> <p>Objecting to extension of double yellow lines in Radcot Road. This road provides overflow parking for Church Street which often has no space, particularly during the working day. Although I support some extension of yellow lines but the proposal for an additional 70 metres of double yellow will simply move the problem nearer to a property entrance and enable traffic to speed up in the 20mph zone as vehicles are free of restriction for longer.</p> | | | | | | |
| <p>(o17) Local resident, (Faringdon, Coxwell Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <p>'Triangle' junction – Partially support/concerns</p> <p>Gloucester Street – Partially support/concerns</p> <p>Marlborough Street – Partially support/concerns</p> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 981 2110 1166"> <tr> <td data-bbox="577 981 1357 1043">'Triangle' junction – No objection/No opinion</td> <td data-bbox="1357 981 2110 1043">Marlborough Street (NW) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 1043 1357 1106">Coxwell Street/Coxwell Gardens – Object</td> <td data-bbox="1357 1043 2110 1106">Radcot Road (A4095) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 1106 1357 1166">Marlborough Street (SE) – No objection/No opinion</td> <td data-bbox="1357 1106 2110 1166"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <p>Marlborough Street (new bays) – No objection/No opinion</p> | 'Triangle' junction – No objection/No opinion | Marlborough Street (NW) – No objection/No opinion | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – No objection/No opinion | Marlborough Street (SE) – No objection/No opinion | |
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| | <p>Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion</p> <p>Market Street (allow for 2-hours parking) – No objection/No opinion</p> <p>AS a resident of Coxwell Street, I agree that the double yellow lines should be extended as parked cars can cause traffic to back up the the mini roundabout. However, the single yellow line provides useful parking in the evening as people return from work. I suggest that the double yellow lines be extended to the same distance as on the other side of Coxwell Street. The proposed extension to Coxwell Gardens is excessive.</p> | | | | | | | | | | | | | |
| <p>(o18) Local resident, (Faringdon, Elm Road)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 592 1357 655">'Triangle' junction – Partially support/concerns</td> <td data-bbox="1357 592 2110 655"></td> </tr> <tr> <td data-bbox="577 655 1357 719">Gloucester Street – Partially support/concerns</td> <td data-bbox="1357 655 2110 719"></td> </tr> <tr> <td data-bbox="577 719 1357 783">Marlborough Street – Object</td> <td data-bbox="1357 719 2110 783"></td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 951 1357 1015">'Triangle' junction – Support</td> <td data-bbox="1357 951 2110 1015">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 1015 1357 1078">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 1015 2110 1078">Radcot Road (A4095) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1078 1357 1142">Marlborough Street (SE) – Object</td> <td data-bbox="1357 1078 2110 1142"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Partially support/concerns</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 1310 2110 1369">Marlborough Street (new bays) – Support</td> </tr> </table> | 'Triangle' junction – Partially support/concerns | | Gloucester Street – Partially support/concerns | | Marlborough Street – Object | | 'Triangle' junction – Support | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Partially support/concerns | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – Support |
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| | <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Object</p> <p>To stop bottle necks forming on Coxwell St., and promote easier movement of traffic in the town centre.</p> | | | | | | |
| <p>(o19) Local resident, (Faringdon, Gloucester Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <p>'Triangle' junction – Partially support/concerns</p> <p>Gloucester Street – Support</p> <p>Marlborough Street – Support</p> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 847 2107 1034"> <tr> <td>'Triangle' junction – Support</td> <td>Marlborough Street (NW) – Support</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Support</td> <td>Radcot Road (A4095) – Support</td> </tr> <tr> <td>Marlborough Street (SE) – Support</td> <td></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <p>Marlborough Street (new bays) – Support</p> <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
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| Marlborough Street (SE) – Support | | | | | | | |

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| | I object to the New 'No Loading at Any Time restriction applying to all of the section outside the Corn Exchange on Gloucester Street, because it will unnecessarily remove one or two, depending on vehicle size, valuable unrestricted parking places. | |
| (o20) Local resident, (Faringdon, Marlborough Street) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Partially support/concerns | |
| | Gloucester Street – Partially support | |
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| | <p>I understand that in the Market place parking can be a nightmare. As for changes in Gloucester and Marlborough Street there is no reason to change unless you are giving more time frames. The shops in the square are closing and the town is now dying again. Please give reasonable parking for locals and visitors.</p> | | | | | | | | | | | | |
| <p>(o21) Local resident, (Faringdon, Nichol Court)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 399 2107 585"> <tr> <td data-bbox="577 399 2107 461">'Triangle' junction – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 461 2107 523">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 523 2107 585">Marlborough Street – Partially support/concerns</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 756 2107 948"> <tr> <td data-bbox="577 756 1357 823">'Triangle' junction – Partially support/concerns</td> <td data-bbox="1357 756 2107 823">Marlborough Street (NW) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 823 1357 885">Coxwell Street/Coxwell Gardens – Object</td> <td data-bbox="1357 823 2107 885">Radcot Road (A4095) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 885 1357 948">Marlborough Street (SE) – Partially support/concerns</td> <td data-bbox="1357 885 2107 948"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – No objection/No opinion</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 1086 2107 1273"> <tr> <td data-bbox="577 1086 2107 1149">Marlborough Street (new bays) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 1149 2107 1211">Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 1211 2107 1273">Market Street (allow for 2-hours parking) – No objection/No opinion</td> </tr> </table> <p>I'm not supporting changes on Coxwell Street. I live here and sometimes need to park there to unload and load shopping or when we don't have space in our parking place in Nichol Court</p> | 'Triangle' junction – Partially support/concerns | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns | 'Triangle' junction – Partially support/concerns | Marlborough Street (NW) – Partially support/concerns | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Partially support/concerns | Marlborough Street (SE) – Partially support/concerns | | Marlborough Street (new bays) – No objection/No opinion | Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | Market Street (allow for 2-hours parking) – No objection/No opinion |
| 'Triangle' junction – Partially support/concerns | | | | | | | | | | | | | |
| Gloucester Street – Partially support/concerns | | | | | | | | | | | | | |
| Marlborough Street – Partially support/concerns | | | | | | | | | | | | | |
| 'Triangle' junction – Partially support/concerns | Marlborough Street (NW) – Partially support/concerns | | | | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Partially support/concerns | | | | | | | | | | | | |
| Marlborough Street (SE) – Partially support/concerns | | | | | | | | | | | | | |
| Marlborough Street (new bays) – No objection/No opinion | | | | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | | | | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – No objection/No opinion | | | | | | | | | | | | | |

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| | | | | | | | | | | | | | |
| <p>(o22) Local resident, (Faringdon,)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 373 2107 560"> <tr> <td data-bbox="577 373 2107 437">'Triangle' junction – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 437 2107 501">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 501 2107 560">Marlborough Street – Partially support/concerns</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 730 2107 917"> <tr> <td data-bbox="577 730 1357 794">'Triangle' junction – Support</td> <td data-bbox="1357 730 2107 794">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 794 1357 858">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 794 2107 858">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 858 1357 917">Marlborough Street (SE) – Support</td> <td data-bbox="1357 858 2107 917"></td> </tr> </table> <p>Market Place: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 1054 2107 1241"> <tr> <td data-bbox="577 1054 2107 1118">Marlborough Street (new bays) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1118 2107 1182">Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1182 2107 1241">Market Street (allow for 2-hours parking) – Partially support/concerns</td> </tr> </table> <p>Local resident</p> | 'Triangle' junction – Partially support/concerns | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | | Marlborough Street (new bays) – Partially support/concerns | Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns | Market Street (allow for 2-hours parking) – Partially support/concerns |
| | 'Triangle' junction – Partially support/concerns | | | | | | | | | | | | |
| | Gloucester Street – Partially support/concerns | | | | | | | | | | | | |
| | Marlborough Street – Partially support/concerns | | | | | | | | | | | | |
| | 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | | | |
| | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | | | |
| | Marlborough Street (SE) – Support | | | | | | | | | | | | |
| | Marlborough Street (new bays) – Partially support/concerns | | | | | | | | | | | | |
| | Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns | | | | | | | | | | | | |
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| <p>(o23) Local resident, (Faringdon, Chestnut Avenue)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 261 1359 323">'Triangle' junction – Partially support/concerns</td> <td data-bbox="1359 261 2107 323"></td> </tr> <tr> <td data-bbox="577 323 1359 386">Gloucester Street – Partially support/concerns</td> <td data-bbox="1359 323 2107 386"></td> </tr> <tr> <td data-bbox="577 386 1359 448">Marlborough Street – Partially support/concerns</td> <td data-bbox="1359 386 2107 448"></td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Partially support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 619 1359 681">'Triangle' junction – Partially support/concerns</td> <td data-bbox="1359 619 2107 681">Marlborough Street (NW) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 681 1359 743">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1359 681 2107 743">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 743 1359 805">Marlborough Street (SE) – Partially support/concerns</td> <td data-bbox="1359 743 2107 805"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 949 2107 1011">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 1011 2107 1074">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 1074 2107 1136">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Should make driving and parking in the town areas easier</p> | 'Triangle' junction – Partially support/concerns | | Gloucester Street – Partially support/concerns | | Marlborough Street – Partially support/concerns | | 'Triangle' junction – Partially support/concerns | Marlborough Street (NW) – Partially support/concerns | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Partially support/concerns | | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
| 'Triangle' junction – Partially support/concerns | | | | | | | | | | | | | | | | |
| Gloucester Street – Partially support/concerns | | | | | | | | | | | | | | | | |
| Marlborough Street – Partially support/concerns | | | | | | | | | | | | | | | | |
| 'Triangle' junction – Partially support/concerns | Marlborough Street (NW) – Partially support/concerns | | | | | | | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | | | | | | | |
| Marlborough Street (SE) – Partially support/concerns | | | | | | | | | | | | | | | | |
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| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | | | | | | | |
| <p>(o24) As a business, (Faringdon, Cornmarket)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 1310 2107 1370">'Triangle' junction – Partially support/concerns</td> </tr> </table> | 'Triangle' junction – Partially support/concerns | | | | | | | | | | | | | | |
| 'Triangle' junction – Partially support/concerns | | | | | | | | | | | | | | | | |

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| | <p>Gloucester Street – Partially support/concerns</p> <p>Marlborough Street – Object</p> <p><u>Gloucester Street</u>: change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Object</p> <p>‘No Waiting at Any Time’ (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 454 2107 639"> <tr> <td data-bbox="577 454 1357 515">‘Triangle’ junction – Partially support/concerns</td> <td data-bbox="1357 454 2107 515">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 515 1357 576">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 515 2107 576">Radcot Road (A4095) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 576 1357 639">Marlborough Street (SE) – Object</td> <td data-bbox="1357 576 2107 639"></td> </tr> </table> <p><u>Market Place</u>: change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Support</p> <p>‘Time limited waiting’:</p> <table border="1" data-bbox="577 778 2107 963"> <tr> <td data-bbox="577 778 2107 839">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 839 2107 900">Marlborough Street (remove ‘1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 900 2107 963">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>With parking on Marlborough street that causes no problems as on way same with Gloucester street , I don’t think it’s a good idea to stop lorries delivering stock to shops by making them stop on Gloucester street , better and more monitored parking for market place is a good idea</p> | ‘Triangle’ junction – Partially support/concerns | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Partially support/concerns | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – Support | Marlborough Street (remove ‘1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
| ‘Triangle’ junction – Partially support/concerns | Marlborough Street (NW) – Object | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Partially support/concerns | | | | | | | | | |
| Marlborough Street (SE) – Object | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove ‘1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o25) Local resident, (Faringdon, Coxwell street)</p> | <p>‘No Loading at Any Time’ restrictions:</p> <table border="1" data-bbox="577 1204 2107 1386"> <tr> <td data-bbox="577 1204 2107 1265">‘Triangle’ junction – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1265 2107 1326">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1326 2107 1386">Marlborough Street – Support</td> </tr> </table> | ‘Triangle’ junction – Partially support/concerns | Gloucester Street – Support | Marlborough Street – Support | | | | | | |
| ‘Triangle’ junction – Partially support/concerns | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | |

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| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Partially support/concerns | | | | | | | | | |
| Marlborough Street (SE) – Partially support/concerns | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Object | | | | | | | | | | |
| <p>(o26) Local resident, (Faringdon, Coxwell Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1043 2107 1232"> <tr> <td data-bbox="577 1043 2107 1104">'Triangle' junction – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1104 2107 1165">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1165 2107 1232">Marlborough Street – Partially support/concerns</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | 'Triangle' junction – Partially support/concerns | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns | | | | | | |
| 'Triangle' junction – Partially support/concerns | | | | | | | | | | |
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| Marlborough Street – Partially support/concerns | | | | | | | | | | |

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| | 'Triangle' junction – No objection/No opinion | Marlborough Street (NW) – No objection/No opinion |
| | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – No objection/No opinion |
| | Marlborough Street (SE) – No objection/No opinion | |
| | <u>Market Place:</u> change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – No objection/No opinion | |
| | 'Time limited waiting': | |
| | Marlborough Street (new bays) – No objection/No opinion | |
| | Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | |
| | Market Street (allow for 2-hours parking) – No objection/No opinion | |
| | <p>It would be absolutely disastrous for local residents if you have a double yellow line on the south side of Coxwell St. it was only feasible for us to move here because of the single yellow line. Lots of people live on the road and we are desperately short of parking. With a double yellow line in the south side of the road we would likely ALWAYS have to park about 300 yards from our house. This would never let us unload shopping or put things into the car or anything else. My husband is disabled and has a blue badge. Out of consideration for others he currently tries to keep use if this to a minimum, but I think he would be forced to use it all the time. He also has a business where people need to drop off bikes. You would be strangling this - also for the Indian takeaway across the road - how could they possibly operate their business in these conditions? Faringdon is run down with lots of businesses closed already - this will make it worse. The proposed change prioritises the needs of those driving cars through over the basic living standards of residents. Opening the road up will also make it more if a rat run than it is already is - exacerbating the dangerous speeding which some drivers already do.</p> | |
| (o27) Local resident, (Faringdon, Fernham Gate) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Partially support/concerns | |
| | Gloucester Street – Partially support/concerns | |
| | Marlborough Street – Partially support/concerns | |

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| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 363 2107 549"> <tr> <td data-bbox="577 363 1357 424">'Triangle' junction – Partially support/concerns</td> <td data-bbox="1357 363 2107 424">Marlborough Street (NW) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 424 1357 485">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 424 2107 485">Radcot Road (A4095) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 485 1357 549">Marlborough Street (SE) – No objection/No opinion</td> <td data-bbox="1357 485 2107 549"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 683 2107 868"> <tr> <td data-bbox="577 683 2107 743">Marlborough Street (new bays) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 743 2107 804">Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 804 2107 868">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>None</p> | 'Triangle' junction – Partially support/concerns | Marlborough Street (NW) – No objection/No opinion | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – No objection/No opinion | Marlborough Street (SE) – No objection/No opinion | | Marlborough Street (new bays) – No objection/No opinion | Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | Market Street (allow for 2-hours parking) – Support |
| 'Triangle' junction – Partially support/concerns | Marlborough Street (NW) – No objection/No opinion | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – No objection/No opinion | | | | | | | | | |
| Marlborough Street (SE) – No objection/No opinion | | | | | | | | | | |
| Marlborough Street (new bays) – No objection/No opinion | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o28) Local resident, (Faringdon, Marlborough st)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1043 2107 1228"> <tr> <td data-bbox="577 1043 2107 1104">'Triangle' junction – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1104 2107 1165">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1165 2107 1228">Marlborough Street – Partially support/concerns</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | 'Triangle' junction – Partially support/concerns | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns | | | | | | |
| 'Triangle' junction – Partially support/concerns | | | | | | | | | | |
| Gloucester Street – Partially support/concerns | | | | | | | | | | |
| Marlborough Street – Partially support/concerns | | | | | | | | | | |

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| | 'Triangle' junction – Support | Marlborough Street (NW) – Support |
| | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support |
| | Marlborough Street (SE) – Support | |
| | <u>Market Place:</u> change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Partially support/concerns | |
| | 'Time limited waiting': | |
| | Marlborough Street (new bays) – Partially support/concerns | |
| | Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns | |
| | Market Street (allow for 2-hours parking) – Partially support/concerns | |
| | Increase in traffic and no parking for residents | |
| (o29) Local resident, (Faringdon, Marlborough Street) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Partially support/concerns | |
| | Gloucester Street – Partially support/concerns | |
| | Marlborough Street – Partially support/concerns | |
| | <u>Gloucester Street:</u> change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion | |
| | 'No Waiting at Any Time' (double yellow line) parking restrictions: | |
| | 'Triangle' junction – Object | Marlborough Street (NW) – Object |
| | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Object |

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| | <p>Marlborough Street (SE) – Object</p> | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | |
| | <p>'Time limited waiting':</p> | |
| | <p>Marlborough Street (new bays) – Support</p> | |
| | <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> | |
| | <p>Market Street (allow for 2-hours parking) – Support</p> | |
| | <p>I've lived in Marlborough Street for 17 years and there has never been unrestricted parking. It's not a problem during term time, (I teach in Oxford six days a week), but school holidays are a nightmare.</p> | |
| <p>(o30) Local resident, (little coxwell, little coxwell)</p> | <p>'No Loading at Any Time' restrictions:</p> | |
| | <p>'Triangle' junction – Partially support/concerns</p> | |
| | <p>Gloucester Street – Object</p> | |
| | <p>Marlborough Street – Partially support/concerns</p> | |
| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> | |
| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | |
| | <p>'Triangle' junction – Partially support/concerns</p> | <p>Marlborough Street (NW) – Support</p> |
| | <p>Coxwell Street/Coxwell Gardens – Support</p> | <p>Radcot Road (A4095) – Partially support/concerns</p> |
| | <p>Marlborough Street (SE) – Object</p> | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | |

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| | <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="560 260 2128 323">Marlborough Street (new bays) – Partially support/concerns</td> </tr> <tr> <td data-bbox="560 323 2128 387">Marlborough Street (remove '1-hour Limited waiting) – Object</td> </tr> <tr> <td data-bbox="560 387 2128 451">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Consideration must be given to the Sadlers who, unlike the businesses either side of them, have limited facility to load and unload goods. Other than that, improving traffic flow round the triangle is needed, as is better management of traffic coming north through The Narrows. No reason to restrict residents from parking on Marlborough St.</p> | Marlborough Street (new bays) – Partially support/concerns | Marlborough Street (remove '1-hour Limited waiting) – Object | Market Street (allow for 2-hours parking) – Support | | | | | | |
| Marlborough Street (new bays) – Partially support/concerns | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Object | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o31) Local resident, (Eaton Hastings, Lechlade)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="560 691 2128 754">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="560 754 2128 818">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="560 818 2128 882">Marlborough Street – Partially support/concerns</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="560 1042 1357 1106">'Triangle' junction – Support</td> <td data-bbox="1357 1042 2128 1106">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="560 1106 1357 1169">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 1106 2128 1169">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="560 1169 1357 1233">Marlborough Street (SE) – Support</td> <td data-bbox="1357 1169 2128 1233"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Partially support/concerns | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
| 'Triangle' junction – Support | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | |
| Marlborough Street – Partially support/concerns | | | | | | | | | | |
| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | |

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|---|--|--|--|---|--------------------------------------|--|--|
| | <p>Marlborough Street (new bays) – Support</p> <p>Marlborough Street (remove ‘1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> <p>Parking is uncontrolled</p> | | | | | | |
| <p>(o32) Local resident, (Faringdon, Church Street)</p> | <p>‘No Loading at Any Time’ restrictions:</p> <p>‘Triangle’ junction – Support</p> <p>Gloucester Street – Support</p> <p>Marlborough Street – Support</p> <p><u>Gloucester Street</u>: change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Support</p> <p>‘No Waiting at Any Time’ (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 906 2107 1102"> <tr> <td data-bbox="577 906 1357 970">‘Triangle’ junction – No objection/No opinion</td> <td data-bbox="1357 906 2107 970">Marlborough Street (NW) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 970 1357 1038">Coxwell Street/Coxwell Gardens – No objection/No opinion</td> <td data-bbox="1357 970 2107 1038">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 1038 1357 1102">Marlborough Street (SE) – No objection/No opinion</td> <td data-bbox="1357 1038 2107 1102"></td> </tr> </table> <p><u>Market Place</u>: change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Support</p> <p>‘Time limited waiting’:</p> <p>Marlborough Street (new bays) – No objection/No opinion</p> <p>Marlborough Street (remove ‘1-hour Limited waiting) – No objection/No opinion</p> | ‘Triangle’ junction – No objection/No opinion | Marlborough Street (NW) – No objection/No opinion | Coxwell Street/Coxwell Gardens – No objection/No opinion | Radcot Road (A4095) – Support | Marlborough Street (SE) – No objection/No opinion | |
| ‘Triangle’ junction – No objection/No opinion | Marlborough Street (NW) – No objection/No opinion | | | | | | |
| Coxwell Street/Coxwell Gardens – No objection/No opinion | Radcot Road (A4095) – Support | | | | | | |
| Marlborough Street (SE) – No objection/No opinion | | | | | | | |

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|--|---|--|--------------------------------------|--|------------------------------------|--|-------------------------------------|--|--------------------------------------|--|---|-------------------------------------|--|--|--|--|--|--|--|--|
| | <p>Market Street (allow for 2-hours parking) – No objection/No opinion</p> <p>I live on Church Street Faringdon between Swan Lane and the Radcot turning where no waiting is applied Monday to Saturday but parking is allowed Sunday. Cars parked there last Sunday prevented a tractor getting through and it had to reverse with it is trailer all the way back to Radcot turn, causing mayhem. Thank goodness it was not a fire engine . There is not enough width in the road for parking both sides.</p> | | | | | | | | | | | | | | | | | | | |
| <p>(o33) Local resident, (Faringdon, Church Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 526 2105 715"> <tr> <td data-bbox="577 526 1357 590">'Triangle' junction – Support</td> <td data-bbox="1357 526 2105 590"></td> </tr> <tr> <td data-bbox="577 590 1357 654">Gloucester Street – Support</td> <td data-bbox="1357 590 2105 654"></td> </tr> <tr> <td data-bbox="577 654 1357 715">Marlborough Street – Support</td> <td data-bbox="1357 654 2105 715"></td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 885 2105 1077"> <tr> <td data-bbox="577 885 1357 949">'Triangle' junction – Support</td> <td data-bbox="1357 885 2105 949">Marlborough Street (NW) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 949 1357 1013">Coxwell Street/Coxwell Gardens – No objection/No opinion</td> <td data-bbox="1357 949 2105 1013">Radcot Road (A4095) – Object</td> </tr> <tr> <td data-bbox="577 1013 1357 1077">Marlborough Street (SE) – No objection/No opinion</td> <td data-bbox="1357 1013 2105 1077"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 1220 2105 1388"> <tr> <td data-bbox="577 1220 1357 1284">Marlborough Street (new bays) – Support</td> <td data-bbox="1357 1220 2105 1284"></td> </tr> <tr> <td data-bbox="577 1284 1357 1348">Marlborough Street (remove '1-hour Limited waiting) – Support</td> <td data-bbox="1357 1284 2105 1348"></td> </tr> <tr> <td data-bbox="577 1348 1357 1388">Market Street (allow for 2-hours parking) – Support</td> <td data-bbox="1357 1348 2105 1388"></td> </tr> </table> | | 'Triangle' junction – Support | | Gloucester Street – Support | | Marlborough Street – Support | | 'Triangle' junction – Support | Marlborough Street (NW) – No objection/No opinion | Coxwell Street/Coxwell Gardens – No objection/No opinion | Radcot Road (A4095) – Object | Marlborough Street (SE) – No objection/No opinion | | Marlborough Street (new bays) – Support | | Marlborough Street (remove '1-hour Limited waiting) – Support | | Market Street (allow for 2-hours parking) – Support | |
| 'Triangle' junction – Support | | | | | | | | | | | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | | | | | | | | | | | |
| 'Triangle' junction – Support | Marlborough Street (NW) – No objection/No opinion | | | | | | | | | | | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – No objection/No opinion | Radcot Road (A4095) – Object | | | | | | | | | | | | | | | | | | | |
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| Marlborough Street (new bays) – Support | | | | | | | | | | | | | | | | | | | | |
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| | <p>We are in favour of almost all of this. The strong exception is extending the double yellow lines on Radcot Road by 77 metres, which will cause dangerous problems. We would support extending those double yellow lines by 20 metres or even 30 metres but going beyond that to 77 metres will push parked cars too close to the blind bend below. Sometimes there are a number of cars parked there - we know, we live in Church Street and use Radcot Road ourselves at times - and this change will make the road less safe at those busy times. It will also mean cars leaving Faringdon will be gathering pace and thus travelling faster by the time they get to the parked cars, and cars travelling towards Faringdon will not have slowed down as much by the time they get to the parked cars. This will also make the road less safe, as people parking or going to or from parked cars will be exposed to cars going past at higher speeds. Further, the cars that currently encounter parked cars as they turn left from Faringdon are crawling slowly round the corner so are going currently slowly enough to make adjustments, to tuck in and wait or to overtake parked cars. We have heard that the space is too limited, however, for lorries or larger farm vehicles and so we would understand some extension of the double yellow lines. However we are very against the extension of them as far as is proposed. A few more metres would be ample. Moreover it is a quiet spot so for lone drivers parking late it is already quite a vulnerable feeling especially for women. Less distance to walk alone at night is preferable.</p> | | | | | | | | | |
| (o34) Local resident, (Faringdon, Coxwell St) | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 802 2107 991"> <tr> <td>'Triangle' junction – Support</td> </tr> <tr> <td>Gloucester Street – Support</td> </tr> <tr> <td>Marlborough Street – Support</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1161 2107 1358"> <tr> <td>'Triangle' junction – Support</td> <td>Marlborough Street (NW) – Support</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Partially support/concerns</td> <td>Radcot Road (A4095) – Support</td> </tr> <tr> <td>Marlborough Street (SE) – Support</td> <td></td> </tr> </table> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Partially support/concerns | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
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| Marlborough Street – Support | | | | | | | | | | |
| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | |
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| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 295 2110 481"> <tr> <td data-bbox="577 295 1355 359">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 359 1355 422">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 422 1355 481">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>I agree that the double yellow lines on the south side of Coxwell Street need extending. Coming off the roundabout from Station Rd into Coxwell St is dangerous when cars are parked on the single lines as there is no visibility for traffic coming the other way. Double yellows up to number 7 (Ballards Cottage) would do the trick. Most of the houses on both sides of the road are terraced and have nowhere to park on their own properties so have to park on the road. This is an evening/nighttime problem. Removing the ability to park on the south side at all will just move the problems elsewhere. The road is particularly narrow at both ends but is sufficiently wide along most of its length to accept traffic going in both directions even with parking both sides.</p> | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o35) Local resident, (Faringdon, Coxwell street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 853 2110 1040"> <tr> <td data-bbox="577 853 1355 917">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 917 1355 981">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 981 1355 1040">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1212 2110 1388"> <tr> <td data-bbox="577 1212 1355 1276">'Triangle' junction – Support</td> <td data-bbox="1355 1212 2110 1276">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 1276 1355 1340">Coxwell Street/Coxwell Gardens – Object</td> <td data-bbox="1355 1276 2110 1340">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 1340 1355 1388">Marlborough Street (SE) – Support</td> <td data-bbox="1355 1340 2110 1388"></td> </tr> </table> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
| 'Triangle' junction – Support | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | |
| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Support | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | |

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| | <p>Market Place: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Partially support/concerns</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 363 2107 549"> <tr> <td data-bbox="577 363 2107 424">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 424 2107 485">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 485 2107 549">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Coxwell street- taking away provision without considering alternative. The actual issue with coxwell street is not the single yellow line parking but the parking on double yellows which then encroach on the bus stop area causing bus to have to stick out onto opposite carriageway or halt too close to the roundabout Police what is in place rather than remove and cause a larger issue further up the road where residents will end up. There are high numbers of driveways at the top of coxwell road and moving more parked cars there will create blind spots and increase incidents for those trying to pull out of their driveaya Suggest to change times of single yellows to remove cars earlier in the morning to allow for increased traffic I.e no waiting from 7am to 7pm to avoid the shifted rush hr times Consider removing the bus stop, which is used less since the addition of stops at the top of coxwell Rd and park road areas. This would allow the for the addition of some parking bays further down coxwell street, reducing cars parking on the single yellows and avoiding the creation of a chicane</p> | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
| Marlborough Street (new bays) – Support | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | |
| <p>(o36) Local resident, (FARINGDON, Coxwell Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1098 2107 1283"> <tr> <td data-bbox="577 1098 2107 1158">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1158 2107 1219">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1219 2107 1283">Marlborough Street – Support</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support |
| 'Triangle' junction – Support | | | | |
| Gloucester Street – Support | | | | |
| Marlborough Street – Support | | | | |

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| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 261 1357 322">'Triangle' junction – Support</td> <td data-bbox="1357 261 2103 322">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 322 1357 383">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 322 2103 383">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 383 1357 443">Marlborough Street (SE) – Support</td> <td data-bbox="1357 383 2103 443"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 584 2103 644">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 644 2103 705">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 705 2103 766">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Traffic gets really chaotic - particularly with parking on the south side of Coxwell Street</p> | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
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| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o37) Local resident, (Faringdon, Coxwell Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 944 2103 1005">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1005 2103 1066">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1066 2103 1126">Marlborough Street – Partially support/concerns</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 1302 1357 1362">'Triangle' junction – No objection/No opinion</td> <td data-bbox="1357 1302 2103 1362">Marlborough Street (NW) – No objection/No opinion</td> </tr> </table> | 'Triangle' junction – Support | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns | 'Triangle' junction – No objection/No opinion | Marlborough Street (NW) – No objection/No opinion | | | | |
| 'Triangle' junction – Support | | | | | | | | | | |
| Gloucester Street – Partially support/concerns | | | | | | | | | | |
| Marlborough Street – Partially support/concerns | | | | | | | | | | |
| 'Triangle' junction – No objection/No opinion | Marlborough Street (NW) – No objection/No opinion | | | | | | | | | |

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| | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – Support |
| | Marlborough Street (SE) – No objection/No opinion | |
| | <u>Market Place</u> : change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support | |
| | 'Time limited waiting': | |
| | Marlborough Street (new bays) – No objection/No opinion | |
| | Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | |
| | Market Street (allow for 2-hours parking) – No objection/No opinion | |
| | <p>I am objecting to the proposal to 'upgrade' the Coxwell Street Single Yellow Line to double yellow because it would deprive local residents of the possibility of occasional and time limited parking, which is well used and vital for those homes which do not have any off-street or allocated parking at all. It would increase pressure on the available parking spaces further up Coxwell Street and Coxwell Road and would make no difference to the narrow parts where cars have to wait to pass safely. A much better solution would be to trial a more restricted single yellow line - say No Waiting Mon-Sat 7am-7pm to reduce parking in the morning busy period (4 buses pass in each direction between 7 and 8 am) and early evening. To remove parking completely 7 days a week is an overreaction to small problem. Better signs informing drivers that they may have to give way would be more positive in the matter of 'traffic flow'.</p> | |
| (o38) Local resident, (Faringdon, Coxwell Street) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Support | |
| | Gloucester Street – Partially support | |
| | Marlborough Street – Partially support | |
| | <u>Gloucester Street</u> : change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Partially support | |

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| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 225 1357 288">'Triangle' junction – Support</td> <td data-bbox="1357 225 2105 288">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 288 1357 352">Coxwell Street/Coxwell Gardens – Object</td> <td data-bbox="1357 288 2105 352">Radcot Road (A4095) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 352 1357 416">Marlborough Street (SE) – Object</td> <td data-bbox="1357 352 2105 416"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 552 2105 616">Marlborough Street (new bays) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 616 2105 679">Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 679 2105 743">Market Street (allow for 2-hours parking) – No objection/No opinion</td> </tr> </table> <p>The proposals only seek to add further parking restrictions for residents of the town centre with no effort to create alternative options for us.</p> | 'Triangle' junction – Support | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Object | Radcot Road (A4095) – No objection/No opinion | Marlborough Street (SE) – Object | | Marlborough Street (new bays) – No objection/No opinion | Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | Market Street (allow for 2-hours parking) – No objection/No opinion |
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| Marlborough Street (SE) – Object | | | | | | | | | | |
| Marlborough Street (new bays) – No objection/No opinion | | | | | | | | | | |
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| Market Street (allow for 2-hours parking) – No objection/No opinion | | | | | | | | | | |
| <p>(o39) Local resident, (Faringdon, Coxwell Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 943 2105 1007">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1007 2105 1070">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1070 2105 1134">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 1302 1357 1359">'Triangle' junction – Support</td> <td data-bbox="1357 1302 2105 1359">Marlborough Street (NW) – Support</td> </tr> </table> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | |
| 'Triangle' junction – Support | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | |
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| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support |
| Marlborough Street (SE) – Support | |
| <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – No objection/No opinion</p> | |
| <p>'Time limited waiting':</p> | |
| <p>Marlborough Street (new bays) – Support</p> | |
| <p>Marlborough Street (remove '1-hour Limited waiting) – Object</p> | |
| <p>Market Street (allow for 2-hours parking) – No objection/No opinion</p> | |
| <p>A - New "No Loading At Any Time" - support the derestriction of the triangle to allow for better flow of traffic. The more stop/start traffic that can be avoided, the better air pollution for local residents. B - I have no objection to changing this, however I think it's good to keep longer times for this bay since restricting the rest of the triangle will force people to look for alternative parking. If all parts of the triangle are restricted, it may encourage drivers to park illegally on kerbs. Having some some of unrestricted parking may reduce the chance of this happening; especially on Gloucester street which doesn't suffer as much traffic as Marlborough street. C - New "No Waiting at Any Time" 1. Support to reduce stop/start and increase flow. 2. Coxwell Street - Support. I live on this part of the road and see many issues on a daily basis as a result of the parking in the evenings. First of all the times for parking (8am - 6pm) are are disruptive since they start/end in the middle of rush hour. In the mornings, many cars coming off the roundabout travelling west up coxwell street encounter a row of cars on a blind, uphill left hand bend. This encourages people to take risks to "make the gap" since the morning traffic travelling towards the roundabout can be non-stop. As a result, I hear many people beeping as they miss head on collisions with people rushing to keep moving, this applies to the evening times as well. Drivers will come off the roundabout, myself included, and potentially start stop 2 or 3 times to get past the left hand row of cars in the space of 100 meters. Secondly, there is the pollution and road noise to consider. I believe the parked cars are contributing to a clear increase in pollution in the local area given drivers coming off the roundabout have no choice but to stop/start two or three times, having to accelerate hard, uphill may I add. Whereas during the day when there are no restrictions, drivers travel at a near constant speed after accelerating from the roundabout. The noise from cars accelerating is predominantly engine noise compared to road noise being the louder source when they are travelling at higher,</p> | |

| | | | | |
|---|--|--------------------------------------|---|--|
| | <p>constant speed. If I were to have a preference based on road noise, I would rather have cars travel faster at a constant speed, than accelerating hard directly outside my front door in either first or second gear. From my perspective, any action that reduces pollution I will support over an increase in road noise. Also, the road is already tight during the day even with no cars parked on the southeast side as there are cars parked opposite.</p> <p>3. I support reducing restriction in the centre of Faringdon to reduce pollution.</p> <p>4. Cars usually park on this road (this route is my commute towards Witney) and cause drivers such as myself to stop after turning and backing cars up onto Church Street. This can completely block the road as many drivers coming into Faringdon cannot then turn right as its a tight road. Removing this will be welcomed and reduce that point becoming blocked in the morning aiding in keeping the traffic flowing out of Faringdon.</p> <p>D. 7am - 6pm to 7am - 1pm Market Place - no view on this.</p> <p>E. Existing "Time limited waiting"</p> <p>1. a. 2 more spaces adds proper places to park especially if the double yellow lines of Proposal C are introduced. This will be good in stopping drivers from parking illegally and provides temporary parking for short visits.</p> <p>1. b. I think it is good for Faringdon to have this parking. This stretch is a one-way road so having both lanes unrestricted doesn't provide an extra flow benefit. Providing some level of parking on this stretch is good for local businesses and for quick trips into Faringdon. This specific stretch to number 23 doesn't impose any blockages on the roundabout at the end of Marlborough street which is a main choke point as people slow down, so again removing it won't help the flow of traffic and only hurt business and local residents that use it to park in the evening.</p> <p>2. no objection.</p> | | | |
| <p>(o40) Local resident, (Faringdon, Coxwell street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1007 2107 1193"> <tr> <td>'Triangle' junction – Support</td> </tr> <tr> <td>Gloucester Street – Partially support/concerns</td> </tr> <tr> <td>Marlborough Street – Partially support/concerns</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | 'Triangle' junction – Support | Gloucester Street – Partially support/concerns | Marlborough Street – Partially support/concerns |
| 'Triangle' junction – Support | | | | |
| Gloucester Street – Partially support/concerns | | | | |
| Marlborough Street – Partially support/concerns | | | | |

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| | <u>Market Place</u> : change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support | |
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| | Marlborough Street (new bays) – Partially support/concerns | |
| | Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns | |
| | Market Street (allow for 2-hours parking) – Support | |
| | Concerned about where local residents will park due to limited number of car parks and parking permits. It seems to just be creating new problems elsewhere and will be difficult for residents who can't walk far or have small children | |
| (o41) Local resident, (Faringdon, Elm Road) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Support | |
| | Gloucester Street – Support | |
| | Marlborough Street – Support | |
| | <u>Gloucester Street</u> : change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support | |
| | 'No Waiting at Any Time' (double yellow line) parking restrictions: | |
| | 'Triangle' junction – Support | Marlborough Street (NW) – Support |
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| | <table border="1"> <tr> <td data-bbox="577 194 1357 252">Marlborough Street (SE) – Support</td> <td data-bbox="1357 194 2105 252"></td> </tr> <tr> <td colspan="2" data-bbox="577 290 2105 322"><u>Market Place</u>: change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Support</td> </tr> <tr> <td colspan="2" data-bbox="577 360 2105 392">‘Time limited waiting’:</td> </tr> <tr> <td data-bbox="577 399 1357 456">Marlborough Street (new bays) – Support</td> <td data-bbox="1357 399 2105 456"></td> </tr> <tr> <td data-bbox="577 462 1357 520">Marlborough Street (remove ‘1-hour Limited waiting) – Support</td> <td data-bbox="1357 462 2105 520"></td> </tr> <tr> <td data-bbox="577 526 1357 584">Market Street (allow for 2-hours parking) – Support</td> <td data-bbox="1357 526 2105 584"></td> </tr> <tr> <td colspan="2" data-bbox="577 616 2105 727">The proposals seem sensible, especially double yellow lines in Coxwell Street. Stopping cars blocking Coxwell street/road is much needed. When cars are parked on both sides it makes it very difficult for busses and lorries to get past.</td> </tr> </table> | Marlborough Street (SE) – Support | | <u>Market Place</u> : change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Support | | ‘Time limited waiting’: | | Marlborough Street (new bays) – Support | | Marlborough Street (remove ‘1-hour Limited waiting) – Support | | Market Street (allow for 2-hours parking) – Support | | The proposals seem sensible, especially double yellow lines in Coxwell Street. Stopping cars blocking Coxwell street/road is much needed. When cars are parked on both sides it makes it very difficult for busses and lorries to get past. | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | | | | | | | | | | |
| <u>Market Place</u> : change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Support | | | | | | | | | | | | | | | | | | | |
| ‘Time limited waiting’: | | | | | | | | | | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | | | | | | | | | | |
| Marlborough Street (remove ‘1-hour Limited waiting) – Support | | | | | | | | | | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | | | | | | | | | | |
| The proposals seem sensible, especially double yellow lines in Coxwell Street. Stopping cars blocking Coxwell street/road is much needed. When cars are parked on both sides it makes it very difficult for busses and lorries to get past. | | | | | | | | | | | | | | | | | | | |
| <p>(o42) As part of a group/organisation, (faringdon, Faringdon town market)</p> | <table border="1"> <tr> <td colspan="2" data-bbox="577 785 2105 817">‘No Loading at Any Time’ restrictions:</td> </tr> <tr> <td data-bbox="577 823 1357 880">‘Triangle’ junction – Support</td> <td data-bbox="1357 823 2105 880"></td> </tr> <tr> <td data-bbox="577 887 1357 944">Gloucester Street – Support</td> <td data-bbox="1357 887 2105 944"></td> </tr> <tr> <td data-bbox="577 951 1357 1008">Marlborough Street – Support</td> <td data-bbox="1357 951 2105 1008"></td> </tr> <tr> <td colspan="2" data-bbox="577 1040 2105 1104"><u>Gloucester Street</u>: change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Partially support</td> </tr> <tr> <td colspan="2" data-bbox="577 1142 2105 1174">‘No Waiting at Any Time’ (double yellow line) parking restrictions:</td> </tr> <tr> <td data-bbox="577 1181 1357 1238">‘Triangle’ junction – Support</td> <td data-bbox="1357 1181 2105 1238">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 1244 1357 1302">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 1244 2105 1302">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 1308 1357 1366">Marlborough Street (SE) – Support</td> <td data-bbox="1357 1308 2105 1366"></td> </tr> </table> | ‘No Loading at Any Time’ restrictions: | | ‘Triangle’ junction – Support | | Gloucester Street – Support | | Marlborough Street – Support | | <u>Gloucester Street</u> : change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Partially support | | ‘No Waiting at Any Time’ (double yellow line) parking restrictions: | | ‘Triangle’ junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
| ‘No Loading at Any Time’ restrictions: | | | | | | | | | | | | | | | | | | | |
| ‘Triangle’ junction – Support | | | | | | | | | | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | | | | | | | | | | |
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| ‘No Waiting at Any Time’ (double yellow line) parking restrictions: | | | | | | | | | | | | | | | | | | | |
| ‘Triangle’ junction – Support | Marlborough Street (NW) – Support | | | | | | | | | | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | | | | | | | | | | |

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| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Partially support/concerns</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 331 2107 515"> <tr> <td data-bbox="577 331 1357 392">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 392 1357 453">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 453 1357 515">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>As a market worker I think the times should be 2pm and not 1pm as proposed. Market traders need time to pack and leave the market before getting blocked in by parked cars</p> | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o43) Local resident, (Faringdon, Gloucester St)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 722 2107 906"> <tr> <td data-bbox="577 722 1357 783">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 783 1357 844">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 844 1357 906">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1082 2107 1265"> <tr> <td data-bbox="577 1082 1357 1142">'Triangle' junction – Support</td> <td data-bbox="1357 1082 2107 1142">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 1142 1357 1203">Coxwell Street/Coxwell Gardens – Partially support/concerns</td> <td data-bbox="1357 1142 2107 1203">Radcot Road (A4095) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1203 1357 1265">Marlborough Street (SE) – Support</td> <td data-bbox="1357 1203 2107 1265"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | 'Triangle' junction – Support | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Partially support/concerns | Radcot Road (A4095) – Partially support/concerns | Marlborough Street (SE) – Support | |
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| Marlborough Street (SE) – Support | | | | | | | | | | |

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| | <p>'Time limited waiting':</p> <table border="1" data-bbox="577 225 2110 411"> <tr> <td data-bbox="577 225 2110 284">Marlborough Street (new bays) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 284 2110 343">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 343 2110 411">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Thank you for the long overdue parking review, but I really feel it does not go far enough given the substantial changes to the mix in residential versus commercial and the number of HMOs/ multigenerational homes within the town centre. Parking issues have been compounded since the reduction in free parking in Gloucester Street Car Park and the fact that signage to Southampton street Car park means it is often not used as unless you 'walk' faringdon, you are probably not even aware it is there. I would highly recommend looking at whether the introduction of charges has led to a significant income stream for the council and whether this offsets the inconvenience caused to locals. Moreover, there are many areas where locals have put up signs indicating private parking when this is not the case. I welcome the freeing up of parking on Marlborough street and believe the whole length should be unlimited parking in line with Gloucester Street, London Street and Church Lane . From the plans it appears that double yellow lines will be installed at the roundabout end behind the bus stop, this appears not to be in the accompanying verbiage, but is really not required. At the other end, is there really a need for even any spaces for a 2 hour limitation given the freeing up of space on market square and in Southampton car park. Also I would ask why there are yellow lines on both sides of pulling close anyway? As the telephone exchange and police station are not really n use, I would say that a couple of parking spots away from the corner here would be very valuable</p> | Marlborough Street (new bays) – Partially support/concerns | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
| Marlborough Street (new bays) – Partially support/concerns | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | |
| <p>(o44) Local resident, (Faringdon, Gloucester Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1023 2110 1209"> <tr> <td data-bbox="577 1023 2110 1082">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1082 2110 1141">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1141 2110 1209">Marlborough Street – Support</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Partially support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support |
| 'Triangle' junction – Support | | | | |
| Gloucester Street – Support | | | | |
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| | 'Triangle' junction – Support | Marlborough Street (NW) – Partially support/concerns |
| | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support |
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| | <u>Market Place:</u> change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support | |
| | 'Time limited waiting': | |
| | Marlborough Street (new bays) – Support | |
| | Marlborough Street (remove '1-hour Limited waiting) – Support | |
| | Market Street (allow for 2-hours parking) – Support | |
| | <p>So far, I feel that the proposals are generally sensible, my only concern is the loading bay in Gloucester Street is also used by the Blood Donor service, they need to be there all day so some leeway should be given to this. The only other area of slight concern, is that Pulling Close is often used as a drop off / unloading point for the flats opposite, and those behind the shops plus Foundry House which has their only access point there.</p> | |
| (o45) Local resident, (Faringdon, Lansdown road) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Support | |
| | Gloucester Street – Support | |
| | Marlborough Street – Support | |
| | <u>Gloucester Street:</u> change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support | |
| | 'No Waiting at Any Time' (double yellow line) parking restrictions: | |
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| | <u>Market Place</u> : change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support | |
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| | Marlborough Street (new bays) – Support | |
| | Marlborough Street (remove '1-hour Limited waiting) – Support | |
| | Market Street (allow for 2-hours parking) – Support | |
| | It will be an improvement so support this | |
| (o46) Local resident, (Faringdon, marlborough st) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Support | |
| | Gloucester Street – Support | |
| | Marlborough Street – Support | |
| | <u>Gloucester Street</u> : change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support | |
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| Marlborough Street (new bays) – Support | | | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | | | |
| <p>(o47) Local resident, (Faringdon, Marlborough Street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 890 2107 1075"> <tr> <td colspan="2">'Triangle' junction – Support</td> </tr> <tr> <td colspan="2">Gloucester Street – Support</td> </tr> <tr> <td colspan="2">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1246 2107 1362"> <tr> <td>'Triangle' junction – Support</td> <td>Marlborough Street (NW) – Support</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Support</td> <td>Radcot Road (A4095) – No objection/No opinion</td> </tr> </table> | | 'Triangle' junction – Support | | Gloucester Street – Support | | Marlborough Street – Support | | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – No objection/No opinion |
| 'Triangle' junction – Support | | | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | | | |
| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – No objection/No opinion | | | | | | | | | | | |

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| | <p>Marlborough Street (SE) – Support</p> | |
| | <p><u>Market Place</u>: change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Support</p> | |
| | <p>‘Time limited waiting’:</p> | |
| | <p>Marlborough Street (new bays) – Support</p> | |
| | <p>Marlborough Street (remove ‘1-hour Limited waiting) – Support</p> | |
| | <p>Market Street (allow for 2-hours parking) – Support</p> | |
| | <p>The restrictions at the bottom of Marlborough Street/Gloucester street will improve traffic flow. The changes in Marlborough Street from 1 hour to unrestricted will benefit myself, as I have a disabled son and a wife with mobility issues.</p> | |
| <p>(o48) Local resident, (FARINGDON, Nursery View)</p> | <p>‘No Loading at Any Time’ restrictions:</p> | |
| | <p>‘Triangle’ junction – Support</p> | |
| | <p>Gloucester Street – Support</p> | |
| | <p>Marlborough Street – Support</p> | |
| | <p><u>Gloucester Street</u>: change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Support</p> | |
| | <p>‘No Waiting at Any Time’ (double yellow line) parking restrictions:</p> | |
| | <p>‘Triangle’ junction – Support</p> | <p>Marlborough Street (NW) – Support</p> |
| | <p>Coxwell Street/Coxwell Gardens – Support</p> | <p>Radcot Road (A4095) – Support</p> |
| | <p>Marlborough Street (SE) – Support</p> | |

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| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 295 2107 480"> <tr> <td data-bbox="577 295 1357 355">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 355 1357 416">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 416 1357 477">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>I have lived in Faringdon for 27 years and regularly park in the town centre and observe the behaviour of motorists and the monitoring (or lack of it) to ensure compliance with the parking controls. The tightening of restrictions is sound but where parking is possible, the use of space must be control to prevent wider abuse,</p> | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o49) Local resident, (Faringdon, Palmer road)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 719 2107 904"> <tr> <td data-bbox="577 719 1357 780">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 780 1357 841">Gloucester Street – Object</td> </tr> <tr> <td data-bbox="577 841 1357 901">Marlborough Street – Object</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Partially support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1078 2107 1264"> <tr> <td data-bbox="577 1078 1357 1139">'Triangle' junction – Object</td> <td data-bbox="1357 1078 2107 1139">Marlborough Street (NW) – Object</td> </tr> <tr> <td data-bbox="577 1139 1357 1200">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 1139 2107 1200">Radcot Road (A4095) – Object</td> </tr> <tr> <td data-bbox="577 1200 1357 1260">Marlborough Street (SE) – Object</td> <td data-bbox="1357 1200 2107 1260"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> | 'Triangle' junction – Support | Gloucester Street – Object | Marlborough Street – Object | 'Triangle' junction – Object | Marlborough Street (NW) – Object | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Object | Marlborough Street (SE) – Object | |
| 'Triangle' junction – Support | | | | | | | | | | |
| Gloucester Street – Object | | | | | | | | | | |
| Marlborough Street – Object | | | | | | | | | | |
| 'Triangle' junction – Object | Marlborough Street (NW) – Object | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Object | | | | | | | | | |
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| | <p>Marlborough Street (new bays) – Object</p> <p>Marlborough Street (remove ‘1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> <p>Parking is a real issue in the town and having such short time periods doesn’t allow for people to park and spend much time in the town. Other towns have free parking ie Witney which increases the footfall as they are not limited parking limits and costs.</p> | | | | | | |
| <p>(o50) Local resident, (Faringdon, Church Street)</p> | <p>‘No Loading at Any Time’ restrictions:</p> <p>‘Triangle’ junction – Support</p> <p>Gloucester Street – Support</p> <p>Marlborough Street – Support</p> <p><u>Gloucester Street</u>: change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Support</p> <p>‘No Waiting at Any Time’ (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 975 2105 1161"> <tr> <td data-bbox="577 975 1357 1035">‘Triangle’ junction – Support</td> <td data-bbox="1357 975 2105 1035">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 1035 1357 1096">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 1035 2105 1096">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 1096 1357 1161">Marlborough Street (SE) – Support</td> <td data-bbox="1357 1096 2105 1161"></td> </tr> </table> <p><u>Market Place</u>: change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Partially support/concerns</p> <p>‘Time limited waiting’:</p> <p>Marlborough Street (new bays) – Support</p> | ‘Triangle’ junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
| ‘Triangle’ junction – Support | Marlborough Street (NW) – Support | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | |

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|---|---|--------------------------------------|--|---|--------------------------------------|--|--|
| | <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> <p>What about church street or after 5 years of failing to enforce the yellow lines you'll push all the parking into church street which is still unenforced</p> | | | | | | |
| <p>(o51) Local resident, (Faringdon, Coleshill Drive)</p> | <p>'No Loading at Any Time' restrictions:</p> <p>'Triangle' junction – Support</p> <p>Gloucester Street – Support</p> <p>Marlborough Street – Support</p> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 879 2107 1066"> <tr> <td>'Triangle' junction – Support</td> <td>Marlborough Street (NW) – Support</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Support</td> <td>Radcot Road (A4095) – Support</td> </tr> <tr> <td>Marlborough Street (SE) – Support</td> <td></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <p>Marlborough Street (new bays) – Support</p> <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | |
| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | |
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| Marlborough Street (SE) – Support | | | | | | | |

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|---|---|---|
| | <p>Agree with the proposals.</p> | |
| <p>(o52) Local resident, (Faringdon, Coxwell Road)</p> | <p>'No Loading at Any Time' restrictions:</p> | |
| | <p>'Triangle' junction – Support</p> | |
| | <p>Gloucester Street – Support</p> | |
| | <p>Marlborough Street – Support</p> | |
| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> | |
| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | |
| | <p>'Triangle' junction – Support</p> | <p>Marlborough Street (NW) – Support</p> |
| | <p>Coxwell Street/Coxwell Gardens – Support</p> | <p>Radcot Road (A4095) – Support</p> |
| | <p>Marlborough Street (SE) – Support</p> | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – No objection/No opinion</p> | |
| <p>'Time limited waiting':</p> | | |
| <p>Marlborough Street (new bays) – Partially support/concerns</p> | | |
| <p>Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns</p> | | |
| <p>Market Street (allow for 2-hours parking) – Partially support/concerns</p> | | |
| <p>Support proposals that improve road safety, such as in Coxwell Street. Otherwise I trust OCC officers and FTC councillors views.</p> | | |

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| <p>(o53) Local resident, (Faringdon, Coxwell road)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td colspan="2">'Triangle' junction – Support</td> </tr> <tr> <td colspan="2">Gloucester Street – Support</td> </tr> <tr> <td colspan="2">Marlborough Street – Support</td> </tr> </table> <p>Gloucester Street: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td>'Triangle' junction – Support</td> <td>Marlborough Street (NW) – Support</td> </tr> <tr> <td>Coxwell Street/Coxwell Gardens – Support</td> <td>Radcot Road (A4095) – Support</td> </tr> <tr> <td>Marlborough Street (SE) – Support</td> <td></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td>Marlborough Street (new bays) – Support</td> </tr> <tr> <td>Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td>Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>To make driving safer in coxwell street</p> | 'Triangle' junction – Support | | Gloucester Street – Support | | Marlborough Street – Support | | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
| 'Triangle' junction – Support | | | | | | | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | | | | | | | |
| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | | | | | | | |
| <p>(o54) Local resident, (Faringdon, Coxwell Road)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td>'Triangle' junction – Support</td> </tr> </table> | 'Triangle' junction – Support | | | | | | | | | | | | | | |
| 'Triangle' junction – Support | | | | | | | | | | | | | | | | |

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| | <p>Gloucester Street – Support</p> <p>Marlborough Street – Support</p> <p><u>Gloucester Street</u>: change loading-bay on to ‘30mins waiting Monday to Saturday 8am-6pm No return 1 hour’ - Support</p> <p>‘No Waiting at Any Time’ (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 488 2105 675"> <tr> <td data-bbox="577 488 1357 550">‘Triangle’ junction – Support</td> <td data-bbox="1357 488 2105 550">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 550 1357 612">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 550 2105 612">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 612 1357 675">Marlborough Street (SE) – Support</td> <td data-bbox="1357 612 2105 675"></td> </tr> </table> <p><u>Market Place</u>: change existing ‘No Waiting 7am-6pm Tuesdays’ to ‘7am-1pm Tuesdays’ – Support</p> <p>‘Time limited waiting’:</p> <table border="1" data-bbox="577 810 2105 997"> <tr> <td data-bbox="577 810 2105 873">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 873 2105 935">Marlborough Street (remove ‘1-hour Limited waiting) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 935 2105 997">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>There are too many vehicles in the town , unfortunately everyone seems to forget about pollution dangers to people and nature</p> | ‘Triangle’ junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | | Marlborough Street (new bays) – Support | Marlborough Street (remove ‘1-hour Limited waiting) – No objection/No opinion | Market Street (allow for 2-hours parking) – Support |
| ‘Triangle’ junction – Support | Marlborough Street (NW) – Support | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove ‘1-hour Limited waiting) – No objection/No opinion | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o55) Local resident, (Faringdon, Coxwell street)</p> | <p>‘No Loading at Any Time’ restrictions:</p> <table border="1" data-bbox="577 1203 2105 1386"> <tr> <td data-bbox="577 1203 2105 1265">‘Triangle’ junction – Support</td> </tr> <tr> <td data-bbox="577 1265 2105 1327">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1327 2105 1386">Marlborough Street – Support</td> </tr> </table> | ‘Triangle’ junction – Support | Gloucester Street – Support | Marlborough Street – Support | | | | | | |
| ‘Triangle’ junction – Support | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | |

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| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 363 2107 555"> <tr> <td data-bbox="577 363 1357 432">'Triangle' junction – Support</td> <td data-bbox="1357 363 2107 432">Marlborough Street (NW) – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 432 1357 496">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 432 2107 496">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 496 1357 555">Marlborough Street (SE) – Support</td> <td data-bbox="1357 496 2107 555"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 692 2107 879"> <tr> <td data-bbox="577 692 2107 756">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 756 2107 820">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 820 2107 879">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Just thinking that unless you have a handicap people should park where it's allowed and walk. Coxwell and other streets are so chaotic because of people leaning their car everywhere</p> | 'Triangle' junction – Support | Marlborough Street (NW) – Partially support/concerns | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
| 'Triangle' junction – Support | Marlborough Street (NW) – Partially support/concerns | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o56) Local resident, (Faringdon, Gloucester street)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1086 2107 1273"> <tr> <td data-bbox="577 1086 2107 1150">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1150 2107 1214">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1214 2107 1273">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | | | | | | |
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| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 258 2105 446"> <tr> <td data-bbox="577 258 1357 322">'Triangle' junction – Support</td> <td data-bbox="1357 258 2105 322">Marlborough Street (NW) – Support</td> </tr> <tr> <td data-bbox="577 322 1357 386">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 322 2105 386">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 386 1357 446">Marlborough Street (SE) – Support</td> <td data-bbox="1357 386 2105 446"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <table border="1" data-bbox="577 584 2105 772"> <tr> <td data-bbox="577 584 2105 647">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 647 2105 711">Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 711 2105 772">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>Need traffic wardens more frequently as all of these restrictions will be abused... I have never seen so many vehicles parked on double yellow lines ever before!!!</p> | 'Triangle' junction – Support | Marlborough Street (NW) – Support | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – Support | | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | Market Street (allow for 2-hours parking) – Support |
| 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | |
| Marlborough Street (SE) – Support | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| (o57) Local resident, (Faringdon, Gloucester Street) | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 976 2105 1165"> <tr> <td data-bbox="577 976 2105 1040">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1040 2105 1104">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1104 2105 1165">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1" data-bbox="577 1334 2105 1391"> <tr> <td data-bbox="577 1334 1357 1391">'Triangle' junction – Support</td> <td data-bbox="1357 1334 2105 1391">Marlborough Street (NW) – Support</td> </tr> </table> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | 'Triangle' junction – Support | Marlborough Street (NW) – Support | | | | |
| 'Triangle' junction – Support | | | | | | | | | | |
| Gloucester Street – Support | | | | | | | | | | |
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| | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support |
| | Marlborough Street (SE) – Support | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | |
| | <p>'Time limited waiting':</p> | |
| | <p>Marlborough Street (new bays) – Support</p> | |
| | <p>Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion</p> | |
| | <p>Market Street (allow for 2-hours parking) – Support</p> | |
| | <p>Traffic problems around the Gloucester St and Marlborough St junction often hold me up in the morning. I live on Gloucester St. Later in the day, vehicles park around this bend for the fish and chip shop and block access on foot along pavements. Double parking for the chip shop is awful. Gloucester St is suffering from noisy traffic driving too fast. Kids with holes in exhausts doing circuits and many cars going through to Radcot. Parking on London St outside the wheatsheaf and Londis is always a problem, limiting access to cars. Delivery vehicles for the food outlets around the market square seems to park anywhere while they pick up the next order to deliver. These block visibility and pavements. Customers to the vets on Gloucester St are not particularly encouraged to use the car park behind the library, and park on double yellow lines frequently, walking their dogs in front of houses, allowing them to foul the path. I wonder if the buses need to go into the market square. Couldn't they turn from Gloucester St straight onto Marlborough St and improve the air quality and noise outside shops and cafes in the centre of town?</p> | |
| <p>(o58) Local resident, (Faringdon, London. Street)</p> | <p>'No Loading at Any Time' restrictions:</p> | |
| | <p>'Triangle' junction – Support</p> | |
| | <p>Gloucester Street – Support</p> | |
| | <p>Marlborough Street – Support</p> | |

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| 'Triangle' junction – Support | Marlborough Street (NW) – Partially support/concerns | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Partially support/concerns | | | | | | | | | |
| Marlborough Street (SE) – Object | | | | | | | | | | |
| Marlborough Street (new bays) – Partially support/concerns | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Partially support/concerns | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Partially support/concerns | | | | | | | | | | |
| <p>(o59) Local resident, (Faringdon, Park Road)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1086 2107 1275"> <tr> <td data-bbox="577 1086 2107 1149">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1149 2107 1211">Gloucester Street – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1211 2107 1275">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Partially support</p> | 'Triangle' junction – Support | Gloucester Street – Partially support/concerns | Marlborough Street – Support | | | | | | |
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| Gloucester Street – Partially support/concerns | | | | | | | | | | |
| Marlborough Street – Support | | | | | | | | | | |

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| | <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <table border="1"> <tr> <td data-bbox="577 261 1357 323">'Triangle' junction – Support</td> <td data-bbox="1357 261 2107 323">Marlborough Street (NW) – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 323 1357 386">Coxwell Street/Coxwell Gardens – Support</td> <td data-bbox="1357 323 2107 386">Radcot Road (A4095) – Support</td> </tr> <tr> <td data-bbox="577 386 1357 448">Marlborough Street (SE) – No objection/No opinion</td> <td data-bbox="1357 386 2107 448"></td> </tr> </table> <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – No objection/No opinion</p> <p>'Time limited waiting':</p> <table border="1"> <tr> <td data-bbox="577 587 2107 649">Marlborough Street (new bays) – Support</td> </tr> <tr> <td data-bbox="577 649 2107 711">Marlborough Street (remove '1-hour Limited waiting) – Support</td> </tr> <tr> <td data-bbox="577 711 2107 774">Market Street (allow for 2-hours parking) – Support</td> </tr> </table> <p>We need longer than 30 mins parking time in market place for elderly and disabled as 30 minutes doesn't allow enough time for them to run errands. 2hrs free park should be available in both Southampton street car park and Gloucester street car park to encourage visitors to the town centre.</p> | 'Triangle' junction – Support | Marlborough Street (NW) – No objection/No opinion | Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | Marlborough Street (SE) – No objection/No opinion | | Marlborough Street (new bays) – Support | Marlborough Street (remove '1-hour Limited waiting) – Support | Market Street (allow for 2-hours parking) – Support |
| 'Triangle' junction – Support | Marlborough Street (NW) – No objection/No opinion | | | | | | | | | |
| Coxwell Street/Coxwell Gardens – Support | Radcot Road (A4095) – Support | | | | | | | | | |
| Marlborough Street (SE) – No objection/No opinion | | | | | | | | | | |
| Marlborough Street (new bays) – Support | | | | | | | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| <p>(o60) Local resident, (Faringdon, Pearce Drive)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 1011 2107 1074">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1074 2107 1136">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1136 2107 1198">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | | | | | | |
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| <p>(o61) Local resident, (Faringdon, Swan lane)</p> | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> <p>'Time limited waiting':</p> <p>Marlborough Street (new bays) – Support</p> <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> <p>Market Street (allow for 2-hours parking) – Support</p> <p>I particularly support the double yellow lines proposed for coxwell street, which is a nightmare to drive along due to people parking on the single lines past 8am and before 6. Sundays it is almost completely blocked at the end near the roundabout. This is a bus route and should be clear at all times.</p> <p>'No Loading at Any Time' restrictions:</p> <p>'Triangle' junction – Support</p> <p>Gloucester Street – Support</p> <p>Marlborough Street – Support</p> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> <p>'Triangle' junction – Support</p> <p>Marlborough Street (NW) – Support</p> | |

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| | 'Time limited waiting': | |
| | Marlborough Street (new bays) – Support | |
| | Marlborough Street (remove '1-hour Limited waiting) – Support | |
| | Market Street (allow for 2-hours parking) – Support | |
| | Faringdon at times gets gridlocked and causes problems when trying to drive through the town....disappointing nothing is being done to enforce more no parking on London street which cause major problems with sometimes up to 11 cars parked on lines...forcing cars to back down into the market place | |
| (o62) Local resident, (Faringdon, Tuckers Road) | 'No Loading at Any Time' restrictions: | |
| | 'Triangle' junction – Support | |
| | Gloucester Street – Support | |
| | Marlborough Street – Support | |
| | <u>Gloucester Street:</u> change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support | |
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| | <p>Marlborough Street (SE) – Support</p> | |
| | <p><u>Market Place</u>: change existing 'No Waiting 7am-6pm Tuesdays' to '7am-1pm Tuesdays' – Support</p> | |
| | <p>'Time limited waiting':</p> | |
| | <p>Marlborough Street (new bays) – Support</p> | |
| | <p>Marlborough Street (remove '1-hour Limited waiting) – Support</p> | |
| | <p>Market Street (allow for 2-hours parking) – Support</p> | |
| | <p>There is limited enforcement, which may well make these responses superfluous. Traffic and parking in Faringdon streets is chaotic to say the least, so something does need to be done.</p> | |
| <p>(o63) Local resident, (Faringdon., Church Street.)</p> | <p>'No Loading at Any Time' restrictions:</p> | |
| | <p>'Triangle' junction – Support</p> | |
| | <p>Gloucester Street – Support</p> | |
| | <p>Marlborough Street – Support</p> | |
| | <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - No objection/No opinion</p> | |
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| | <p>Marlborough Street (SE) – No objection/No opinion</p> | |
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| Marlborough Street (new bays) – Support | | | | |
| Marlborough Street (remove '1-hour Limited waiting) – Support | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | |
| <p>(o64) Local resident, (Faringdon/Radcot, Radcot Road)</p> | <p>'No Loading at Any Time' restrictions:</p> <table border="1" data-bbox="577 1059 2107 1246"> <tr> <td data-bbox="577 1059 2107 1121">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1121 2107 1184">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1184 2107 1246">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street</u>: change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Support</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support |
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| Marlborough Street (remove '1-hour Limited waiting) – No objection/No opinion | | | | | | | | | | |
| Market Street (allow for 2-hours parking) – Support | | | | | | | | | | |
| (o65) Local resident, (Faringdon, Gloucester St) | <p>'No Loading at Any Time' restrictions:</p> <table border="1"> <tr> <td data-bbox="577 1050 2114 1110">'Triangle' junction – Support</td> </tr> <tr> <td data-bbox="577 1110 2114 1171">Gloucester Street – Support</td> </tr> <tr> <td data-bbox="577 1171 2114 1232">Marlborough Street – Support</td> </tr> </table> <p><u>Gloucester Street:</u> change loading-bay on to '30mins waiting Monday to Saturday 8am-6pm No return 1 hour' - Object</p> <p>'No Waiting at Any Time' (double yellow line) parking restrictions:</p> | 'Triangle' junction – Support | Gloucester Street – Support | Marlborough Street – Support | | | | | | |
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| | Marlborough Street (remove '1-hour Limited waiting) – Support | |
| | Market Street (allow for 2-hours parking) – Support | |
| | <p>Need to keep traffic flow moving around centre. Parking outside food outlets in Marlborough Street can be an issue but only evenings and suspect will not be able to be policed. Otherwise vital to provide as much free parking in centre as possible to encourage footfall. However still not enough concern given to local residents who struggle to park on road near house in Gloucester St or Marlborough. No discussion on resident permits (not charged!) why not?</p> | |

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

OXFORD: VARIOUS LOCATIONS – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the introduction of new ‘No Waiting at Any Time’ (Double Yellow Lines) & amendment of existing parking restrictions, at the following locations as advertised:

- (a) Alice Smith Square,
- (b) Ashmole Place,
- (c) Balfour Road,
- (d) Bampton Close,
- (e) Brake Hill,
- (f) Brampton Road,
- (g) Chapel Lane,
- (h) Columbine Gardens,
- (i) Druce Way,
- (j) Field Avenue,
- (k) Frenchay Road,
- (l) Grenoble Road,
- (m) Harebell Road,
- (n) Jack Argent Close,
- (o) Jordan Hill,
- (p) Jowett Walk,
- (q) Moorbank,
- (r) Norman Smith Road,
- (s) Park Town,
- (t) Partridge Walk,
- (u) Railway Lane,
- (v) Sandford Road,
- (w) Warburg Crescent,
- (x) Wilcote Road, and
- (y) Wilcote Road link road.

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce new 'No Waiting at Any Time' parking restrictions (in the form of double yellow lines) in various roads within Oxford.
3. The primary aim of these proposals is to address safety and accessibility concerns at key locations:
 - 17 junctions and 4 bends, where parked vehicles currently reduce visibility or block the movement of vehicles. Consequently, some of the roads will need to be considered together as shown by the plans contained in Annexes 1 to 16.
 - 6 narrow road sections where vehicles either park on the footway or in the road, thereby obstruct some form of passing traffic.
 - 24 vehicle accesses that will be protected, either specifically, or indirectly, because of the above measures
 - In Grenoble Road, parking spaces reserved solely for cars, would be removed to allow buses to access a relocated bus stop.
 - On Field Avenue the existing double yellow lines opposite the school, introduced several years ago to address hazardous parking at either ends of the school day, would be formalised.
4. These proposals, covering 16 locations across the city, have been grouped together to distribute the legal costs associated with promoting a Traffic Regulation Order. If each location had been proposed separately, individual legal fees would have applied. Full details of the proposals are provided in **Annexes 1 to 16**.
5. The proposals have been put forward following various collated complaints from members of the public, County & City Councillors, a local school, and site observations by Officers.

Corporate Policies and Priorities

2. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.

Legal Implications

7. 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 relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

9. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'Traffic & Road Safety' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

11. The proposals will help maintain and improve road safety in these roads, by making provision for a bus stop, preventing vehicles from parking too close to junctions and causing highway obstructions, thereby improving visibility, and making it easier for pedestrians to cross.

Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impact have been identified in these proposals.

Formal Consultation

13. Formal consultation was carried out between 28 August and 26 September 2025. 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, relevant local City Cllrs, Blackbird Leys & Littlemore Parish Councils, and the local County Councillors representing the 'Rose Hill & Littlemore', Leys, 'Barton, Sandhills & Risinghurst', 'Summertown & Walton Manor', and Parks divisions.
14. Letters were also sent directly to approximately 950 properties in the immediate vicinity. Although plans were not included with the individual letters, instructions were provided on how to view them online.
15. The parish council, and local Councillors (including County, District, Parish) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
16. During the course of the formal consultation, 260 responses were received via the online survey, and these are summarised in the table below:

| Proposal | Object | Partially support / concerns | Support | No opinion /objection | Total |
|--------------------|-----------|------------------------------|----------|-----------------------|-------|
| Alice Smith Square | 129 (50%) | 9 (4%) | 45 (17%) | 77 | 260 |
| Ashmole Place | 120 (46%) | 9 (4%) | 44 (17%) | 87 | 260 |
| Balfour Road | 125 (48%) | 8 (3%) | 46 (18%) | 81 | 260 |
| Bampton Close | 117 (45%) | 9 (4%) | 42 (16%) | 92 | 260 |
| Brake Hill | 125 (48%) | 9 (4%) | 48 (19%) | 78 | 260 |
| Brampton Road | 123 (47%) | 6 (2%) | 46 (18%) | 85 | 260 |
| Chapel Lane | 119 (46%) | 6 (2%) | 46 (18%) | 89 | 260 |
| Columbine Gardens | 122 (47%) | 8 (3%) | 44 (17%) | 86 | 260 |
| Druce Way | 125 (48%) | 6 (2%) | 43 (17%) | 86 | 260 |
| Field Avenue | 124 (48%) | 7 (3%) | 44 (17%) | 85 | 260 |
| Frenchay Road | 126 (49%) | 7 (3%) | 59 (23%) | 68 | 260 |
| Grenoble Road | 131 (50%) | 7 (3%) | 47 (18%) | 75 | 260 |
| Harebell Road | 120(46%) | 6 (2%) | 43 (17%) | 91 | 260 |
| Jack Argent Close | 123 (47%) | 8 (3%) | 43 (17%) | 86 | 260 |

| | | | | | |
|---------------------|-----------|--------|----------|----|-----|
| Jordan Hill | 118 (45%) | 7 (3%) | 47 (18%) | 88 | 260 |
| Jowett Walk | 120 (46%) | 5 (2%) | 47 (18%) | 88 | 260 |
| Moorbank | 120 (46%) | 6 (2%) | 43 (17%) | 91 | 260 |
| Norman Smith Road | 119 (46%) | 5 (2%) | 45 (17%) | 91 | 260 |
| Park Town | 125 (48%) | 4 (2%) | 49 (19%) | 82 | 260 |
| Partridge Walk | 117 (45%) | 6 (2%) | 48 (19%) | 89 | 260 |
| Railway Lane | 121 (47%) | 6 (2%) | 52 (20%) | 81 | 260 |
| Sandford Road | 129 (50%) | 3 (1%) | 53 (20%) | 75 | 260 |
| Warburg Crescent | 118 (45%) | 3 (1%) | 46 (18%) | 93 | 260 |
| Wilcote Road | 122 (47%) | 5 (2%) | 49 (19%) | 84 | 260 |
| Wilcote Road (link) | 121 (47%) | 5 (2%) | 49 (19%) | 85 | 260 |

17. Additionally, a further 14 emails were received directly – with Thames Valley Police not objecting. ‘Oxford Pedestrians Association’ & ‘Oxfordshire Liveable Streets’ both supported the proposals, albeit ‘Oxfordshire Liveable Streets’ raised concerns about three of the locations. The local group ‘ROX’ (backing oxford business) objected to the proposals on the basis that it would cause difficulties for businesses, staff, customers, and also for residents and their visitors.
18. Further objections were received from local residents of Brampton Road, Frenchay Road, Jordan Hill, and Park Town. Whilst residents of Brampton Road, Field Avenue, Jordan Hill, Medhurst Way, Portland Road, and St John Street raised concerns or offered their partial support.
19. However, it should be noted that 3 of the comments Used to support objections were based on a misinterpretation of the proposals or a general criticism of Oxfordshire County Council’s transportation policies, while 12 others failed to give any argument against the reasons behind the proposals, which amounts to just under 6% of those who objected.
20. The full responses are shown in **Annex 17**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

21. Several objectors criticized the consultation process as being inadequate and lacking transparency, with several citing the lack of any plans.

22. As referenced in paragraph 13, clear instructions were provided for accessing the plans online. Accordingly, individuals who submitted comments via the online portal should have been able to view the plans using the same webpage.
23. Many objectors believe the proposed double yellow lines and parking bans are excessive and not justified.
24. County Council Officers conducted site visits at each location, with several sites inspected on multiple occasions to verify reported concerns.
25. Certain comments indicated a lack of clarity regarding the scope of the proposed restrictions. Such misunderstandings may have resulted from individuals not consulting the detailed proposals or failing to appreciate that the initiative consists of 16 distinct schemes distributed throughout the city, as opposed to a single, comprehensive project in one area.
26. Concerns about reduced on-street parking for residents, carers, visitors, and businesses, where off-street parking is limited, especially at night and during busy times were expressed.
27. Most of the sites are at junctions, bends with limited visibility, or across accessways. The Highway Code advises against parking in these areas or where they would cause an obstruction on narrow sections of road, whether on the footway or carriageway. Consequently, vehicles should not be parked in these locations anyway.
28. Some objectors felt that the proposals would cause harm to local businesses by reducing parking, which would deter customers and damage the local economy, while another requested a drop-off point near the Kassam Stadium.
29. Most proposed locations are in residential roads, distant from shops, businesses, and the stadium. Consequently, they are unlikely to impact trade or access to the business. In fact, improved access for delivery vehicles may result in operational efficiencies.
30. Where businesses are present, residents requesting the controls, have alleged that patron parking contributes to the existing issues. However, the effect of these measures is expected to encourage patrons to park slightly further away from the road junctions, mitigating the problem without significantly affecting parking capacity in the area.
31. There are claims that displaced vehicles are likely to push cars into nearby streets, increasing congestion and creating new safety issues. While it is acknowledged that displacement may occur, this does not mean new safety issues will arise. However, should such issues occur in the future, officers will investigate and propose solutions, subject to available resources.
32. Concerns were raised that the loss of parking could increase isolation, strain community relations, and disproportionately affect vulnerable groups—

especially elderly, disabled, low-income residents, carers, and families with children—by limiting parking and the ability to be picked up close to their homes, potentially reducing independence and social contact.

33. As suggested in paragraph 24 above, it is believed that those who raised this concern may have thought that the proposals were far wider reaching than they really are.
34. Additionally, anyone can still pick up, drop off, load, and unload passengers on double yellow lines, as no loading controls are proposed—provided they do not cause an obstruction. Disabled residents with a blue badge may also qualify for a Disabled Persons' Parking place to be provided nearby.
35. Some objectors called for better enforcement of existing rules (e.g. parking on the footway or being parked too close to a junction) Instead of introducing double yellow lines.
36. Enforcement of the rules mentioned, is currently limited to Thames Valley Police and only under specific circumstances. For instance, parking a vehicle on the footway constitutes an offence only if a police officer observes a pedestrian being obstructed, or if the vehicle is being driven on the footway at the time. Merely parking on the footway is insufficient for prosecution.
37. Also, parking within 10 metres of a junction is only advice rather than an enforceable rule. In such cases only TVP could prosecute, if the attending police Officer is able to establish that the vehicle was a danger, or causing an obstruction.
38. However, the introduction of double yellow lines Would enable one of Oxfordshire County Council's Civil Enforcement Officers (CEO) to issue a penalty charge notice, since double yellow lines apply to any highway verge or footway adjacent to them, irrespective of whether an obstruction occurs or if the CEO witnessed the vehicle being driven along the footway.
39. Additionally, comments were made concerning the lack of enforcement relating to existing parking controls. However, levels of enforcement are outside the scope of this report.
40. Some suggested less severe measures, such as daytime only prohibitions, time-limited parking, a residents' only permit scheme or additional permit holders only parking places, to balance safety and parking needs.
41. Sadly, the parking issues that these proposals are designed to combat are worst during the evening. Consequently, daytime parking controls would do little to solve the problems.
42. The implementation of resident permit or time-limited parking typically requires establishing a Controlled Parking Zone (CPZ) or Permit Parking Area (PPA), which falls outside the scope of this report. As does providing additional permit holders' only parking places where zones already exist.

43. Notably, previous proposals for a permit parking area in the Blackbird Leys area, where some of the double yellow lines are now being proposed, were rejected by residents.
44. Residents have also requested traffic calming since vehicle speeds are likely to increase if yellow lines are introduced. Unfortunately, this is beyond the scope of this report.
45. Consider footway parking to minimize the loss of residents' parking spaces. This has been considered at one of the locations previously. However, footway parking no longer accords with Oxfordshire County Council policies.
46. Several people have asked if alternative off street parking can be provided. Unfortunately, this is outside the scope of this report as well as being unlikely in most of the areas under consideration.
47. Some residents reported that parked vehicles obstruct access to their off-street parking. In most cases, further details are needed to determine if the proposals will resolve these issues. Where this is not addressed by the proposals, residents may apply for a Private Access Protection Marking.
48. Requests were also received for additional no waiting controls beyond those currently advertised. However, these cannot be incorporated into the present proposals, as doing so would constitute a "significant change" and require the statutory process to be repeated. It is therefore more appropriate to consider such requests at a future date.
49. A request has been received to remove a specific Disabled Persons Parking Place. As this cannot be done as part of these proposals, for legal reasons, the request has already been forwarded to the officer who manages these parking places for review.
50. An objection was received to removing the permit holders 'only bay in Frenchay Road, as it provides traffic calming. However, this bay was only permitted because the road' was a short cul-de-sac, well within the Fire & Rescue Service's manual handling range, when first installed. Consequently, a substandard width between the bays was permitted. However, this is no longer the case since the road was extended into the Waterways development.
51. A specific objection was raised to removing the permit holders' bays in Park Town. Sadly, these do not meet Department for Transport width regulations and widening would reduce the carriageway below the minimum required by the Fire & Rescue Service.

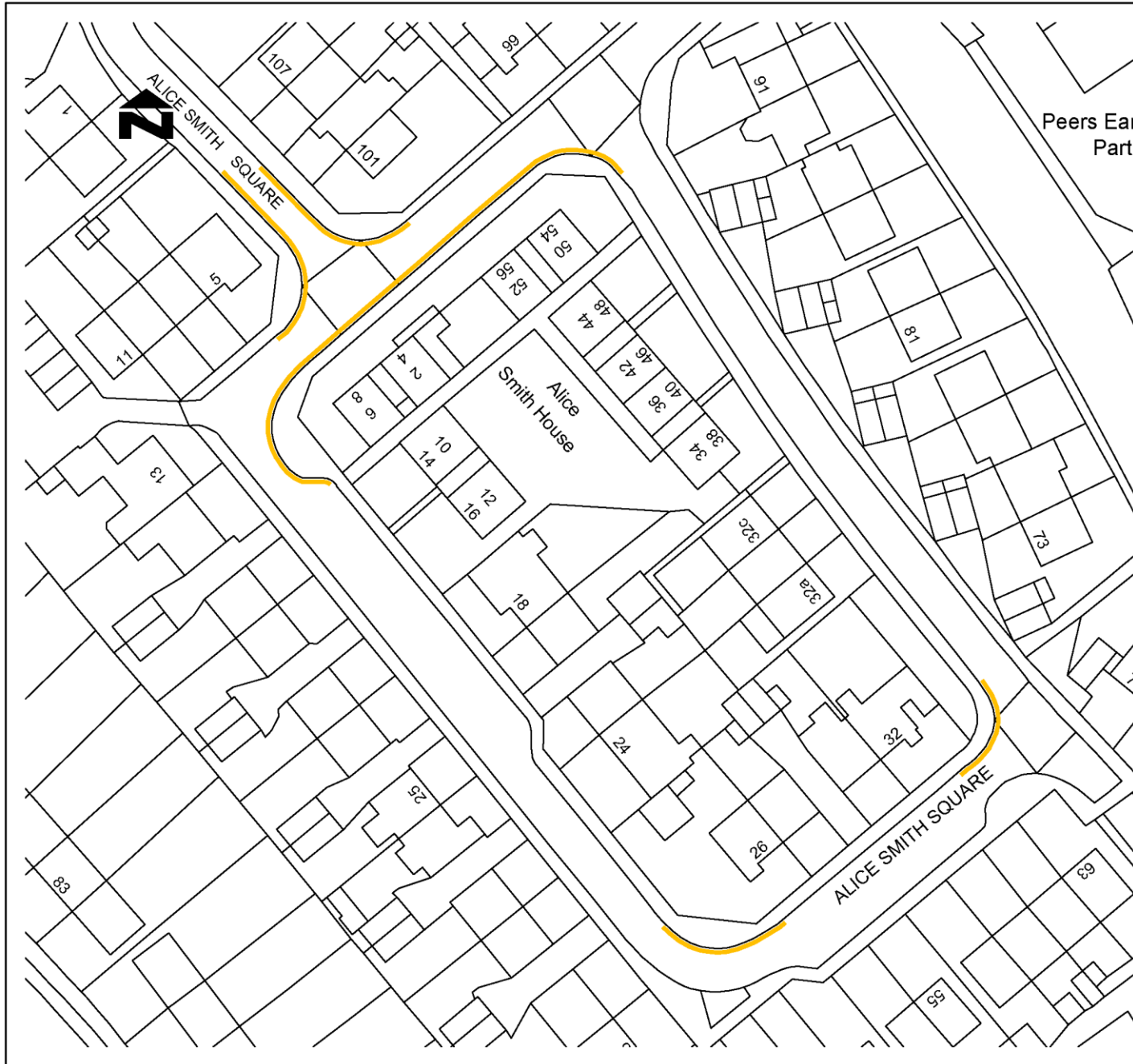
Paul Fermer
Director of Environment and Highways


Annex(es): Annexes 1-16: Consultation plans
Annex 17 (*separate document*): Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Stephen Axtell (Senior Officer – Traffic & Road Safety)
Lee Turner (Team Leader – Traffic & Road Safety)

November 2025



Notes
 Proposed no waiting at any time.

Do not scale this drawing

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 Oxfordshire County Council
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Client
 Project


**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title
**Alice Smith Square
 Amendments to Parking Controls**

| | | | | | | | |
|-------|-------|----------|----------|------------|--|-------------|--|
| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 13.05.25 | Date | | Date | |

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| Drawing Number | Alice Smith Sq. 001-25 | Rev | - |
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Notes
 Proposed no waiting at any time.

Do not scale this drawing

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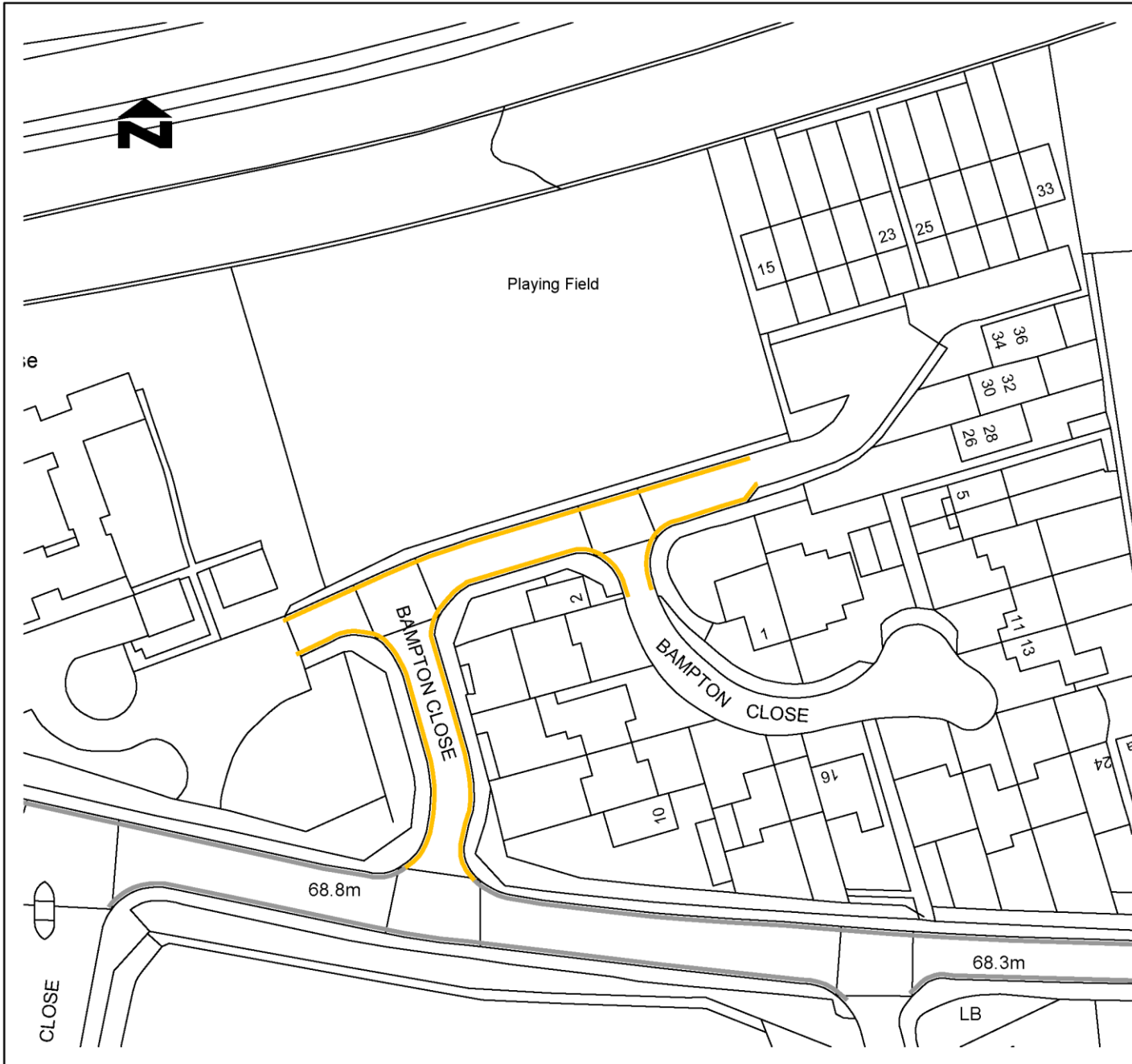
Client

Project
**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title
**Ashmole Place
 Amendments to Parking Controls**

| | | | |
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| Scale 1:500 | Drawn By SMA | Checked By | Approved By |
| | Date 05.05.25 | Date | Date |

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| Drawing Number Ashmole Close | 001-25 | Rev - |
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- Notes
- Existing no waiting at any time to remain.
 - Proposed no waiting at any time.

Do not scale this drawing

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Project

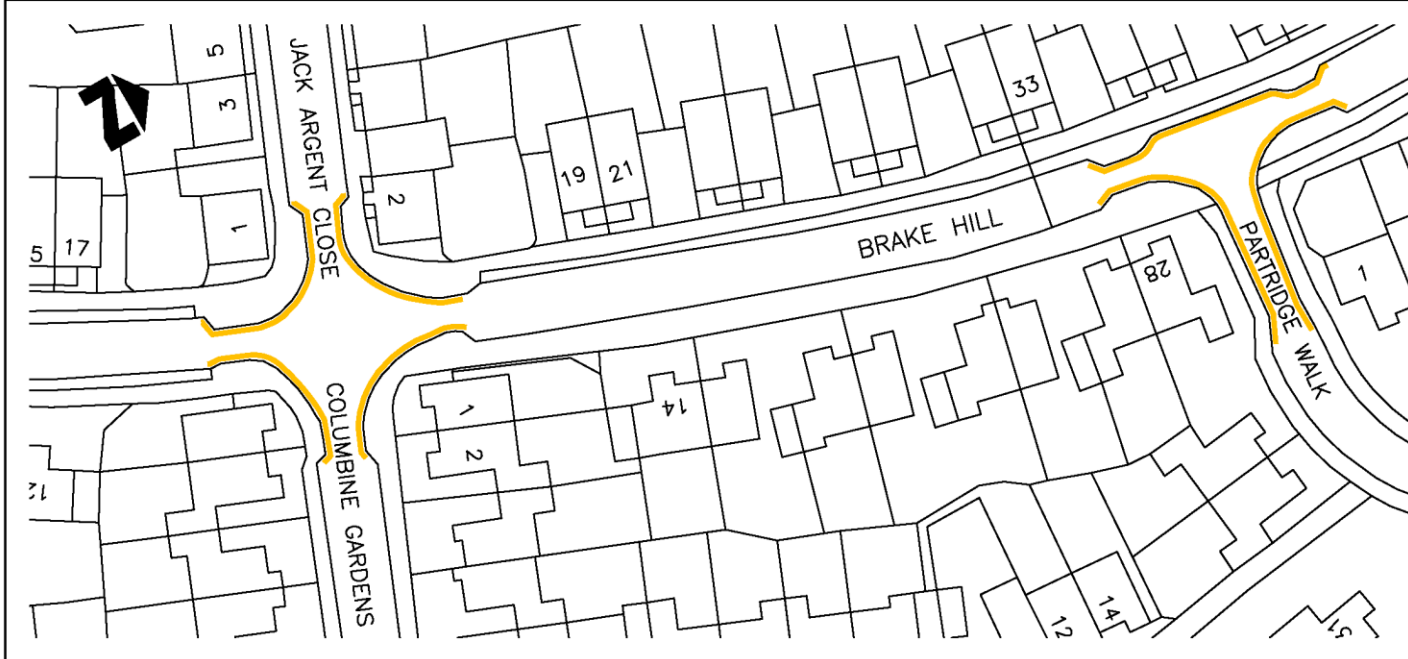
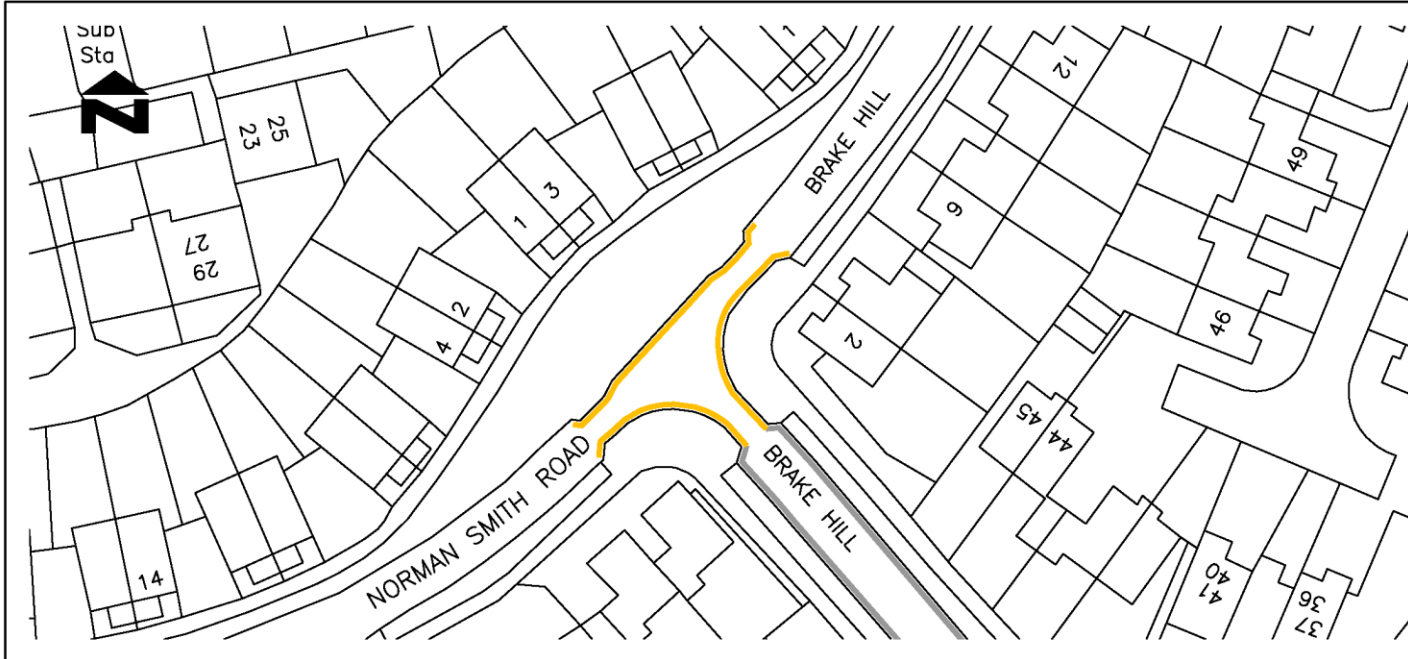
**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title

**Bampton Close
 Amendments to Parking Controls**

| | | | | | | | |
|-------|-------|----------|----------|------------|--|-------------|--|
| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 25.05.25 | Date | | Date | |

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| Drawing Number | Bampton Close 001-25 | Rev | - |
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Notes

- Existing no waiting at any time to remain.
- Proposed no waiting at any time.

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
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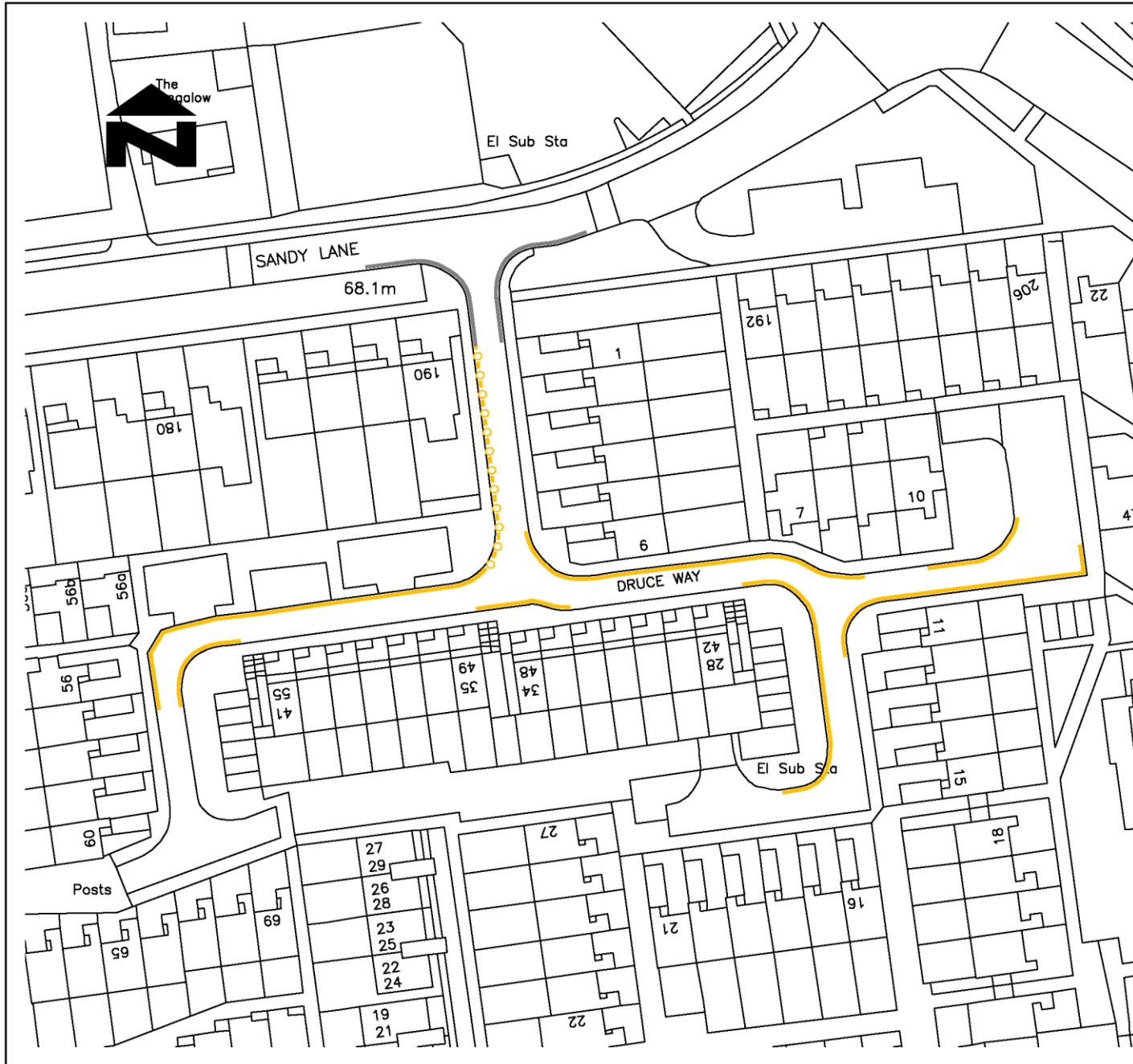
Project

**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title

**Brake Hill
 Amendments to Parking Controls**

| | | | | | | | |
|----------------|---------------------|----------|----------|------------|--|-------------|--|
| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| Drawing Number | Greater Leys 001-25 | Date | 09.07.25 | Date | | Date | |
| Rev | | | | | | | |



- Notes
- Existing no waiting at any time to remain.
 - Existing no waiting 9am-5pm Mon-Fri to become no waiting at any time.
 - Proposed no waiting at any time.

Do not scale this drawing

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Project

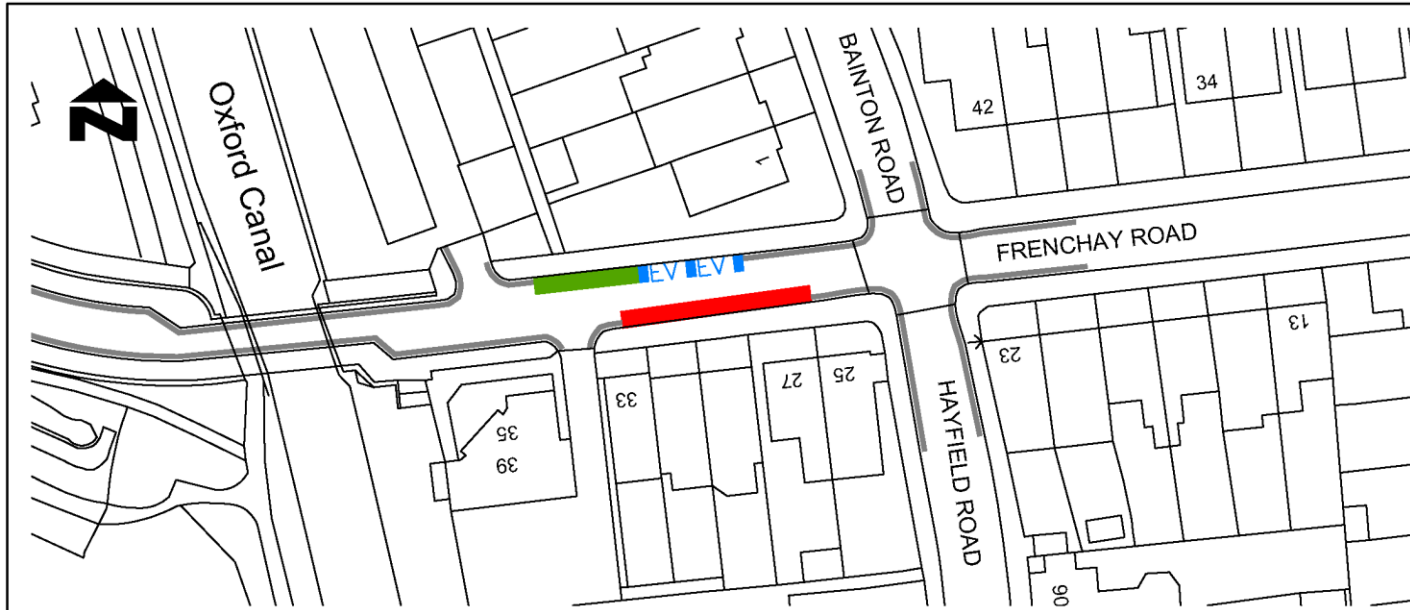
**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2025**

Title

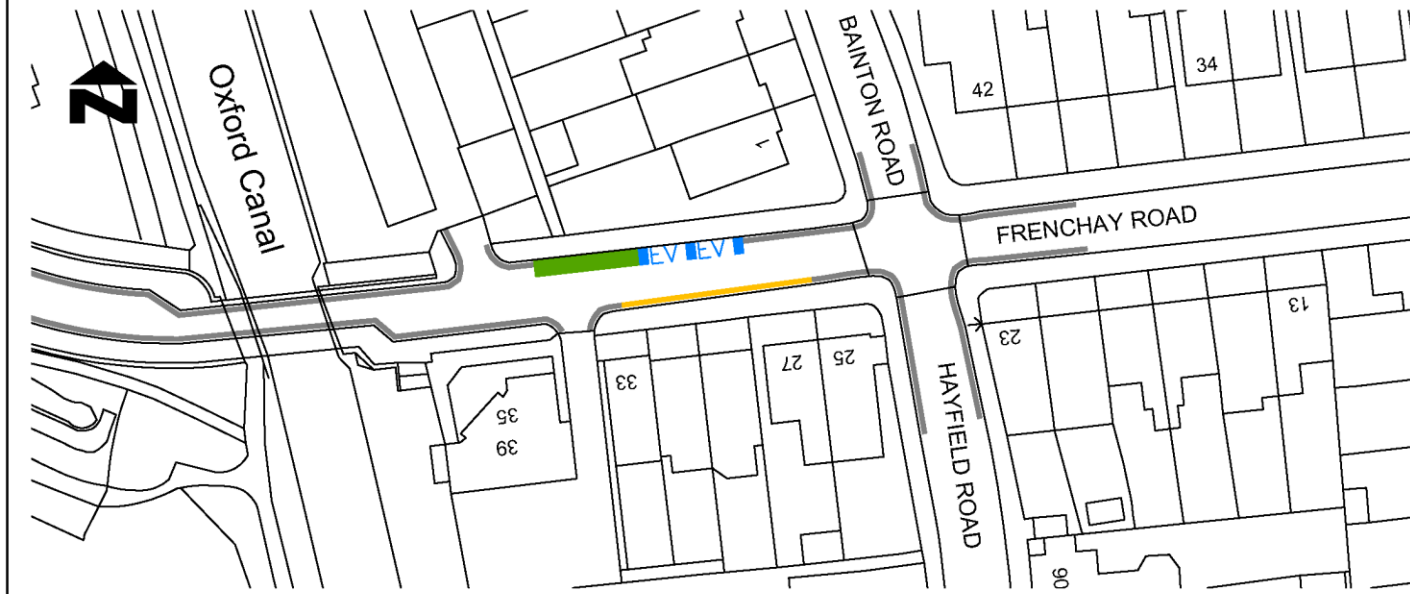
**Druce Way:
Amendments to Parking Controls**

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| Scale | 1:600 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 05.05.25 | Date | | Date | |

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|----------------|-------------------------|-----|----------|
| Drawing Number | Druce Way 001-25 | Rev | B |
|----------------|-------------------------|-----|----------|



Existing Layout



Proposed Layout

- Notes
- Existing No Waiting at any time to remain unchanged.
 - █ Existing Permit Holders' Only Parking Mon-Sat 8am-6.30pm to be removed
 - █ Proposed No Waiting at any time to replace the above Permit Holders' Only parking
 - █ Existing 3 hour Parking, Permit Holders exempt from time limit Mon-Sat 8am-6.30pm to remain unchanged.
 - EV EV Existing electric vehicle charging bay to remain unchanged.

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
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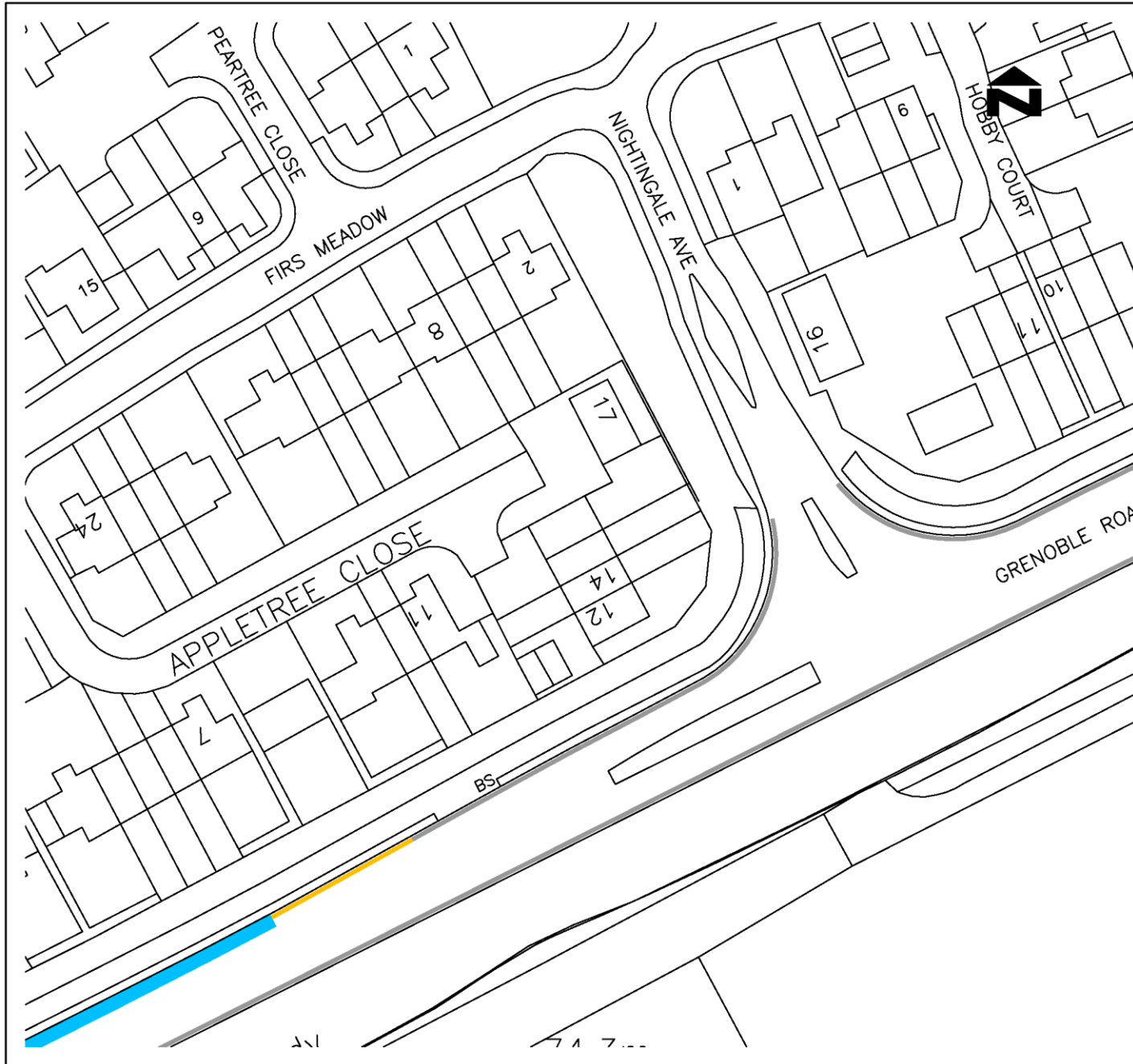
Client




Project
**Oxford:Frenchay Road
Removal of existing
Permit Holders' Only
Parking Bay 2025**

Title
**Amendments
to Parking Controls**

| | | | |
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| Scale 1:500 | Drawn By SMA | Checked By | Approved By |
| Date 27.06.25 | Date | Date | Date |

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| Drawing Number Frenchay Road 002-25 | Rev - |
|--|----------|



- Notes
-  Existing no waiting at any time to remain.
 -  Existing 24 hour Parking Places, no return within 2 hours to remain.
 -  Proposed no waiting at any time to replace existing 24 hour Parking Places.

Do not scale this drawing

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Client

Project

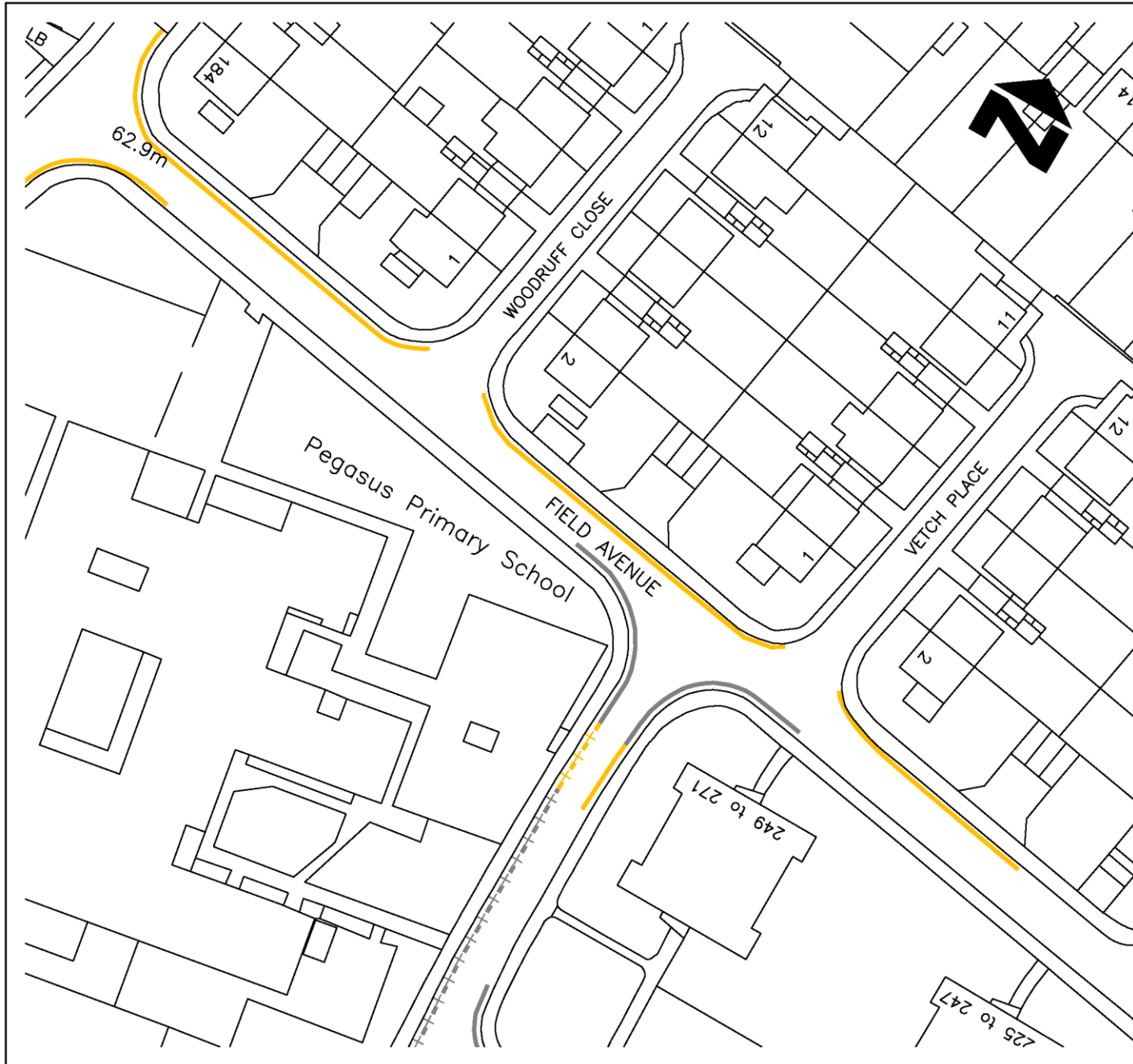
**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title

**Grenoble Road
 Amendments to Parking Controls**

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| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 05.05.25 | Date | | Date | |

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| Drawing Number | Grenoble Road 001-25 | Rev | - |
|----------------|----------------------|-----|---|



- Notes
- Existing no waiting at any time to remain.
 - - - - - Existing no waiting 6am-6.30pm Mon-Fri to remain.
 - - - - - Existing no waiting 6am-6.30pm Mon-Fri to become no waiting at any time.
 - Proposed no waiting at any time.

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
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Client

Project

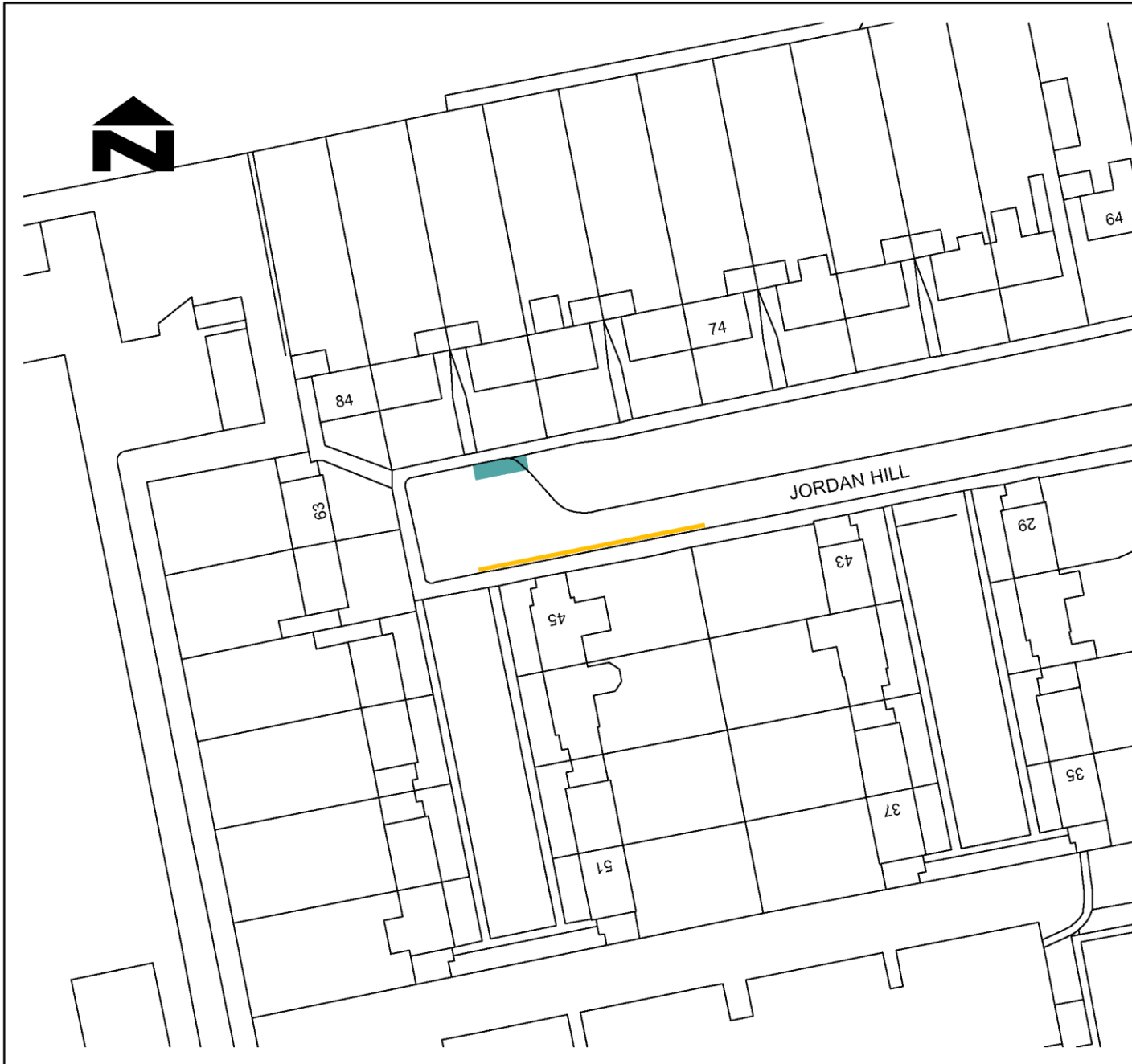
**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title

**Druce Way:
 Amendments to Parking Controls**

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| Scale | 1:600 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 05.05.25 | Date | | Date | |

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| Drawing Number | Druce Way 001-25 | Rev | - |
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- Notes
- Proposed no waiting at any time.
 - Existing Disabled Parking bay to remain.

Do not scale this drawing

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| Rev | Description | By | Date | Chk'd | Auth |
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Project

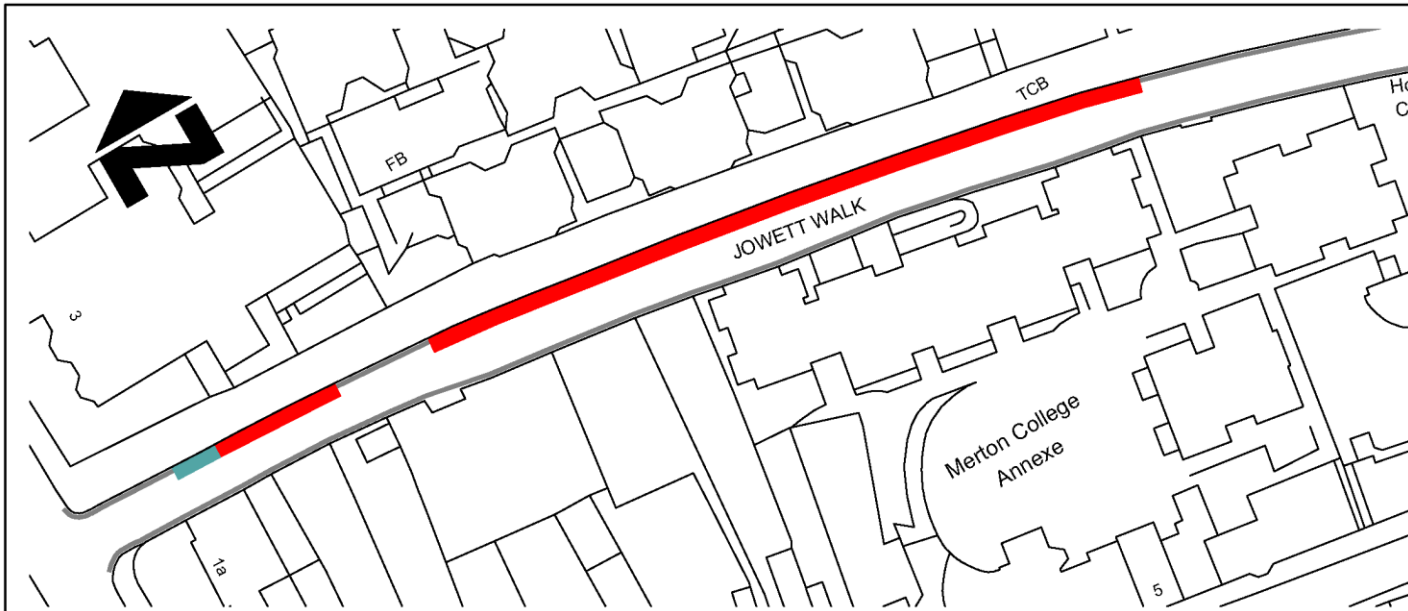
**Oxford:Jordan Hill
 No Waiting at Any Time
 2025**

Title

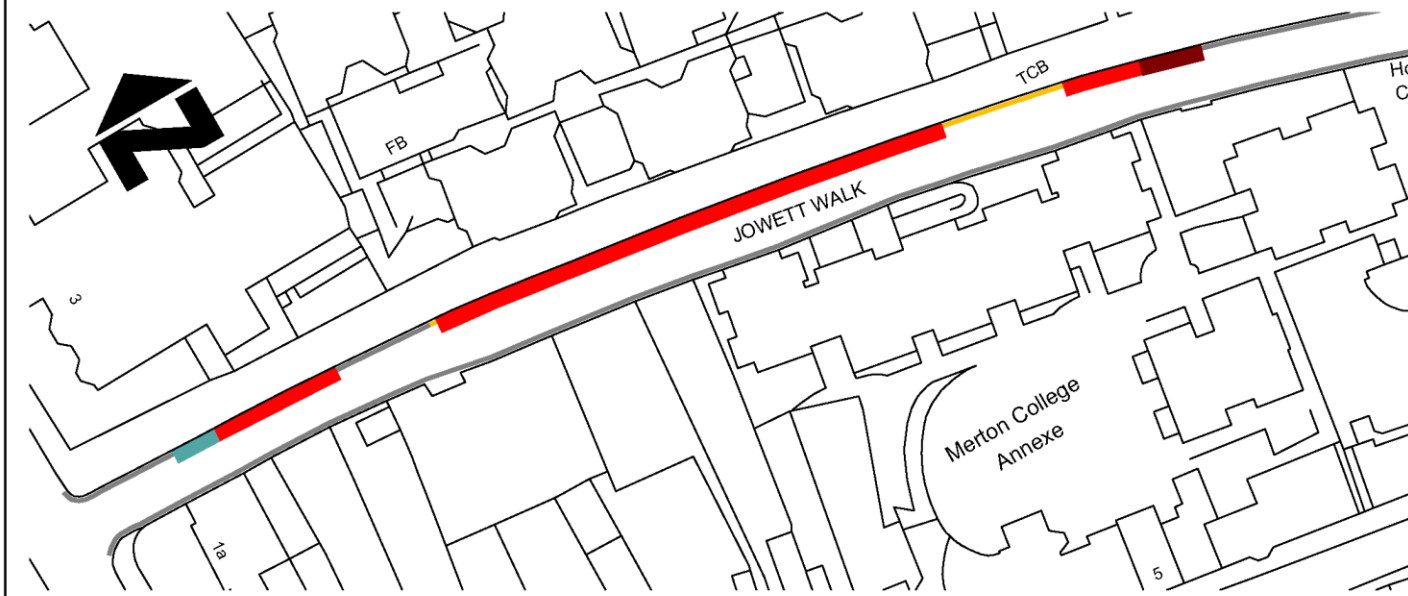
**Amendments
 to Parking Controls**

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| Scale | 1:500 | Drawn By | SMA | Checked By | Approved By |
| | | Date | 14.07.25 | Date | Date |






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| Drawing Number | Jordan Hill 001-25 | Rev | - |
|----------------|--------------------|-----|---|



Existing Layout



Proposed Layout

- Notes
-  Existing No Waiting at any time.
 -  Existing Disabled Persons' Parking Place to remain
 -  Permit Holders' Only Parking Place
 -  Proposed No Waiting at any time to replace the above Permit Holders' Only parking
 -  Proposed additional Permit Holders' Only Parking Place to replace no waiting at any time

Do not scale this drawing

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Project

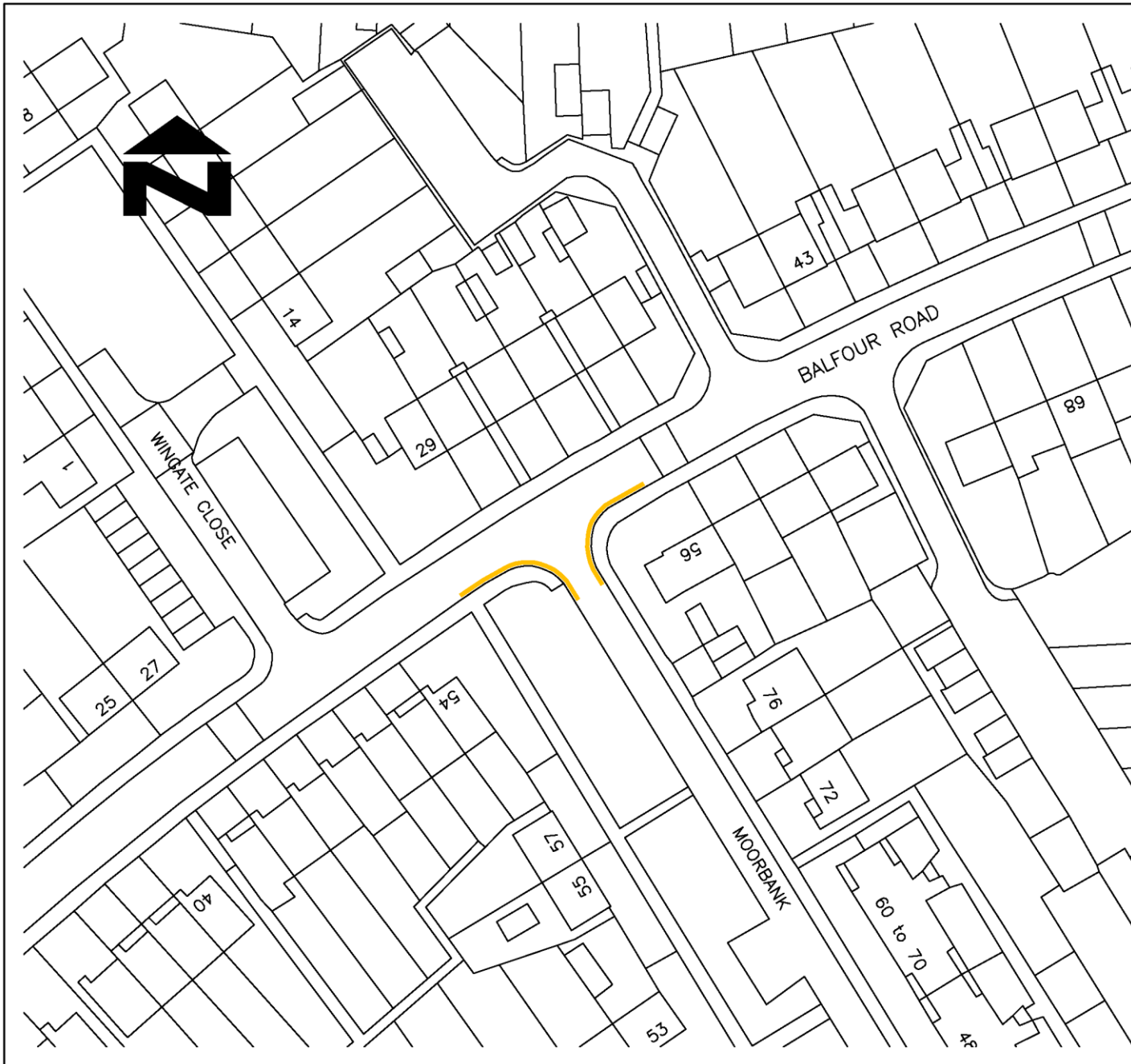
**Oxford:Jowett Walk
Removal of existing
Permit Holders' Only
Parking Bay 2025**


Title

**Amendments
to Parking Controls**

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|-------|-------|----------|----------|------------|--|-------------|--|
| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 11.07.25 | Date | | Date | |

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|----------------|--------------------|-----|---|
| Drawing Number | Jowett Walk 001-25 | Rev | - |
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Notes
 Proposed no waiting at any time.

Do not scale this drawing

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| Rev | Description | By | Date | Chk'd | Auth |
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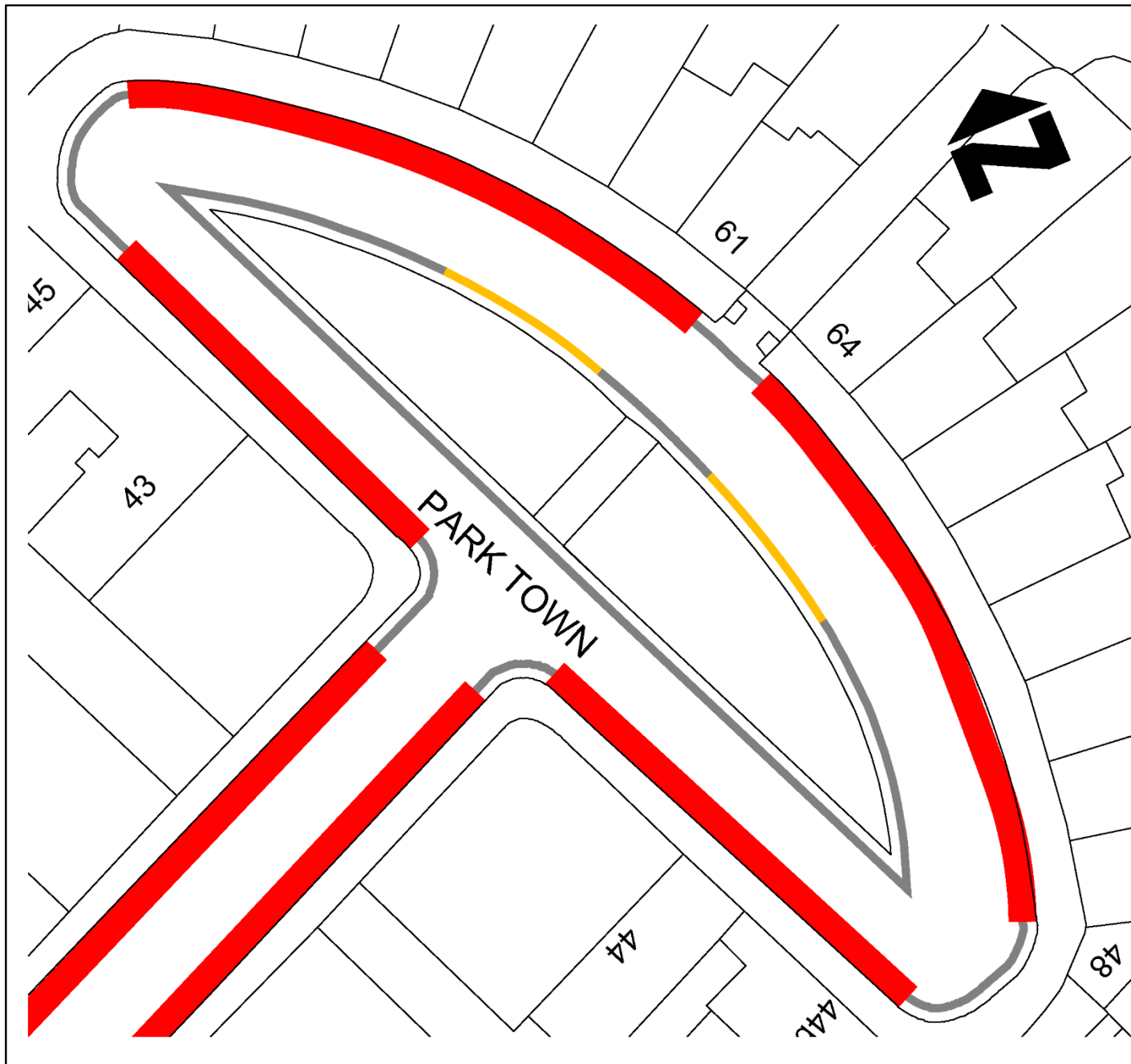
Client
 Project

**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title
**Oxford: Moorbank
 Amendments to Parking Controls**

| | | | |
|----------------|-----------------|------------|-------------|
| Scale 1:500 | Drawn By SMA | Checked By | Approved By |
| | Date 05.07.25 | Date | Date |

| | |
|--|----------|
| Drawing Number Moorbank 001-25 | Rev - |
|--|----------|



Notes

- Existing No Waiting at any time to remain unchanged.
- █ Existing Permit Holders' Only Parking Mon-Fri & Sat 8am-1pm 8am-6.30pm to remain unchanged
- █ Proposed No Waiting at any time to replace Permit Holders' Only parking

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
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| | | | | | |

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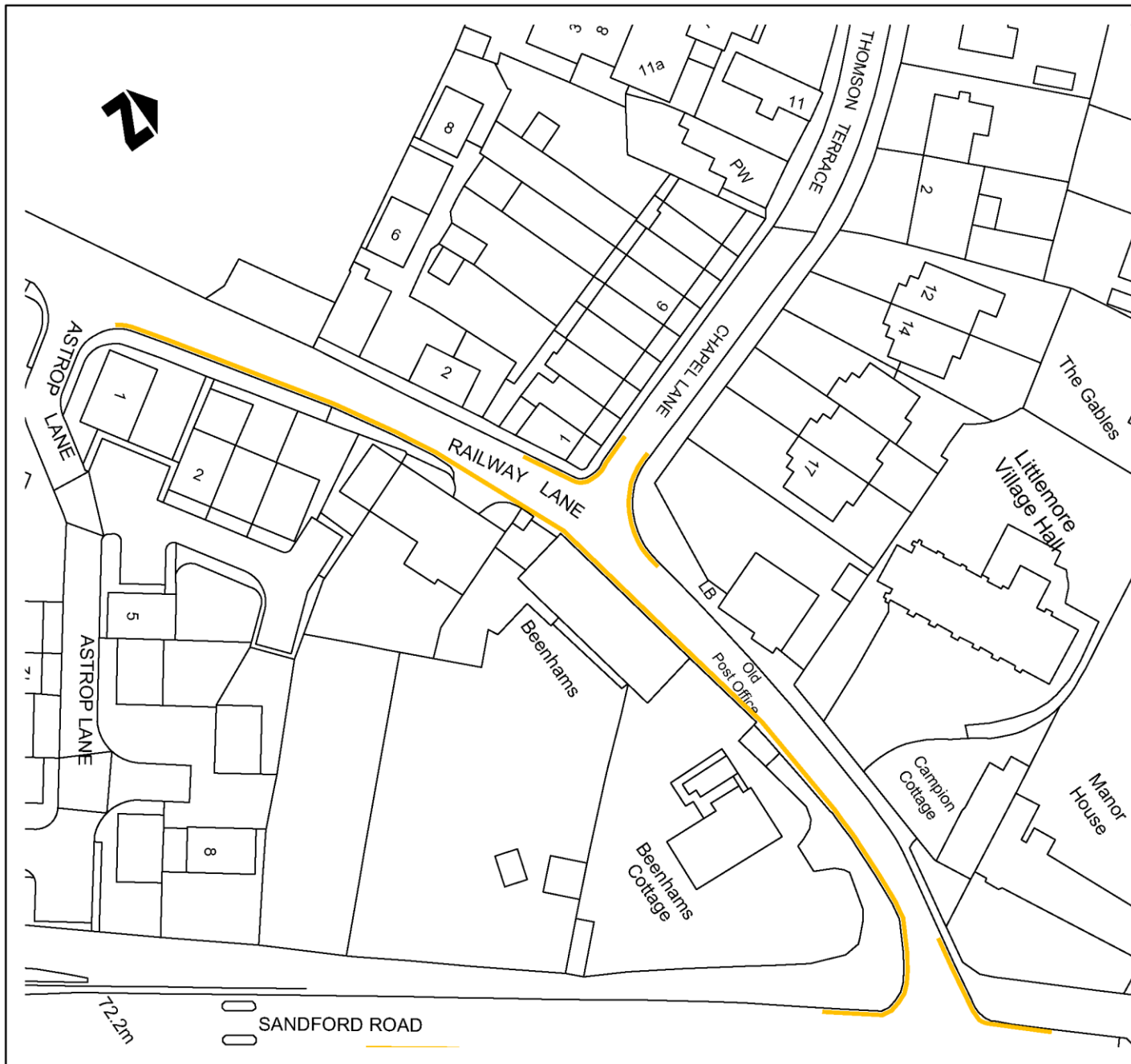
Project
 Oxford: Park Town
 Removal of existing
 Permit Holders' Only
 Parking Bay 2025

Title
 Amendments
 to Parking Controls

| | | | | | | | |
|-------|-------|----------|----------|------------|--|-------------|--|
| Scale | 1:250 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 03.07.25 | Date | | Date | |

Drawing Number
 Park Town 001-25

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| Rev | |
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Notes

— Proposed no waiting at any time.

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
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Project

**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

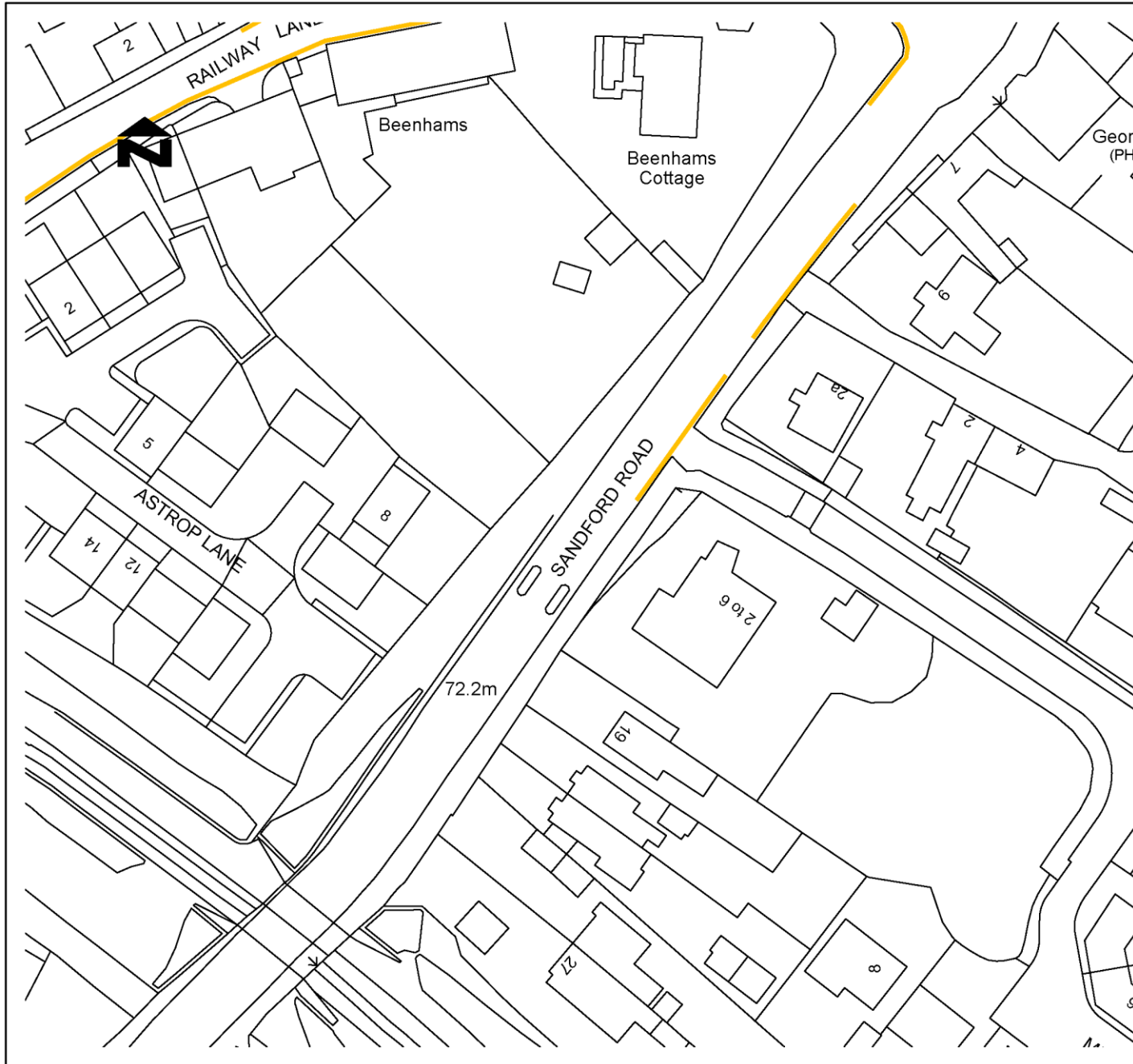
Title


**Railway Lane
 Amendments to Parking Controls**

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|-------|-------|----------|----------|------------|--|-------------|--|
| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 09.06.25 | Date | | Date | |

Drawing Number
 Railway Lane 001-25

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| Rev | |
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Notes
 Proposed no waiting at any time.

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
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| | | | | | |



Paul Farmer
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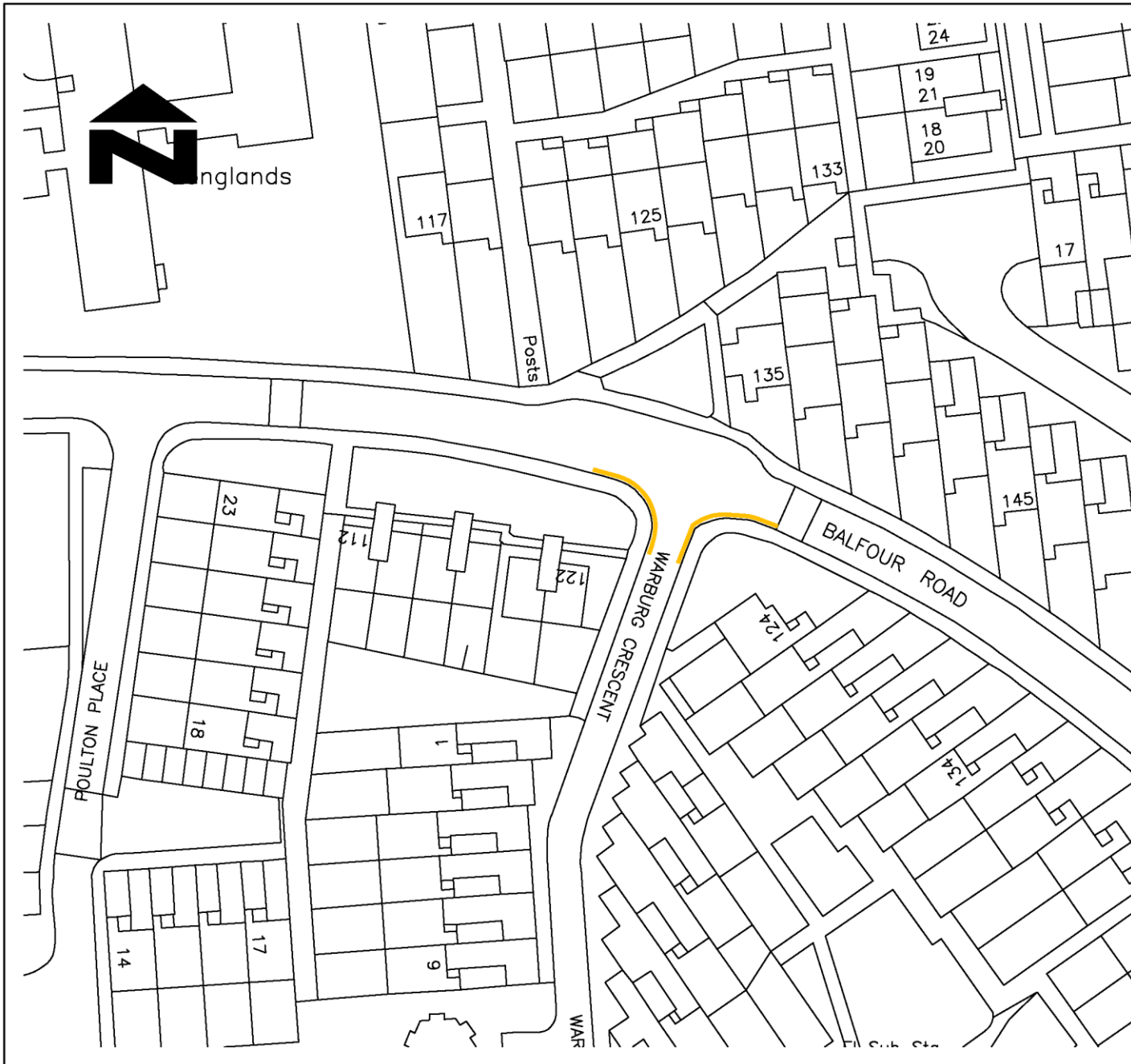
Client
 Project


**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title
**Sandford Road
 Sandford Road**

| | | | |
|------------------|-----------------|------------|-------------|
| Scale 1:500 | Drawn By SMA | Checked By | Approved By |
| Date 09.06.25 | Date | Date | Date |

| | |
|---|----------|
| Drawing Number Sandford Road 001-25 | Rev - |
|---|----------|



Notes
 Proposed no waiting at any time.

Do not scale this drawing

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| Rev | Description | By | Date | Chk'd | Auth |
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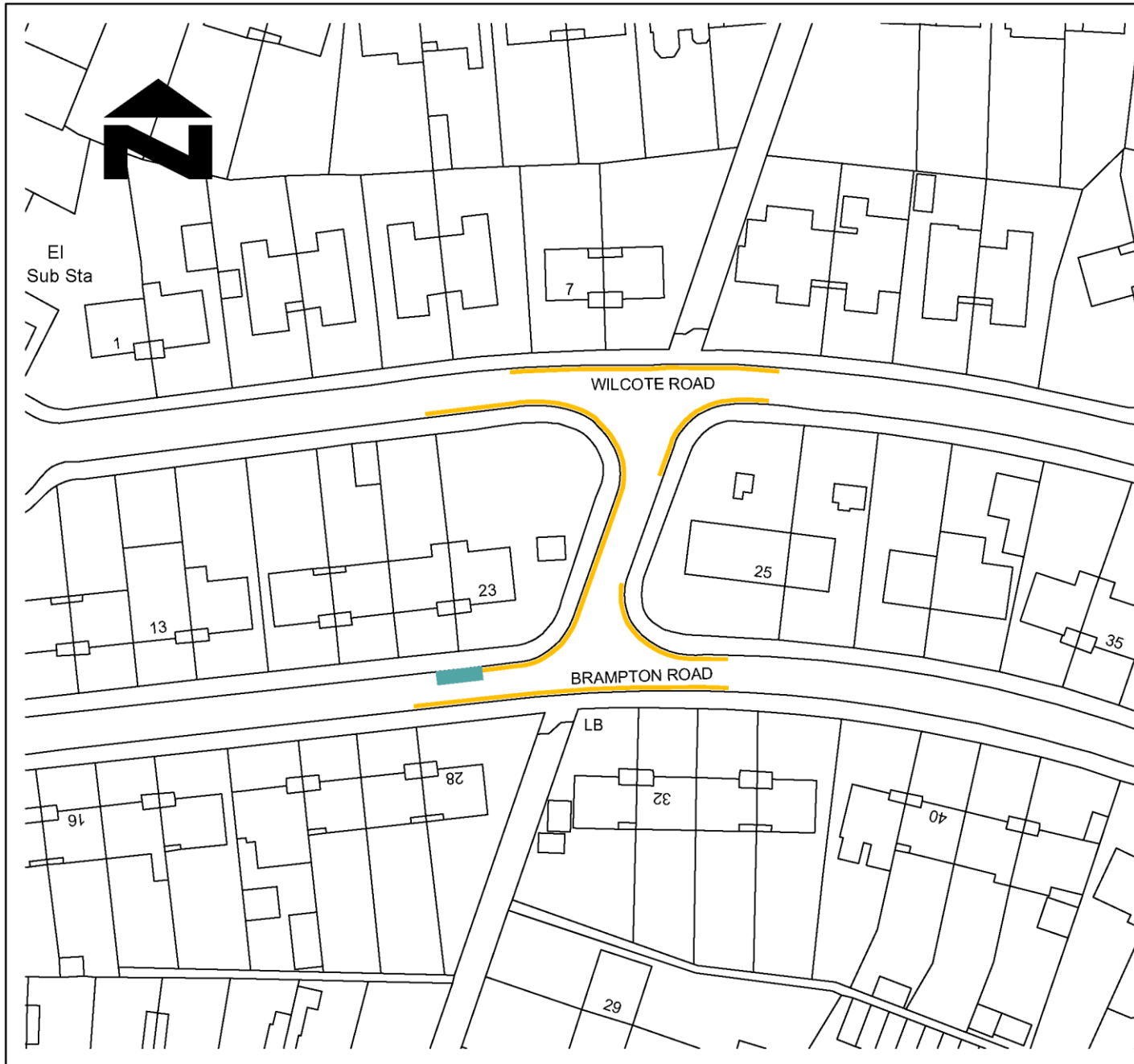
Client

Project
**Oxford
 Various Streets
 Proposed Amendments to
 Parking Controls 2025**

Title
**Oxford: Warburg Crescent
 Amendments to Parking Controls**

| | | | |
|----------------|-----------------|------------|-------------|
| Scale 1:500 | Drawn By SMA | Checked By | Approved By |
| | Date 05.07.25 | Date | Date |

| | |
|---|----------|
| Drawing Number Warburg Crescent 001-25 | Rev - |
|---|----------|



- Notes
- Proposed no waiting at any time.
 - Existing Disabled Parking bay to remain.

Do not scale this drawing

| | | | | | |
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| Rev | Description | By | Date | Chk'd | Auth |
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OXFORDSHIRE COUNTY COUNCIL

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Client

Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2025**

Title

**Wilcote Road
Amendments to Parking Controls**

| | | | | | |
|-------|-------|----------|----------|------------|-------------|
| Scale | 1:500 | Drawn By | SMA | Checked By | Approved By |
| | | Date | 12.06.25 | Date | Date |

| | |
|---------------------|-----|
| Drawing Number | Rev |
| Wilcote Road 001-25 | - |

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A. Email responses:

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (e2) Local group/organisation, (Oxford Pedestrians Association) | Support – Oxford Pedestrians Association supports this in its entirety. We are particularly pleased by the proposal to put double yellow lines on Frenchay Road, instead of the pavement parking bays previously proposed. |
| (e3) Local group/organisation, (Oxfordshire Liveable Streets) | <p>Support – We support all of these schemes, as their rationale seems quite straightforward - preventing parking on corners or on narrow streets that can only fit parking on one side or not at all, preventing car-free housing having on-street parking, and so forth. But we have minor comments on some of them:</p> <ul style="list-style-type: none"> • Jowett Walk – This seems like a missed opportunity to create an e-scooter and e-bike parking area on the carriageway. • Jordan Hill – Check which side of the street the disabled parking bay is on. 2022 Google Streetview has it on the south side, not on the north side as on the consultation plan. • Frenchay Road – If removing the parking increases vehicle speeds and makes the Frenchay-Bainton-Hayfield junction more dangerous, we should consider moving the modal filter from the northern end of Frenchay Rd to the pinch point on the canal bridge. |
| (e4) Local group/organisation, (ROX) | <p>Object – I write on behalf of ROX - backing oxford business to object to all of these proposals.</p> <p>While a small handful may make sense, the overall scheme can be seen to be vindictive and making it difficult, not only for many businesses, their staff and customers to carry out their various operations but, also, for residents and their visitors.</p> |

| | |
|--|--|
| | <p>It appears that the County Council has no understanding of the needs of businesses and people to use vehicles and the restrictions planned on parking spaces for them are harsh and should be withdrawn.</p> <p>Some roads, while being residential, are adjacent to businesses that rely on those parking spaces to survive. Most will need those spaces for visiting business services and for the residents own personal visitors, whether family or friends. The council has to be careful not to get involved with social engineering.</p> |
| (e5) Local resident, (Oxford, Jordan Hill) | <p>Object – I am writing to say that double yellow lines are not necessary in Jordan Hill</p> <ul style="list-style-type: none"> •the road is a cul de sac and is a Residents Only road •Only residents and their visitors need to park in the area for any length of time •some properties have a driveway, others do not, so those residents park outside their property on the road •the car park is not convenient for many of the properties and is often unlit at night and not big enough for all the cars that would have to go there if double yellow lines are in place •delivery vehicles need to park directly outside the property they are delivering to •workmen and service vehicles eg gas service, plumbers, decorators, window replacement etc need to be directly outside the property they are working in • double yellow lines will not stop the parking on the road, just move it to another area •a better idea, maybe, would be to take some of the grass areas to make more parking spaces off the roadway •Policing the area? How often do you expect the Police/Parking Attendants to visit the area and issue parking tickets? <p>Please consider making extra parking places on Jordan Hill When the estate was built in 1951/52 the area outside the flats was for visiting vans selling bread, meat, fruit and vegetables etc not for parking. Many residents did not have a car, now most residences have at least one car hence the increased parking.</p> |
| (e6) Local resident, (Oxford, St John Street) | <p>Partially support – I support the intention to increase road safety by stopping parking close to junctions etc. However, this exercise is pointless unless more effective means of enforcing the restrictions are found. In this area we are told that builders consider the occasional £40 fine for illegal parking the cheapest way of parking for the day in central Oxford. We have had up to nine vans etc lined up in Beaumont Buildings on the double yellow lines through the last year blocking access for residents and emergency vehicles. The efforts of the "wardens" result in a lack of co-operation and worse and our helpful County Councillor is told that nothing can be done.</p> |

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| (e7) Local resident, (Oxford, Brampton Road) | <p>Object – I live on Brampton road and do not agree that double yellow lines are needed where you will put them, this will cause absolute chaos for many of my neighbours that will no longer be able to park where they live,there has never been a problem on this road and there has never been any problem with people taking their children to school ect, i have a drive on my property so this will not directly affect me but it will make our road more dangerous in my opinion, where do you suggest my neighbours park? they all park on the same side of the road for safety reasons,this is a very stupid thing to do.</p> |
| (e8) Local resident, (Oxford, Jordan Hill) | <p>Concerns – The parking around here has always been a bit of an issue, however, since the disabled bay has been moved it has become worse. Especially since the residents that asked for the bay to be moved, don't actually use it. Now we just have a spare parking which no one else can use as we will be issued tickets, again not something that happened previously it was just another space to use as they isn't anyone that needs the space.</p> <p>Is there anything you can do to remove the bay? We don't need one on Jordan Hill. They Pont anyone that holds a blue badge that needs the space and it is a waste of a parking space.</p> <p>When you are doing the double yellows, can this please be considered to be moved.</p> |
| (e9) Local resident, (Oxford, Brampton Road) | <p>Partially support – Further to the OCC proposals concerning double yellow lines in Bampton Close, I favour the introduction of this type of parking restriction BUT with the reservation that it might well cause increased difficulties of parking for Bampton Close residents within Bampton Close itself.</p> <p>Therefore, what will OCC do if that occurs?</p> |
| (e10) Local resident, (Oxford, Portland Road) | <p>Concerns – I was in fact rather hoping you were going to make changes at the western end of Portland Road and extend the yellow lines back to where they used to be, because the car parking starts too near to the Banbury Road and causes problems at the junction if cars turn into Portland Road when cars are travelling in the opposite direction through what becomes a single carriageway due to parking on either side.</p> |
| (e11) Local resident, (Oxford, Park Town) | <p>Object – I strongly oppose the plans to reduce Resident Parking availability in Park Town.</p> |

| | |
|--|---|
| | <p>Having lived in Park Town since 1984 I have never had a single conversation with a neighbour who expressed a desire to abolish the parking spaces between numbers 57 and 64. Nor has any visitor expressed such a desire.</p> <p>Based on the criteria to which you refer existing parking spaces in Park Town do not:-</p> <ol style="list-style-type: none"> 1 Permit a bus stop as buses do not pass through Park Town which is a cul de sac. Park Town is too narrow for buses in any case. 2 Obstruct a junction as there is no junction between 57 and 64 3 Limit visibility for pedestrians. There has never been a pedestrian accident at that end of Park Town. <p>Additionally most houses in Park Town are pretty old, many dating from the 19th century – such as mine at number 44 – and a high degree of maintenance and property upgrade is required. This necessitates the use of Visitor Permits for a steady stream of builders, contractors and painters who would find it much more difficult if exiting parking spaces were abolished and no longer available.</p> <p>The Resident Parking Scheme has worked well since its introduction . It ain't broke so please don't try to fix it.</p> |
| (e12) Local resident, (Oxford, Medhurst Way) | <p>Concerns – Please also advise why there are no proposed parking restrictions leading into Medhurst Way, as on Oxford United match days, when football supporters or construction workers from Ellison building site, can't find parking spaces along Sandford Road, they park within 20 metres off the Medhurst Way junction with Sandford Road. The proposed parking restriction will inevitably make Medhurst Way and its pavement an alternative area for parking?</p> |
| (e13) Local resident, (Oxford, Field Avenue) | <p>Concerns – I am a blue badge holder and I struggle to park near my address as it is, I normally park in clematis place but , when I can not park there I park opposite the school on harebell road, so when you put your restrictions in place, and everybody else in the area will try to park there I will find impossible to park anywhere near my address, have you considered people with disabilities and any thoughts on disability park</p> |
| (e14) Local resident, (Oxford, Frenchay Road) | <p>Object – I am strongly AGAINST the proposal, for the following reason:</p> <p>The current arrangement of parking bays serve as an ESSENTIAL TRAFFIC CALMING MEASURE. The parking bays narrow the road to the acceptable width of a carefully driven lorry or fire engine, however they do cause any driver to need to slow down to pass through.</p> |

The Hayfield-Bainton route is HEAVILY USED BY CYCLISTS – particularly PARENTS taking/accompanying CHILDREN to school on bicycles who want to avoid the main Woodstock Road that runs parallel – it is a busy back route for cyclists.

The Frenchay/Bainton/Hayfield crossroads are already hazardous as on the other side of the crossroads, cars and delivery vans often do not slow down or stop where they are supposed to, but fly over the junction. It is a near DAILY occurrence that I hear / see angry cyclists ringing their bells and shouting at drivers who do not stop at the crossroads.

Removing the parking bays on the Frenchay side of the junction would SIGNIFICANTLY EXACERBATE the problem, particularly as cars approaching from the west would be driving at a GREATER VELOCITY having the momentum of the hill of the bridge behind them.

I am GENUINELY FEARFUL that if this proposal is approved, a CYCLIST WILL BE INJURED OR KILLED on the junction

B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

| RESPONDENT | COMMENTS | | |
|---|---|------------------------------------|---|
| (o1) Local resident, (Abingdon, Pudsey Close) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | Need to make sure enforcement also happens. Cycle lanes are useless when I need to pull right out into traffic (with my small child on the back of the bike) because drivers are constantly parked in them. | | |
| (o2) Local resident, (Abingdon, Radley, The Lawns) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |

| | | | |
|---|------------------------------------|-----------------------------------|--|
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| It will only make traffic more congested. | | | |
| (o3) Member of public, (Banbury, Hightown) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | It is ridiculous idea. | | |

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| (o4) Local resident, (Barton, Aldebarton Drive) | Alice Smith Square – | Field Avenue – | Park Town – Support |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Fed up of not being able to get past the parked cars | | |
| (o5) Local resident, (Barton, Brampton) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |

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| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | I have to walk on the road to get out of our street and I've nearly been knocked over by cars that come into the street because they can't see around cars parked on the corners. There is no path to walk on because the cars park on the pathway. | | |
| (o6) Local resident, (Barton, Brampton) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | I cannot use my own driveway because the cars parked on the road stop me from being able to get in or out of my driveway. The cars park on on both sides of the road so it is impossible to even drive up the road when cars are driving the opposite way, meaning one of the cars have to reverse all the way back up the street to be able to pass one another, making it even more dangerous for people. | | |

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| (o7) Local resident, (Barton, Brampton Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | The cars are not parked safely. It is impossible to walk along the pathways and pushchairs and wheel chairs have to go onto the road. The cars also block the entrance so drivers cannot see pedestrians walking on the road. The cars that are parked on the roads park both sides and stop people from being able to use their own driveways as we can't get it or out as they get blocked in. | | |
| (o8) Member of public, (Barton, Burchester Avenue) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |

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| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | When I take my kids to school in the morning we all have to walk on the road and cross between parked cars. It is very dangerous and cannot teach the kids to be safe on the road. | | |
| (o9) Local resident, (Barton, Wilcote) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | It is dangerous. The cars park on the pavement so they have blind corners. Kids have to walk on the road and the emergency services can't always get through. | | |

| | | | |
|--|---|------------------------------------|---|
| (o10) Local resident, (Barton, Wilcote) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | <p>I help people with disabilities and I can't even take them for a walk because we can't walk along the pavement with the wheelchair. It is too dangerous to walk on the road because parked cars block the entrance so we are not seen when other cars are turning into the street. I also had to call an ambulance on 2 occasions as the elderly people I care for had fallen down the stairs and the ambulance could not get through. They had to park up in the next street. Her injuries were severe and we had to knock on doors to get cars moved so the ambulance could reach the house. It is not acceptable. It is very dangerous. Double yellow lines are the only way to ensure the safety of the pedestrians, especially the youngest children.</p> | | |
| (o11) Local resident, (Barton, Wilcote) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |

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|--|--|------------------------------------|---|
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | When I fell down the stairs and had a serious head injury, the ambulance couldn't get to me because cars were blocking the road on both sides. I have a career who comes 3 times a week but she can't take me out because I don't like to go on the road in my wheelchair because the cars drive in so fast and there is no pathway. | | |
| (o12) Local resident, (Barton, Wilcote) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |

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|---|--|---|--|----------------------|----------------|-------------|-----------------|-----------------|------------------|----------------|-----------------|----------------|-----------------|-----------------|-----------------|--------------|---------------------|--------------------|-------------------------------|---------------|------------------------------|---------------|---------------|---|---------------------|------------|--|-------------|---------------------|--|
| | <p>I am slow and use a walking stick so I need to walk on the path but I can't do that because of the cars. I can't walk far but with all the cars parked on the path I can't even go out of the road. It is very dangerous for anyone walking or cycling.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o13) Local resident, (Barton Estate, Brampton)</p> | <table border="1" data-bbox="577 368 2107 927"> <tr> <td data-bbox="577 368 1104 427">Alice Smith Square –</td> <td data-bbox="1104 368 1608 427">Field Avenue –</td> <td data-bbox="1608 368 2107 427">Park Town –</td> </tr> <tr> <td data-bbox="577 427 1104 486">Ashmole Place –</td> <td data-bbox="1104 427 1608 486">Frenchay Road –</td> <td data-bbox="1608 427 2107 486">Partridge Walk –</td> </tr> <tr> <td data-bbox="577 486 1104 545">Balfour Road –</td> <td data-bbox="1104 486 1608 545">Grenoble Road –</td> <td data-bbox="1608 486 2107 545">Railway Lane –</td> </tr> <tr> <td data-bbox="577 545 1104 604">Bampton Close –</td> <td data-bbox="1104 545 1608 604">Harebell Road –</td> <td data-bbox="1608 545 2107 604">Sandford Road –</td> </tr> <tr> <td data-bbox="577 604 1104 663">Brake Hill –</td> <td data-bbox="1104 604 1608 663">Jack Argent Close –</td> <td data-bbox="1608 604 2107 663">Warburg Crescent –</td> </tr> <tr> <td data-bbox="577 663 1104 722">Brampton Road – Object</td> <td data-bbox="1104 663 1608 722">Jordan Hill –</td> <td data-bbox="1608 663 2107 722">Wilcote Road – Object</td> </tr> <tr> <td data-bbox="577 722 1104 782">Chapel Lane –</td> <td data-bbox="1104 722 1608 782">Jowett Walk –</td> <td data-bbox="1608 722 2107 782">Wilcote Road link road – Support</td> </tr> <tr> <td data-bbox="577 782 1104 841">Columbine Gardens –</td> <td data-bbox="1104 782 1608 841">Moorbank –</td> <td data-bbox="1608 782 2107 841"></td> </tr> <tr> <td data-bbox="577 841 1104 900">Druce Way –</td> <td data-bbox="1104 841 1608 900">Norman Smith Road –</td> <td data-bbox="1608 841 2107 900"></td> </tr> </table> <p data-bbox="577 962 2107 1066">I am a elderly person who have family that does not live near who I rely on to take me shopping and appointments. My son also lives with me who drives a van and needs to park outside. My som is unable to take me to appointments so I rely on my daughter who does not live near.</p> | | | Alice Smith Square – | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | Brake Hill – | Jack Argent Close – | Warburg Crescent – | Brampton Road – Object | Jordan Hill – | Wilcote Road – Object | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Support | Columbine Gardens – | Moorbank – | | Druce Way – | Norman Smith Road – | |
| Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Object | Jordan Hill – | Wilcote Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – | Jowett Walk – | Wilcote Road link road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – | Moorbank – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – | Norman Smith Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o14) Local resident, (Barton, Oxford, Wilcote Road)</p> | <table border="1" data-bbox="577 1134 2107 1374"> <tr> <td data-bbox="577 1134 1104 1193">Alice Smith Square –</td> <td data-bbox="1104 1134 1608 1193">Field Avenue –</td> <td data-bbox="1608 1134 2107 1193">Park Town –</td> </tr> <tr> <td data-bbox="577 1193 1104 1252">Ashmole Place –</td> <td data-bbox="1104 1193 1608 1252">Frenchay Road –</td> <td data-bbox="1608 1193 2107 1252">Partridge Walk –</td> </tr> <tr> <td data-bbox="577 1252 1104 1311">Balfour Road –</td> <td data-bbox="1104 1252 1608 1311">Grenoble Road –</td> <td data-bbox="1608 1252 2107 1311">Railway Lane –</td> </tr> <tr> <td data-bbox="577 1311 1104 1370">Bampton Close –</td> <td data-bbox="1104 1311 1608 1370">Harebell Road –</td> <td data-bbox="1608 1311 2107 1370">Sandford Road –</td> </tr> </table> | | | Alice Smith Square – | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | |
| Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – Object |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Object |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>My comments relate to Wilcote road where we live. Current parking issues in Wilcote Road are caused by parking which is already illegal, in particular completely obstructing the pavement which blocks pedestrian and emergency services access. This is already illegal nationally under Highway code rule 243 which I see breached on a daily basis. The problem is not that more rules are needed but that there is currently a complete failure to enforce the laws that already exist. As someone with a serious health condition who relies on access to my house by car, this is particularly concerning as I regularly see illegal parking that would block ambulances.</p> <p>The implantation of additional parking restrictions in the form of double yellow lines or other restrictions will most likely make the current issue worse, as they will lack nuance and make all parking in the marked areas illegal, pushing these same anti-social drivers into other parts of the road or other roads, most likely parking in the same anti-social and illegal manner. This then becomes a war of attrition as regulations go, with the original problem still existing and unenforced, but with the amount of available parking and quality of life for residents substantially reduced.</p> <p>I am in particularly deeply concerned about the suggestion to implement double yellow lines along the entirety of west side of the road. This change will force us and other residents to have to convert our front gardens to parking and has come completely out of the blue with no apparent justification whatsoever.</p> | | |
| (o15) Local resident, (Belbroughton road, Belbroughton road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |

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| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | We need to make business live and breathe. It will shrivel and die. We are killing oxford and NOT saving the planet. | | |
| (o16) Local resident, (Blackbird bird Leys oxford, Druce Way) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – Object | Norman Smith Road – | |
| | As a resident of Druce Way we already have issues that appear to be overlooked We have the car factory £ bus company using our area as their car park, impacting on the residents that actually live in the area | | |

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| | Many conversations with local councillors when canvassing during elections, strangely enough no further improvement for residents Looking like we are being ignored | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o17) Local resident, (Blackbird leys, Druce way) | <table border="1"> <tr> <td>Alice Smith Square –</td> <td>Field Avenue –</td> <td>Park Town –</td> </tr> <tr> <td>Ashmole Place –</td> <td>Frenchay Road –</td> <td>Partridge Walk –</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road –</td> <td>Railway Lane –</td> </tr> <tr> <td>Bampton Close –</td> <td>Harebell Road –</td> <td>Sandford Road –</td> </tr> <tr> <td>Brake Hill –</td> <td>Jack Argent Close –</td> <td>Warburg Crescent – Object</td> </tr> <tr> <td>Brampton Road –</td> <td>Jordan Hill –</td> <td>Wilcote Road –</td> </tr> <tr> <td>Chapel Lane –</td> <td>Jowett Walk –</td> <td>Wilcote Road link road –</td> </tr> <tr> <td>Columbine Gardens –</td> <td>Moorbank –</td> <td></td> </tr> <tr> <td>Druce Way – Object</td> <td>Norman Smith Road –</td> <td></td> </tr> </table> | Alice Smith Square – | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – Object | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | Brake Hill – | Jack Argent Close – | Warburg Crescent – Object | Brampton Road – | Jordan Hill – | Wilcote Road – | Chapel Lane – | Jowett Walk – | Wilcote Road link road – | Columbine Gardens – | Moorbank – | | Druce Way – Object | Norman Smith Road – | | <p>As a resident of druce way we already have no where to park in our area we are forced to back on baulfour road at present, if these plan go ahead we would have no where to park at all as we are not eligible for park permit in druce way.</p> | |
| Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – | Jordan Hill – | Wilcote Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – | Jowett Walk – | Wilcote Road link road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – | Moorbank – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o18) Local resident, (Blackbird leys, Harebell) | <table border="1"> <tr> <td>Alice Smith Square – Object</td> <td>Field Avenue – Object</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place – Object</td> <td>Frenchay Road – Object</td> <td>Partridge Walk – Object</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> <tr> <td>Bampton Close – Object</td> <td>Harebell Road – Partially support/concerns</td> <td>Sandford Road – Object</td> </tr> </table> | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Partially support/concerns | Sandford Road – Object | | | | | | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Partially support/concerns | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Because if these whole off Harebell is double yellow line where are the people whole live on that road surposed to park .Aslo about three year ago they said they were going to put parking bays were the grass is but this never happen. We pay are council taxes so we should get something from it ever where else has parking bays this would solve the problem of double sided parking please replie. Also you are taking down garages to build house so we're can people put there cars</p> <p>.</p> | | |
| (o19) Local resident, (Blackbird leys, Kingfisher greeb) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |

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| | Druce Way – Object | Norman Smith Road – Object | |
| Because this is a council estate and we don't want your stupid crap brought here! Always against the motorist!! | | | |
| (o20) Local resident, (Blackbird Leys, Shepherds hill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| Is council residents do not want or need this nonsense! You have already blocked off our through roads and now you want to impose restrictions on us! We don't want or need this in the leys so take your silly ideas elsewhere! | | | |
| (o21) Local resident, (Blackbird Leys, Vetch Place) | Alice Smith Square – | Field Avenue – Object | Park Town – |
| | Ashmole Place – Object | Frenchay Road – | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – Object | Sandford Road – |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – Object |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – Object | Norman Smith Road – | |
| <p>There is insufficient parking in Blackbird Leys . Introducing more restrictions without providing more parking is going to make parking worse . If the bus company has a problem going around Field avenue then can that be stated . It feels like people on the estate are being told that they can no longer park outside their homes that our freedom of choice is being eroded .</p> | | | |
| (o22) Local resident, (Blackbird leys, Warburg Crescent) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | No parking space | | |

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| <p>(o23) Local resident, (BLACKBIRD LEYS, FURLONG CLOSE)</p> | <p>Alice Smith Square – Object</p> | <p>Field Avenue – Object</p> | <p>Park Town – Object</p> |
| | <p>Ashmole Place – Object</p> | <p>Frenchay Road – Object</p> | <p>Partridge Walk – Object</p> |
| | <p>Balfour Road – Object</p> | <p>Grenoble Road – Object</p> | <p>Railway Lane – Object</p> |
| | <p>Bampton Close – Object</p> | <p>Harebell Road – Object</p> | <p>Sandford Road – Object</p> |
| | <p>Brake Hill – Object</p> | <p>Jack Argent Close – Object</p> | <p>Warburg Crescent – Object</p> |
| | <p>Brampton Road – Object</p> | <p>Jordan Hill – Object</p> | <p>Wilcote Road – Object</p> |
| | <p>Chapel Lane – Object</p> | <p>Jowett Walk – Object</p> | <p>Wilcote Road link road – Object</p> |
| | <p>Columbine Gardens – Object</p> | <p>Moorbank – Object</p> | |
| | <p>Druce Way – Object</p> | <p>Norman Smith Road – Object</p> | |
| | <p>People unable to park on these roads mentioned,they will park in nearby streets,this will be totally unfair for residents. As long as cars only park on one side of the road,buses and cars can freely drive past. Permits would be a better idea as it means only residents are parking on these streets/roads.</p> | | |
| <p>(o24) Local resident, (blackbird leys, Woodruff close)</p> | <p>Alice Smith Square – Object</p> | <p>Field Avenue – Object</p> | <p>Park Town –</p> |
| | <p>Ashmole Place – Object</p> | <p>Frenchay Road – Object</p> | <p>Partridge Walk – Object</p> |
| | <p>Balfour Road – Object</p> | <p>Grenoble Road – Object</p> | <p>Railway Lane –</p> |
| | <p>Bampton Close – Object</p> | <p>Harebell Road – Object</p> | <p>Sandford Road – Object</p> |

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| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | better to make some of the roads one way rather than putting double yellow lines everywhere | | |
| (o25) Member of public, (Boar's Hill, Lincombe lane) | Alice Smith Square – | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | There are already enough parking restrictions in Oxford. You are making it even more difficult and congested around schools where parents often have no other option other than to drive. We will be forced to park illegally and thus making it even less safe for local residents and children | | |

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| (o26) Local resident, (Botley, Fogwell Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| It's clear you hate the city and you hate the people. Most of us are convinced you won't be happy until every business is shut and every person moves away. | | | |
| (o27) Local resident, (Botley, Poplar road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
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| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Lack of public information on options and impacts, in a clearly understandable format that can be read and understood by the person in the street. | | |
| (o28) Member of public, (Botley, Turner Drive) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | I think there need to be options for people to wait | | |
| (o29) Local resident, (Brampton road, Brampton road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – Object | Jordan Hill – | Wilcote Road – Object |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Object |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Where do you think people in this street will park there cars. I think it is absolutely appalling that this is the only road which has been picked. Why has this road been picked? We already contend with commuters and family friends taking spaces from residents. Absolutely disgraceful. | | |
| (o30) Local resident, (Cassington, Yarnton Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | It is already difficult as is to park in Oxford, removing additional parking or waiting zones will be a disaster for the city centre and summertown. Only imbeciles think that will be good. This will simply results in closures of businesses, restaurants, shops and schools and thousands of jobs will be lost and it will look like a ghost town as no one will ever come again. No parking, congestion charge and LTNs.....why don't you just bomb and wipe out Oxford, that would take just slightly less time to kill the city. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o31) Local resident, (Central Oxford, Kingston Road) | <table border="1" data-bbox="577 432 2107 991"> <tr> <td data-bbox="577 432 1104 496">Alice Smith Square – Support</td> <td data-bbox="1104 432 1608 496">Field Avenue – Support</td> <td data-bbox="1608 432 2107 496">Park Town – Support</td> </tr> <tr> <td data-bbox="577 496 1104 560">Ashmole Place – Support</td> <td data-bbox="1104 496 1608 560">Frenchay Road – Support</td> <td data-bbox="1608 496 2107 560">Partridge Walk – Support</td> </tr> <tr> <td data-bbox="577 560 1104 624">Balfour Road – Support</td> <td data-bbox="1104 560 1608 624">Grenoble Road – Support</td> <td data-bbox="1608 560 2107 624">Railway Lane – Support</td> </tr> <tr> <td data-bbox="577 624 1104 687">Bampton Close – Support</td> <td data-bbox="1104 624 1608 687">Harebell Road – Support</td> <td data-bbox="1608 624 2107 687">Sandford Road – Support</td> </tr> <tr> <td data-bbox="577 687 1104 751">Brake Hill – Support</td> <td data-bbox="1104 687 1608 751">Jack Argent Close – Support</td> <td data-bbox="1608 687 2107 751">Warburg Crescent – Support</td> </tr> <tr> <td data-bbox="577 751 1104 815">Brampton Road – Support</td> <td data-bbox="1104 751 1608 815">Jordan Hill – Support</td> <td data-bbox="1608 751 2107 815">Wilcote Road – Support</td> </tr> <tr> <td data-bbox="577 815 1104 879">Chapel Lane – Support</td> <td data-bbox="1104 815 1608 879">Jowett Walk – Support</td> <td data-bbox="1608 815 2107 879">Wilcote Road link road – Support</td> </tr> <tr> <td data-bbox="577 879 1104 943">Columbine Gardens – Support</td> <td data-bbox="1104 879 1608 943">Moorbank – Support</td> <td data-bbox="1608 879 2107 943"></td> </tr> <tr> <td data-bbox="577 943 1104 991">Druce Way – Support</td> <td data-bbox="1104 943 1608 991">Norman Smith Road – Support</td> <td data-bbox="1608 943 2107 991"></td> </tr> </table> <p data-bbox="577 1023 2107 1070">Safety</p> | | | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | Columbine Gardens – Support | Moorbank – Support | | Druce Way – Support | Norman Smith Road – Support | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Support | Moorbank – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Support | Norman Smith Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o32) Local resident, (City centre, Summerhill road) | <table border="1" data-bbox="577 1129 2107 1377"> <tr> <td data-bbox="577 1129 1104 1193">Alice Smith Square – Object</td> <td data-bbox="1104 1129 1608 1193">Field Avenue – Object</td> <td data-bbox="1608 1129 2107 1193">Park Town – Object</td> </tr> <tr> <td data-bbox="577 1193 1104 1257">Ashmole Place – Object</td> <td data-bbox="1104 1193 1608 1257">Frenchay Road – Object</td> <td data-bbox="1608 1193 2107 1257">Partridge Walk – Object</td> </tr> <tr> <td data-bbox="577 1257 1104 1321">Balfour Road – Object</td> <td data-bbox="1104 1257 1608 1321">Grenoble Road – Object</td> <td data-bbox="1608 1257 2107 1321">Railway Lane – Object</td> </tr> <tr> <td data-bbox="577 1321 1104 1385">Bampton Close – Object</td> <td data-bbox="1104 1321 1608 1385">Harebell Road – Object</td> <td data-bbox="1608 1321 2107 1385">Sandford Road – Object</td> </tr> </table> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| <p>There is no reason to take this action. It could cause drivers hard to find place for parking to do a quick shopping. Also, it will reduce parking spaces for people who needed. So please listen to all of us and take a deep thoughts furthermore to be more considerate to all people. Street parking spaces are really useful for all people who come to city centre , for shopping , for lunch/ dinner , to visiting relatives , friends , etc . Find a better solution and to make discussion with all residents in Oxford.</p> | | | |
| (o33) Local resident, (Cowley, Beaumont Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
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| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |

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| | Druce Way – Support | Norman Smith Road – Support | |
| | <p>Oxford is an extremely anti-pedestrian city, some areas of course worse than others. More restrictions on where people can park cars are welcome. I must say that actual enforcement of parking restrictions would be even more welcome. Cars behave with impunity because they know that the city invests very limited resources in enforcing parking laws. The same goes for other forms of mobility, e.g. bicycles and e-scooters. I don't understand why Oxford doesn't have a few motorcycle-mounted mobile units to impose fines on the egregious behaviour of cyclists and scooter riders. There is in fact no comfortable mode of mobility in this city. This has been the case for some time, but there is no denying that the situation has gotten noticeably worse in the past decade.</p> | | |
| (o34) Local resident, (Cowley, Boswell road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Your proposals have a negative effect on private residents and local businesses - you are turning Oxford in to a no go area for cars - it is unnecessary and not required</p> | | |

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| (o35) Member of public, (Cowley, Crowley Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | I'm objecting because Oxfords roads are already gridlocked and putting yellow lines everywhere is unhelpful and dangerous for road users. | | |
| (o36) As a business, (Cowley, Glanville Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>We have enough parking restrictions already. Visiting clients for businesses is already hugely problematic with permits everywhere. And Don't restrict already busy roads. Parking badly needed on Grenoble Road. Brake Hill has one of our few post boxes and residents need to stop briefly to post a letter. Please please put our money to better use, repair roads, remove bulk waste for free etc. Stop focusing on controlling us constantly, you're making Oxford hugely stressful to live in and run a business from. 😞</p> | | |
| (o37) Member of public, (Cowley, Cowley Road) | Alice Smith Square – | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Stopping parking will be damaging to businesses in the area | | |
| (o38) Local resident, (Cowley, Normandy Crescent) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |

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| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| <p>Because it is increasingly difficult to access viable parking places and making Oxford in general a hostile place for cars. It will affect a lot of businesses. I'm not sure why these surveys keep being trotted out, except as box ticking exercises, no notice is taken in people's opinions and hasn't been for a considerable time for those implementing these ideas.</p> | | | |
| (o39) Local resident, (Cowley Oxford, Leopold St) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |

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| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | <p>I strongly support restricting or removing on street parking on a majority of streets in Oxford. This is for many reasons but primarily due to the hazard it presents to cyclists and increase in traffic. In particular, Cowley Road- although I don't see this listed here. As someone who cycles in Oxford, I have almost been killed multiple times by drivers (e.g. one time I was cycling and someone opened their car door without looking on Cowley Road. a bus was behind me and I nearly was run over. the car driver didn't even look twice to apologise). This situation has happened to my husband and I countless times (and I do not bike even that frequently which makes me imagine regular cyclists experience this as well).</p> <p>Secondly, on Cowley Road, the on street parking causes the largest mess I have ever seen in my life during rush hour. The road often becomes a one way lane as a car has parked poorly and two buses can't pass by each other! On street parking SIMPLY does not work on Cowley road and I strongly encourage the council to remove them! However, I think it is important that there are more handicapped spots made available on side streets as to not reduce disability access.</p> | | |
| (o40) Local resident, (Cumnor, Cumnor hill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | I think these restrictions are extreme and unnecessary , people need to get around the city and to be able to park for a period of time in designated zones | | |
| (o41) Local resident, (Druce way, Druce way) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | | Because ita not fair for friends and family and disabled people | |
| (o42) Local resident, (Forest Hill, Church Hill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>People using cars are not 'enemies of the state', they are on the whole hard working people who need to use their cars to make a living, provide for their families and live their lives. The nonstop attacks by the Council on those that HAVE to use their cars is sickening and will lead to Oxford becoming a ghost town. The Council are NOT representing their constituents! 77% against traffic gates and yet they still go ahead. I care about the environment, I care about making the roads safe, I try to not use my car as much as possible BUT living in a small village just outside Oxford I have to. I am fed up of my life and my business (I am a specialist Dyslexia Tutor and travel around schools in Oxford) being made more and more difficult through ill thought out 'anti car' schemes. I used to vote Lib Dem and have done most of my life, but I will not in future. You are not listening to the people you are meant to represent.</p> | | |
| (o43) Local resident, (Forest Hill, Church Hill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | Short term parking must be maintained. Removing parking wholesale is not realistic, causes huge problems, just causes greater congestion, due to bottlenecks where there os actually parking. | | |
| (o44) Local resident, (Frilford, Kingston) | Alice Smith Square – Object | Field Avenue – | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Object |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | | More positive use in some streets than others | |
| (o45) Local resident, (Greater Leys, Brake Hill) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – Support |
| | Balfour Road – | Grenoble Road – Support | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Support | Jack Argent Close – | Warburg Crescent – |

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| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – Support | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Parking has become far too dangerous with cars parked at junctions and you cannot see vehicles coming. Increasingly you also have to walk in the road due to cars parked dangerously. Bin lorries are increasingly having difficulties completing their rounds due to vehicles parked on both sides of the roads and dangerously at junctions.</p> | | |
| (o46) Local resident, (greater leys, Frys Hill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Many residents have more than one car, resident permits would be better (for free)</p> | | |

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| (o47) Local resident, (Greater Leys, Jack Argent Close) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| <p>I object this proposal.</p> <ol style="list-style-type: none"> 1. My household owns 3 vehicles of which each person runs on different shift patterns. 2. We share a driveway with our neighbours which can just barely fit 2 cars 3. There is no additional parking spaces and parking on Grenoble Road would invalidate our insurance policies 4. When approaching any junction that is obscured by objects. You are told to 'creep and peep' until you are able to see by driving instructors. 5. In the time living here and 4 years of driving, I have never encountered an incident due to obstructions blocking field of view. | | | |
| (o48) Local resident, (Greater Leys, Nightingale Avenue) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |

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| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| Continuing to restrict people's ability to get around the city. Stop putting these silly ideas into the city, it is making people's lives worse. These are residential areas which should allow people to park to visit family members. Add more parking in rather than take it away! | | | |
| (o49) Local resident, (Greater Leys, Partridge Walk) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – Support |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Support | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | I support the proposed changes because it is often difficult to enter and exit from these roads due to vehicles parked at the junctions. Vehicles parked at the junctions often block/partially obscure the view of the road thus increasing the risk of accidents for both vehicles and pedestrians. | | |
| (o50) Local resident, (Greater Leys, Thistledown Close) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | | Stop doing even more pointless stuff to make driving and Oxford even more difficult. Apart from the fact that I want to be able to park near to someone I'm visiting, I also own a business that requires me to do the same. Stop interfering, and leave Oxford alone. Instead, spend the money that you would be wasting on this pointless project on actually fixing the roads. | |
| (o51) Local resident, (Greater Leys, Brake Hill) | Alice Smith Square – | Field Avenue – Partially support/concerns | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – Partially support/concerns |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Support | Jack Argent Close – Partially support/concerns | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – Partially support/concerns | Moorbank – | |
| | Druce Way – Partially support/concerns | Norman Smith Road – Support | |
| | <p>I live in Brake Hill and the parking on the road is getting worse causing issues for residents getting off their driveways that can't see because of blind spots. People park on pathways obstructing for pedestrians with pushchairs and wheelchairs. The parking on the streets were not so bad when the number 12 bus was on this route, however since this service has been removed the car parking on roadsides have become an increasing concern.</p> | | |
| (o52) Local resident, (Greater Ieys, Greenhill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | Roads are bad as it is no one wants us to drive but i have two disabled children and I have to take them out in the car only one has a blue badge if I couldn't park near places we wouldn't be able to go out oxford is turning in to a crap town who ever is making the rules dont have to put up with sitting in traffic with children | | |
| (o53) Local resident, (Headington, Merewood Avenue) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | | drop offs should be allowed around football stadium | |
| (o54) Local resident, (Headington, Brampton Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – Object | Jordan Hill – | Wilcote Road – Object |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Object |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Parking in Brampton Road is extremely limited at times as it is. We really Do not need parking restrictions adding to the ever growing frustrations. I extremely object.. Also totally against Wilcote Road proposals & Wilcote link Road proposals.. All these proposals would only exacerbate the parking problems that already exist.</p> | | |
| (o55) Local resident, (Headington, Brampton road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |

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| | Cars parked too close to the junction which leads to a blind spot to oncoming vehicles causing dangerous accidents. | | |
| (o56) Member of public, (Headington, London road) | Alice Smith Square – Partially support/concerns | Field Avenue – Partially support/concerns | Park Town – |
| | Ashmole Place – Partially support/concerns | Frenchay Road – Partially support/concerns | Partridge Walk – |
| | Balfour Road – Partially support/concerns | Grenoble Road – Partially support/concerns | Railway Lane – |
| | Bampton Close – Partially support/concerns | Harebell Road – Partially support/concerns | Sandford Road – |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Partially support/concerns | Warburg Crescent – |
| | Brampton Road – Partially support/concerns | Jordan Hill – Partially support/concerns | Wilcote Road – |
| | Chapel Lane – Partially support/concerns | Jowett Walk – Partially support/concerns | Wilcote Road link road – Wilcote Road (I |
| | Columbine Gardens – Partially support/concerns | Moorbank – Partially support/concerns | |
| | Druce Way – Partially support/concerns | Norman Smith Road – Partially support/concerns | |
| | Roads need to be accessible | | |
| (o57) Local resident, (Headington, Wilcote Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – Partially support/concerns |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Partially support/concerns |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | What about resident parking? | | |
| (o58) Local resident, (Headington Oxford, N/A) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – Partially support/concerns | Jordan Hill – Partially support/concerns | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Some of these above will push cars etc out further esp Sandhills, Barton. which are already overrun with cars parking up and going into the town and not using Park and Ride as should be | | |

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| (o59) Local resident, (Headington, Oxford, Wilcote Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| <p>Irresponsible, illegal, and unsafe parking in Oxford has become a serious health issue across the city in recent years. Having been born and grown up in Oxford, I've seen the problem develop, and as citizens can't be socially responsible and park considerately, restrictions like this are necessary to protect pedestrians. I welcome all of these proposals, and they will make Oxford a safer city.</p> <p>The pavements in Wilcote Road in particular have become unusable in the past two years. Cars park fully on all of the pavements in the sections specified in the proposal, meaning that pedestrians on a main Barton thoroughfare have to walk in the road around blind corners. This includes hundreds of people each day on the way to school, including pushchairs and wheelchairs.</p> <p>My only concern would be enforcement of breaches of these restrictions, and resources or processes in place for enforcement officers to attend.</p> | | | |
| (o60) Member of public, (Horspath, Butts Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |

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| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| Unnecessary | | | |
| (o61) Local resident, (Horton cum Studley, N/A) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| Sick and tired of lack of parking in Oxford. We need more parking and to build new parking garages. | | | |

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| | | | |
| <p>(o62) Local resident, (Jack argent close, Jack argent close)</p> | <p>Alice Smith Square – Object</p> | <p>Field Avenue – Object</p> | <p>Park Town –</p> |
| | <p>Ashmole Place – Object</p> | <p>Frenchay Road – Object</p> | <p>Partridge Walk – Object</p> |
| | <p>Balfour Road – Object</p> | <p>Grenoble Road – Object</p> | <p>Railway Lane –</p> |
| | <p>Bampton Close – Object</p> | <p>Harebell Road – Object</p> | <p>Sandford Road – Object</p> |
| | <p>Brake Hill – Object</p> | <p>Jack Argent Close – Object</p> | <p>Warburg Crescent –</p> |
| | <p>Brampton Road – Object</p> | <p>Jordan Hill – Object</p> | <p>Wilcote Road –</p> |
| | <p>Chapel Lane – Object</p> | <p>Jowett Walk – Object</p> | <p>Wilcote Road link road –</p> |
| | <p>Columbine Gardens – Object</p> | <p>Moorbank – Object</p> | |
| | <p>Druce Way – Object</p> | <p>Norman Smith Road – Object</p> | |
| <p>While I fully support measures that improve road safety and access, I believe this proposal is disproportionate and would create more problems than it solves.</p> <p>1. Loss of Essential Parking Residents on the estate already face limited parking availability. The removal of spaces will make it significantly harder for residents, carers, and visitors to park, particularly during evenings and weekends when demand is highest.</p> <p>2. Impact on Vulnerable Residents My mother is disabled and required being picked up and dropped off and prevent visitors from seeing her as no where to park. Removing this provision will negatively affect their ability to live independently.</p> <p>3. Lack of Evidence of Necessity To my knowledge, Jack atgent close has not experienced recurring issues with accidents, obstructions, or emergency vehicle access that would justify such a severe restriction. I respectfully request that any decision be based on clear, documented evidence.</p> <p>4. Risk of Displacement</p> | | | |

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| | <p>Removing parking will simply push vehicles into adjacent roads, worsening congestion and potentially creating safety hazards elsewhere in the neighbourhood.</p> <p>5. Alternative Solutions</p> <p>If there are specific concerns about congestion at peak times, I would suggest less intrusive measures such as single yellow lines with time restrictions, limited waiting bays, or a residents' parking scheme. These options would balance safety concerns with residents' essential need for parking.</p> <p>For these reasons, I urge the Council to reconsider this proposal and explore more proportionate alternatives that meet both safety requirements and community needs.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o63) Local resident, (Jericho, Na) | <table border="1" data-bbox="577 571 2107 1129"> <tr> <td data-bbox="577 571 1104 635">Alice Smith Square – Object</td> <td data-bbox="1104 571 1608 635">Field Avenue – Object</td> <td data-bbox="1608 571 2107 635">Park Town – Object</td> </tr> <tr> <td data-bbox="577 635 1104 699">Ashmole Place – Object</td> <td data-bbox="1104 635 1608 699">Frenchay Road – Object</td> <td data-bbox="1608 635 2107 699">Partridge Walk – Object</td> </tr> <tr> <td data-bbox="577 699 1104 762">Balfour Road – Object</td> <td data-bbox="1104 699 1608 762">Grenoble Road – Object</td> <td data-bbox="1608 699 2107 762">Railway Lane – Object</td> </tr> <tr> <td data-bbox="577 762 1104 826">Bampton Close – Object</td> <td data-bbox="1104 762 1608 826">Harebell Road – Object</td> <td data-bbox="1608 762 2107 826">Sandford Road – Object</td> </tr> <tr> <td data-bbox="577 826 1104 890">Brake Hill – Object</td> <td data-bbox="1104 826 1608 890">Jack Argent Close – Object</td> <td data-bbox="1608 826 2107 890">Warburg Crescent – Object</td> </tr> <tr> <td data-bbox="577 890 1104 954">Brampton Road – Object</td> <td data-bbox="1104 890 1608 954">Jordan Hill – Object</td> <td data-bbox="1608 890 2107 954">Wilcote Road – Object</td> </tr> <tr> <td data-bbox="577 954 1104 1018">Chapel Lane – Object</td> <td data-bbox="1104 954 1608 1018">Jowett Walk – Object</td> <td data-bbox="1608 954 2107 1018">Wilcote Road link road – Object</td> </tr> <tr> <td data-bbox="577 1018 1104 1082">Columbine Gardens – Object</td> <td data-bbox="1104 1018 1608 1082">Moorbank – Object</td> <td data-bbox="1608 1018 2107 1082"></td> </tr> <tr> <td data-bbox="577 1082 1104 1129">Druce Way – Object</td> <td data-bbox="1104 1082 1608 1129">Norman Smith Road – Object</td> <td data-bbox="1608 1082 2107 1129"></td> </tr> </table> <p data-bbox="577 1166 1081 1201">You are killing the city with these plans</p> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | Columbine Gardens – Object | Moorbank – Object | | Druce Way – Object | Norman Smith Road – Object | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Object | Moorbank – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o64) Local resident, (Kennington, Kennington Road) | <table border="1" data-bbox="577 1272 2107 1377"> <tr> <td data-bbox="577 1272 1104 1335">Alice Smith Square – Object</td> <td data-bbox="1104 1272 1608 1335">Field Avenue – Object</td> <td data-bbox="1608 1272 2107 1335">Park Town – Object</td> </tr> <tr> <td data-bbox="577 1335 1104 1377">Ashmole Place – Object</td> <td data-bbox="1104 1335 1608 1377">Frenchay Road – Object</td> <td data-bbox="1608 1335 2107 1377">Partridge Walk – Object</td> </tr> </table> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| The recent proposal including congestion charge basically telling all biz in Oxford to close down and deliver a clear message to all visitors (regardless resident or not) to stop visiting Oxford. Public transportation is just not enough, there is no over or underground train nor metro line and private car is still our primiar transportatation we can rely on. | | | |
| (o65) Local resident, (Kennington, Liddiard Close) | Alice Smith Square – | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – | Grenoble Road – Partially support/concerns | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – Partially support/concerns | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Partially support/concerns |
| | Chapel Lane – | Jowett Walk – Support | Wilcote Road link road – Partially support/concerns |
| | Columbine Gardens – | Moorbank – Partially support/concerns | |

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| | Druce Way – | Norman Smith Road – Support | |
| | <p>Some of the suggested places in littlemore if you had no waiting / parking there would be literally nowhere for people visiting residents to park if they don't have a drive. It's unfair on residents who can't park in their own neighbour hood just because of selfish people park Infront of schools at 8am. It disproportionately affects people in lower value housing without a drive. Also In park town for example there isn't a problem with people parking and blocking the road, so no point in making it double yellow.</p> | | |
| (o66) Local resident, (Kennington, River View) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | <p>Keeping clear routes helps all road users and disincentives people from storing ever more (and larger) cars on public spaces. Roads are for travel, not private storage</p> | | |
| (o67) Local resident, (Kennington, Woodcroft) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |

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| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| Less on road parking is needed to help traffic flow. | | | |
| (o68) Local resident, (Kidlington, High Street) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | <p>Because this proposal is totally ludicrous rather like the ridiculous new pavement at the turning into Linton Road which is likely to cause an accident</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o69) Local resident, (Littlemore, Alice Smith Square)</p> | <table border="1" data-bbox="577 368 2107 927"> <tr> <td data-bbox="577 368 1104 427">Alice Smith Square – Support</td> <td data-bbox="1104 368 1608 427">Field Avenue –</td> <td data-bbox="1608 368 2107 427">Park Town –</td> </tr> <tr> <td data-bbox="577 427 1104 486">Ashmole Place –</td> <td data-bbox="1104 427 1608 486">Frenchay Road –</td> <td data-bbox="1608 427 2107 486">Partridge Walk –</td> </tr> <tr> <td data-bbox="577 486 1104 545">Balfour Road –</td> <td data-bbox="1104 486 1608 545">Grenoble Road –</td> <td data-bbox="1608 486 2107 545">Railway Lane –</td> </tr> <tr> <td data-bbox="577 545 1104 604">Bampton Close –</td> <td data-bbox="1104 545 1608 604">Harebell Road –</td> <td data-bbox="1608 545 2107 604">Sandford Road –</td> </tr> <tr> <td data-bbox="577 604 1104 663">Brake Hill –</td> <td data-bbox="1104 604 1608 663">Jack Argent Close –</td> <td data-bbox="1608 604 2107 663">Warburg Crescent –</td> </tr> <tr> <td data-bbox="577 663 1104 722">Brampton Road –</td> <td data-bbox="1104 663 1608 722">Jordan Hill –</td> <td data-bbox="1608 663 2107 722">Wilcote Road –</td> </tr> <tr> <td data-bbox="577 722 1104 782">Chapel Lane –</td> <td data-bbox="1104 722 1608 782">Jowett Walk –</td> <td data-bbox="1608 722 2107 782">Wilcote Road link road –</td> </tr> <tr> <td data-bbox="577 782 1104 841">Columbine Gardens –</td> <td data-bbox="1104 782 1608 841">Moorbank –</td> <td data-bbox="1608 782 2107 841"></td> </tr> <tr> <td data-bbox="577 841 1104 900">Druce Way –</td> <td data-bbox="1104 841 1608 900">Norman Smith Road –</td> <td data-bbox="1608 841 2107 900"></td> </tr> </table> <p data-bbox="577 962 2107 1026">I live in Alice Smith Square and ride a bicycle there almost every day. And I quite often get in dangerous situation on this street due to a limited view both for me and for drivers.</p> | | | Alice Smith Square – Support | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | Brake Hill – | Jack Argent Close – | Warburg Crescent – | Brampton Road – | Jordan Hill – | Wilcote Road – | Chapel Lane – | Jowett Walk – | Wilcote Road link road – | Columbine Gardens – | Moorbank – | | Druce Way – | Norman Smith Road – | |
| Alice Smith Square – Support | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – | Jordan Hill – | Wilcote Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – | Jowett Walk – | Wilcote Road link road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – | Moorbank – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – | Norman Smith Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o70) Local resident, (Littlemore, Alice Smith Square)</p> | <table border="1" data-bbox="577 1099 2107 1345"> <tr> <td data-bbox="577 1099 1104 1158">Alice Smith Square – Support</td> <td data-bbox="1104 1099 1608 1158">Field Avenue –</td> <td data-bbox="1608 1099 2107 1158">Park Town –</td> </tr> <tr> <td data-bbox="577 1158 1104 1217">Ashmole Place –</td> <td data-bbox="1104 1158 1608 1217">Frenchay Road –</td> <td data-bbox="1608 1158 2107 1217">Partridge Walk –</td> </tr> <tr> <td data-bbox="577 1217 1104 1276">Balfour Road –</td> <td data-bbox="1104 1217 1608 1276">Grenoble Road –</td> <td data-bbox="1608 1217 2107 1276">Railway Lane –</td> </tr> <tr> <td data-bbox="577 1276 1104 1345">Bampton Close –</td> <td data-bbox="1104 1276 1608 1345">Harebell Road –</td> <td data-bbox="1608 1276 2107 1345">Sandford Road –</td> </tr> </table> | | | Alice Smith Square – Support | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | |
| Alice Smith Square – Support | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>I live in Alice Smith Square and have noticed increased in cyclists commuting through this road. The entrance to Alice smith square via northfield close is usually busy with large vehicles parked on the kerb on Alice Smith Square which obstructs the view of the road. This has led to several near misses with cyclists coming towards northfield close from Alice smith square. As I use this road daily to get into my house, this is very challenging and a major incident can happen if someone took their eyes off the road even for split of second when turning towards Alice smith square. So I would suggest to extend the Alice Smith Square north side parking restriction all the way to northfield close.</p> | | |
| (o71) Local resident, (Littlemore, Astrop lane) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Object |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – Object | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | <p>Ive lived on astrop lane since the houses were built and finished in 2015. Parking has always been busy on such a SMALL estate. 18 houses not enough parking not to mention visitors. We have no where to park and it causes alot of issues</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o72) Local resident, (Littlemore, Chapel Lane)</p> | <table border="1" data-bbox="577 400 2107 962"> <tr> <td data-bbox="577 400 1104 459">Alice Smith Square –</td> <td data-bbox="1104 400 1608 459">Field Avenue –</td> <td data-bbox="1608 400 2107 459">Park Town –</td> </tr> <tr> <td data-bbox="577 459 1104 518">Ashmole Place –</td> <td data-bbox="1104 459 1608 518">Frenchay Road –</td> <td data-bbox="1608 459 2107 518">Partridge Walk –</td> </tr> <tr> <td data-bbox="577 518 1104 577">Balfour Road –</td> <td data-bbox="1104 518 1608 577">Grenoble Road –</td> <td data-bbox="1608 518 2107 577">Railway Lane – Support</td> </tr> <tr> <td data-bbox="577 577 1104 636">Bampton Close –</td> <td data-bbox="1104 577 1608 636">Harebell Road –</td> <td data-bbox="1608 577 2107 636">Sandford Road – Support</td> </tr> <tr> <td data-bbox="577 636 1104 695">Brake Hill –</td> <td data-bbox="1104 636 1608 695">Jack Argent Close –</td> <td data-bbox="1608 636 2107 695">Warburg Crescent –</td> </tr> <tr> <td data-bbox="577 695 1104 754">Brampton Road –</td> <td data-bbox="1104 695 1608 754">Jordan Hill –</td> <td data-bbox="1608 695 2107 754">Wilcote Road –</td> </tr> <tr> <td data-bbox="577 754 1104 813">Chapel Lane – Support</td> <td data-bbox="1104 754 1608 813">Jowett Walk –</td> <td data-bbox="1608 754 2107 813">Wilcote Road link road –</td> </tr> <tr> <td data-bbox="577 813 1104 873">Columbine Gardens –</td> <td data-bbox="1104 813 1608 873">Moorbank –</td> <td data-bbox="1608 813 2107 873"></td> </tr> <tr> <td data-bbox="577 873 1104 932">Druce Way –</td> <td data-bbox="1104 873 1608 932">Norman Smith Road –</td> <td data-bbox="1608 873 2107 932"></td> </tr> </table> <p data-bbox="577 997 2107 1236">I support the proposed ‘no waiting at any time’ parking restrictions on Chapel Lane, Railway Lane, and Sandford Road. It has become very difficult to navigate Railway Lane and Chapel Lane due to the level of parking around the junction between Chapel Lane and Railway. This creates blind spots and bottle necks as both roads are effectively single track. This is certain to get worse with the completion of the new housing development at the bottom of Railway Lane. I would actually go further and suggest Railway Lane should have no parking between Chapel Lane and Sandford Road given this is a key access route and there are no give way points. The village hall has its own off street parking as do the only three residential houses on this stretch of road.</p> | | | Alice Smith Square – | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – Support | Bampton Close – | Harebell Road – | Sandford Road – Support | Brake Hill – | Jack Argent Close – | Warburg Crescent – | Brampton Road – | Jordan Hill – | Wilcote Road – | Chapel Lane – Support | Jowett Walk – | Wilcote Road link road – | Columbine Gardens – | Moorbank – | | Druce Way – | Norman Smith Road – | |
| Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – | Jordan Hill – | Wilcote Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Support | Jowett Walk – | Wilcote Road link road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – | Moorbank – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – | Norman Smith Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o73) Local resident, (Littlemore, Chapel Lane)</p> | <table border="1" data-bbox="577 1303 2107 1362"> <tr> <td data-bbox="577 1303 1104 1362">Alice Smith Square –</td> <td data-bbox="1104 1303 1608 1362">Field Avenue –</td> <td data-bbox="1608 1303 2107 1362">Park Town –</td> </tr> </table> | | | Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | |
| Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Support |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – Support | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| I support the proposed introduction of double yellow lines on Sanford Road, Railway Lane, and Chapel Lane. The parking on the corners of Chapel Lane makes this junction difficult to navigate and creates means there are no places to give way to other vehicles on Chapel Lane. | | | |
| (o74) Local resident, (Littlemore, Medhurst way) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Support |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |

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| | Druce Way – | Norman Smith Road – | |
| <p>I am resident of Medhurst Way and there is illegal parking every day on north and south side of junction with Medhurst Way. These cars and vans are parked on road and pavement. This restricts visibility for cars and bicycles exiting or entering Medhurst to/from Sandford Rd. I have personally experienced several near miss accidents. There is also obstruction to wheel chairs, prams, visual impaired pedestrians and pedestrians. My concern is that when Sandford Road is fully parked up currently, cars and vans park along Medhurst Way from junction with Sandford Rd, including on pavements (photos emailed to Christian Mauz Senior Officer). Once double yellow lines painted on Sandford Rd, cars and vans will park on side roads, such as Medhurst Way, which currently happens every week day and is worse when Oxford United have home matches at weekends and mid week. There is no illegal parking notices currently issued when vehicles park on pavements or close to junction. The proposed double yellow lines and other parking restrictions will only be effective if there are Traffic Wardens or Police actively patrolling and issuing parking penalty notices to illegal parking offenders.</p> | | | |
| (075) Local resident, (Littlemore, Oxford Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Object |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| <p>Both of these roads are next to community hubs that people drive to. Railway lane is next to the village hall which has limited parking and Sandford Road is next to the park and Sandford talking shop. I cannot understand the need to</p> | | | |

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| | make Sandford Road double yellow, it is such a wide road, cars parking along it impacts no one negatively and causes no safety issues, even with the constant huge construction vehicles going up and down it daily. | | |
| (o76) Local resident, (Littlemore, Railway Lane) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Partially support/concerns |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | | The 12m rule on Railway Lane appears excessive, given that cars have been parking on the north side of the lane with little problem for pedestrians or traffic. As someone who lives on Railway Lane I agree that the south side should be covered. I am concerned that people will end up parking across my drive if you stop them being able to park where they currently can, and that I will not be able to have visitors to my house. | |
| (o77) Local resident, (Littlemore, Railway lane) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Support |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |

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| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Stop putting restrictions. I oppose these fully due to their disruptive and discriminatory measures | | |
| (o78) Local resident, (Littlemore, Sandford Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | I'm not happy with the consultation approach. It's like it's been deliberately designed to confused people - you haven't engaged well with people or even shown us a map. One of the proposals (Sandford road) is directly outside our front door, we have very limited difficult access down a narrow lane full of potholes at the back of our house and so no waiting at any time would make life significantly difficult | | |

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| | <p>for us with deliveries or shopping or brining anything in or out of the home. If a parking change must occur we would prefer a single yellow that allows parking in evenings and at weekends. A single yellow would stop commuter parking during the day which I understand is the cause of complaints but allow reasonable access in evenings at weekends. Please please consider this, or provide some parking bays on Sandford Road that offer 2 hours free during working hours. Be reasonable that people need to park and it's good for the community and local businesses, please don't overcorrect with something debilitating. Parking outside our house on Sandford Road isn't a problem, it's occasionally busy on football days but we understand that oxford United are moving so we really don't think this is a problem that needs solving in this manner.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o79) Local resident, (Littlemore, Sandford Road)</p> | <table border="1" data-bbox="577 536 2107 1094"> <tr> <td data-bbox="577 536 1104 596">Alice Smith Square – Object</td> <td data-bbox="1104 536 1608 596">Field Avenue – Object</td> <td data-bbox="1608 536 2107 596">Park Town – Object</td> </tr> <tr> <td data-bbox="577 596 1104 657">Ashmole Place – Object</td> <td data-bbox="1104 596 1608 657">Frenchay Road – Object</td> <td data-bbox="1608 596 2107 657">Partridge Walk – Object</td> </tr> <tr> <td data-bbox="577 657 1104 718">Balfour Road – Object</td> <td data-bbox="1104 657 1608 718">Grenoble Road – Object</td> <td data-bbox="1608 657 2107 718">Railway Lane – Object</td> </tr> <tr> <td data-bbox="577 718 1104 778">Bampton Close – Object</td> <td data-bbox="1104 718 1608 778">Harebell Road – Object</td> <td data-bbox="1608 718 2107 778">Sandford Road – Object</td> </tr> <tr> <td data-bbox="577 778 1104 839">Brake Hill – Object</td> <td data-bbox="1104 778 1608 839">Jack Argent Close – Object</td> <td data-bbox="1608 778 2107 839">Warburg Crescent – Object</td> </tr> <tr> <td data-bbox="577 839 1104 900">Brampton Road – Object</td> <td data-bbox="1104 839 1608 900">Jordan Hill – Object</td> <td data-bbox="1608 839 2107 900">Wilcote Road – Object</td> </tr> <tr> <td data-bbox="577 900 1104 960">Chapel Lane – Object</td> <td data-bbox="1104 900 1608 960">Jowett Walk – Object</td> <td data-bbox="1608 900 2107 960">Wilcote Road link road – Object</td> </tr> <tr> <td data-bbox="577 960 1104 1021">Columbine Gardens – Object</td> <td data-bbox="1104 960 1608 1021">Moorbank – Object</td> <td data-bbox="1608 960 2107 1021"></td> </tr> <tr> <td data-bbox="577 1021 1104 1094">Druce Way – Object</td> <td data-bbox="1104 1021 1608 1094">Norman Smith Road – Object</td> <td data-bbox="1608 1021 2107 1094"></td> </tr> </table> <p data-bbox="577 1129 2107 1203">Parking restrictions are unnecessary and are really a hidden, unwanted tax on residents directly affected such as myself.</p> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | Columbine Gardens – Object | Moorbank – Object | | Druce Way – Object | Norman Smith Road – Object | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Object | Moorbank – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>(o80) Local resident, (Littlemore, Alice smith square)</p> | <table border="1" data-bbox="577 1270 2107 1377"> <tr> <td data-bbox="577 1270 1104 1331">Alice Smith Square – Object</td> <td data-bbox="1104 1270 1608 1331">Field Avenue – Object</td> <td data-bbox="1608 1270 2107 1331">Park Town – Object</td> </tr> <tr> <td data-bbox="577 1331 1104 1377">Ashmole Place – Object</td> <td data-bbox="1104 1331 1608 1377">Frenchay Road – Object</td> <td data-bbox="1608 1331 2107 1377">Partridge Walk – Object</td> </tr> </table> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| There are no issues with parking in these areas from my perspective so these restrictions are not necessary and will only add unnecessary inconvenience and possible penalty costs in an area that is already comparatively socially deprived compared to other areas of Oxford. | | | |
| (o81) Local resident, (Littlemore, Alice Smith square ox) | Alice Smith Square – Object | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | There is very little parking available as it is at the moment. Where do you expect people who live in the area to park? There are houses with driveways who will be able to park there but what about the other people. Where are you get supposed to park? | | |
| (o82) Local resident, (Littlemore, Armstrong Road) | Alice Smith Square – Partially support/concerns | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Partially support/concerns | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Partially support/concerns |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | | Limited parking in the littlemore area | |
| (o83) Local resident, (Littlemore, Champion Way) | Alice Smith Square – Object | Field Avenue – Partially support/concerns | Park Town – Support |
| | Ashmole Place – Partially support/concerns | Frenchay Road – | Partridge Walk – |
| | Balfour Road – Partially support/concerns | Grenoble Road – | Railway Lane – |
| | Bampton Close – Partially support/concerns | Harebell Road – | Sandford Road – Object |

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| | Brake Hill – Object | Jack Argent Close – | Warburg Crescent – Object |
| | Brampton Road – Partially support/concerns | Jordan Hill – | Wilcote Road – Object |
| | Chapel Lane – Partially support/concerns | Jowett Walk – | Wilcote Road link road – Object |
| | Columbine Gardens – Partially support/concerns | Moorbank – | |
| | Druce Way – Support | Norman Smith Road – | |
| | Already short of parking for residents | | |
| (o84) Local resident, (Littlemore, Lanham Way) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Support |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | I live on Lanham Way and the visibility is horrible now that people park 24/7 on the sidewalk between Lanham Way and Medhurst Way. This is likely residents of the new houses at the back of Lanham Way that weren't given enough parking. Another major reason to object to that development. I'm surprised there hasn't been an accident yet tbh. | | |

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| (o85) Local resident, (Littlemore, Railway Lane) | Alice Smith Square – Support | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Support |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – Support | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| It's extremely dangerous that vehicles park on the corner of railway lane Please address the parking epidemic on pavements. | | | |
| (o86) Local resident, (Littlemore, Railway road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Support |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Parking is limited in these areas already and many properties don't have driveways or are refused planning for a driveway and taking away the only parking is penalising them for having a car. In reality you are taking many people's freedom away because without parking they will have to get rid of their car | | |
| (o87) Local resident, (Littlemore, Sandford) | Alice Smith Square – Object | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Make it harder for friends and family members to visit | | |
| (o88) Local resident, (Littlemore Oxford, Sandford road) | Alice Smith Square – Partially support/concerns | Field Avenue – Partially support/concerns | Park Town – |
| | Ashmole Place – Partially support/concerns | Frenchay Road – | Partridge Walk – |

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| | Balfour Road – Partially support/concerns | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – Partially support/concerns | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – Partially support/concerns | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Firstly the proposals are really unclear. I have spoken with other residents of Medhurst way, Lanham way and Sandford road who cannot understand the letter and the implications of the plans. The George pub owners were not clear from the letter that the double yellows would be outside their pub. And when I explained the plans they are concerned it will affect their patrons considerably.</p> <p>I have a personal objection as well. I live at 7 Sandford road. We always park in a way that leaves enough space for a bus going either way to get past. As well as prams and mobility scooters to pass on the pavement. Both the pavement and road are considerably wide at this point and it is possible to park without impeding traffic on the road or pavement. Our rear access is very tight and it is impossible to park a family car on it. We will not be able to park anywhere near our house with our family car which will affect our shopping, transporting kids and dogs and parking conveniently for elderly and disabled relatives. Most of the current issues with parking along Sandford road are as a result of inconsiderate visitors, primarily the contractors from the many building developments. If permit parking with clear boundaries were introduced it would stop this whilst still allowing considerate local residents to be able to park somewhere near their house. Please consider this compromise so as not to make our daily lives incredibly challenging</p> | | |
| (o89) Local resident, (Littlemore, Bampton Close) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |

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| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – Partially support/concerns | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| Main issue is with OUFC match day parking and site contractors in Bampton Close. I support action to reduce the parking issue, but why not just issue match day parking restrictions like those in Mintry Farm. | | | |
| (o90) Local resident, (Littimore, Astrop lane) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Object |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | We have new houses being build at the end of railway Lane,double yellow lines are being considered,this will not allow for visitors to park ora overflow of cars for astrop lane.These house should have never been build with only one way in and out of a already busy lane | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o91) Member of public, (MCS, Crowley place) | <table border="1"> <tr> <td>Alice Smith Square – Object</td> <td>Field Avenue – Object</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place – Object</td> <td>Frenchay Road – Object</td> <td>Partridge Walk – Object</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> <tr> <td>Bampton Close – Object</td> <td>Harebell Road – Object</td> <td>Sandford Road – Object</td> </tr> <tr> <td>Brake Hill – Object</td> <td>Jack Argent Close – Object</td> <td>Warburg Crescent – Object</td> </tr> <tr> <td>Brampton Road – Object</td> <td>Jordan Hill – Object</td> <td>Wilcote Road – Object</td> </tr> <tr> <td>Chapel Lane – Object</td> <td>Jowett Walk – Object</td> <td>Wilcote Road link road – Object</td> </tr> <tr> <td>Columbine Gardens – Object</td> <td>Moorbank – Object</td> <td></td> </tr> <tr> <td>Druce Way – Object</td> <td>Norman Smith Road – Object</td> <td></td> </tr> </table> | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | Columbine Gardens – Object | Moorbank – Object | | Druce Way – Object | Norman Smith Road – Object | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Object | Moorbank – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Proper infrastructure must be developed before any blocking ideas are implemented Don't take any stupid decisions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o92) Member of public, (North Moreton, Didcot, Sires Hill) | <table border="1"> <tr> <td>Alice Smith Square –</td> <td>Field Avenue –</td> <td>Park Town –</td> </tr> <tr> <td>Ashmole Place –</td> <td>Frenchay Road –</td> <td>Partridge Walk –</td> </tr> <tr> <td>Balfour Road –</td> <td>Grenoble Road –</td> <td>Railway Lane –</td> </tr> <tr> <td>Bampton Close –</td> <td>Harebell Road –</td> <td>Sandford Road –</td> </tr> </table> | Alice Smith Square – | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | |
| Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| I don't know these localities well enough. | | | |
| (o93) Member of public, (Oakley, Prefer not to say) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| The council is clearly wishing to make Oxford car free at whatever cost to business, resident and other users regardless of any objection. Hope they enjoy the ghost town and following decay into unused slum of vacant buildings. | | | |

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| (o94) Local resident, (Off Cowley road, St Mary's road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| I have been told that double yellow,lines will apply to all Cowley road. If this is so I strongly object | | | |
| (o95) Local resident, (Oxford, Brake Hill and Grenoble Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – Object |
| | Balfour Road – | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |

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| | Columbine Gardens – Object | Moorbank – | |
| | Druce Way – | Norman Smith Road – Object | |
| | <p>I am objecting to the proposed parking restrictions as I don't believe the proposed yellow lines and restrictions are required across the Greater Leys estate. These roads and the general parking on them, have not been an issue over the last 30 years, including when double decker buses regularly moved through the estate, so I don't think they are required now. It will place ugly yellow lines on junctions which are mainly block paving and this will deface the area and look unsightly. The roads which I am objecting to this proposal being implemented on do not currently cause an issue to the residents therefore please do not try to enforce something which is not required! As for Grenoble Road please do not reduce the number of free parking spaces on the road by implementing more yellow lines and restrictions at any time in the future, and especially now when we have several roadworks taking place at the same time in the area. Yet again roadworks not being managed, with the residents in mind, in the east of oxford area, where during the last 2 years we have seen nothing but roadworks and temporary traffic light situations installed for long periods, with the latest being until 2027! These have all exacerbated the congestion issues in the area and on the ring road, along with the LTN issues. The residents deserve better and a balanced and coordinated road maintenance plan needs to be implemented which works on behalf of the residents and not against them, as it currently seems to be. The council need to listen to the residents and act on their behalf and not against the wishes of the majority.</p> | | |
| (o96) Local resident, (Oxford, Alice Smith Square) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |

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| | Druce Way – | Norman Smith Road – | |
| No objections to proposed plans | | | |
| (o97) Local resident, (Oxford, Alice Smith Square) | Alice Smith Square – Object | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>A number of homes around Alice Smith Square do not have a drive or accessible parking due to some small grass areas in the area (particularly n. 65-71). This means cars can only be parked by nearby homes, namely outside 30-32. Some residents have up to 4 vehicles per house despite only 4 people residing at the address and this puts enormous stress in obtaining a parking space. This is indeed the reason why there are so many cars around 30-32 Alice Smith Square. We would like an alternative solution so that at least 1 vehicle per address can be guaranteed an off street parking rather than first come first serve status quo. An alternative could be to create additional parking spaces outside 65-71 where the green patch is (this however also means removing some large trees, which is fairer and does not cause concern to the residents as too large and too close to the houses, the tree parks department have admitted should never have been planted there). If this goes ahead, where are we supposed to park? The front of the houses could provide sufficient parking spaces and relieve the square from the cars but the front of the houses on this particular side of the square does not have vehicular access and the entire area is Green. Before pressing going ahead we need to have a viable solution to</p> | | |

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| | parking that isn't first come first serve serve as there are residents with simply too many cars who are inconsiderate to others | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o98) Local resident, (Oxford, Alice Smith Square) | <table border="1" data-bbox="577 344 2107 903"> <tr> <td data-bbox="577 344 1104 405">Alice Smith Square – Object</td> <td data-bbox="1104 344 1608 405">Field Avenue –</td> <td data-bbox="1608 344 2107 405">Park Town –</td> </tr> <tr> <td data-bbox="577 405 1104 466">Ashmole Place –</td> <td data-bbox="1104 405 1608 466">Frenchay Road –</td> <td data-bbox="1608 405 2107 466">Partridge Walk –</td> </tr> <tr> <td data-bbox="577 466 1104 526">Balfour Road –</td> <td data-bbox="1104 466 1608 526">Grenoble Road –</td> <td data-bbox="1608 466 2107 526">Railway Lane –</td> </tr> <tr> <td data-bbox="577 526 1104 587">Bampton Close –</td> <td data-bbox="1104 526 1608 587">Harebell Road –</td> <td data-bbox="1608 526 2107 587">Sandford Road –</td> </tr> <tr> <td data-bbox="577 587 1104 647">Brake Hill –</td> <td data-bbox="1104 587 1608 647">Jack Argent Close –</td> <td data-bbox="1608 587 2107 647">Warburg Crescent –</td> </tr> <tr> <td data-bbox="577 647 1104 708">Brampton Road –</td> <td data-bbox="1104 647 1608 708">Jordan Hill –</td> <td data-bbox="1608 647 2107 708">Wilcote Road –</td> </tr> <tr> <td data-bbox="577 708 1104 769">Chapel Lane –</td> <td data-bbox="1104 708 1608 769">Jowett Walk –</td> <td data-bbox="1608 708 2107 769">Wilcote Road link road –</td> </tr> <tr> <td data-bbox="577 769 1104 829">Columbine Gardens –</td> <td data-bbox="1104 769 1608 829">Moorbank –</td> <td data-bbox="1608 769 2107 829"></td> </tr> <tr> <td data-bbox="577 829 1104 903">Druce Way –</td> <td data-bbox="1104 829 1608 903">Norman Smith Road –</td> <td data-bbox="1608 829 2107 903"></td> </tr> </table> <p data-bbox="577 938 2107 975">This will impact the people that do not have access to off road parking</p> | | | Alice Smith Square – Object | Field Avenue – | Park Town – | Ashmole Place – | Frenchay Road – | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | Brake Hill – | Jack Argent Close – | Warburg Crescent – | Brampton Road – | Jordan Hill – | Wilcote Road – | Chapel Lane – | Jowett Walk – | Wilcote Road link road – | Columbine Gardens – | Moorbank – | | Druce Way – | Norman Smith Road – | |
| Alice Smith Square – Object | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – | Jordan Hill – | Wilcote Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – | Jowett Walk – | Wilcote Road link road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – | Moorbank – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – | Norman Smith Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o99) Local resident, (Oxford, Are not relevant for your questions. I live in Oxford and don't want traffic/transport to be disrupted. Anywhere in Oxford.OX) | <table border="1" data-bbox="577 1043 2107 1342"> <tr> <td data-bbox="577 1043 1104 1104">Alice Smith Square – Object</td> <td data-bbox="1104 1043 1608 1104">Field Avenue – Object</td> <td data-bbox="1608 1043 2107 1104">Park Town – Object</td> </tr> <tr> <td data-bbox="577 1104 1104 1165">Ashmole Place – Object</td> <td data-bbox="1104 1104 1608 1165">Frenchay Road – Object</td> <td data-bbox="1608 1104 2107 1165">Partridge Walk – Object</td> </tr> <tr> <td data-bbox="577 1165 1104 1225">Balfour Road – Object</td> <td data-bbox="1104 1165 1608 1225">Grenoble Road – Object</td> <td data-bbox="1608 1165 2107 1225">Railway Lane – Object</td> </tr> <tr> <td data-bbox="577 1225 1104 1286">Bampton Close – Object</td> <td data-bbox="1104 1225 1608 1286">Harebell Road – Object</td> <td data-bbox="1608 1225 2107 1286">Sandford Road – Object</td> </tr> <tr> <td data-bbox="577 1286 1104 1342">Brake Hill – Object</td> <td data-bbox="1104 1286 1608 1342">Jack Argent Close – Object</td> <td data-bbox="1608 1286 2107 1342">Warburg Crescent – Object</td> </tr> </table> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Transport should be welcomed and facilitated, not restricted and avoided. Pedestrian areas are only for the leisure classes, complicates working peoples life. | | |
| (o100) As part of a group/organisation, (Oxford, Aristotle Lane) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | This response is from Cyclox, the cycle campaign group for Oxford. Removing parked cars reduces the "dooring" risk (cyclists being hit by a car door opened without warning) and provides a buffer between cyclists and moving traffic. It provides more visibility. Parked cars can block drivers' view of cyclists and pedestrians, especially at intersections and driveways. Removing parking improves sightlines, making it | | |

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| | easier for drivers to see cyclists and pedestrians, and vice versa. For those roads which are bus routes there will be less obstruction. Removing these parking spaces is another step in the shift to active travel and public transport. | | |
| (o101) Local resident, (Oxford, Balfour Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – Support | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – Support |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | | Support as it will enable drivers to see other traffic easier | |
| (o102) Local resident, (Oxford, Balfour road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Many of us who live here do not have driveways or the option to create off-street parking due to the nature of our houses and the lack of front gardens. This means that the street is the only available place for residents to park their vehicles.</p> <p>Introducing double yellow lines would create significant difficulties for local people, especially those who need to drive to work and require a safe place to park when they return home. If parking restrictions are extended, residents will be left with no practical options, which will only increase pressure on surrounding streets and cause unnecessary stress to local families.</p> <p>We understand the importance of road safety and accessibility, but any restrictions must balance the needs of both traffic flow and residents who rely on on-street parking. We strongly urge the Council to reconsider this proposal, or at least to explore alternative solutions that support residents' parking needs.</p> | | |
| (o103) Local resident, (Oxford, Bardwell Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |

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| | Druce Way – Object | Norman Smith Road – Object | |
| | There is no need to implement these proposals. A blanket ban on parking is draconian and unnecessary and will result in more problems on other roads. | | |
| (o104) Local resident, (Oxford, Bardwell Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | There are already insufficient parking bays for non residents. Reducing these further, particularly where near schools and shops, will further deter people from using the facilities and safely getting children to school, and having a knock on effect on the already poor traffic flow in and around Summertown. | | |
| (o105) Local resident, (Oxford, Bedford Street) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| Cars are essential for families with small children, older people and those with differential abilities who cannot easily move around independently | | | |
| (o106) Local resident, (Oxford, Benson Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | There is too much uncontrolled parking, particularly pavement parking. The council needs to address this. | | |

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| (o107) Local resident, (Oxford, Bernwood Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | We are restricted enommugh as it is in Oxford, our voices should be heard and democracy should be reinstated- it's been missing for far too long!! | | |
| (o108) Local resident, (Oxford, Botley) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Once again the Highways Minister and Oxfordshire County Council are pushing through proposals that are not supported by ordinary people who are trying to live and work in the city. Many parts of the city have been made even more inaccessible or completely inaccessible to disabled residents as parking spaces both specifically for blue badge holders and those available to blue badge holders but not specifically for them have been swept away in order to propagate the ableist agenda of 'active travel'. Because of this disabled blue badge holders have had to become more reliant on their lawful right to park on double yellow lines. Now OCC and the Highways Minister seek to remove this from disabled blue badge holding drivers and their carers. Cowey Road has already become completely inaccessible with the introduction of LTNs which mean disabled blue badge holding drivers and their carers are unable to park on the side streets as they used to, in order to access Cowley Road. The introduction of this restriction will make the situation even worse. Oxfordshire City and County Council claim they are liaising with the disabled community by hosting little advertised forums at in person inaccessible events and thus purple washing their elitist 'active travel' agenda. A green city should be for all, not just for the able bodied.</p> | | |
| (o109) Local resident, (Oxford, Botley Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |

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| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | I do think less parked cars and idling cars create a better environment for me as a pedestrian and someone who is pregnant | | |
| (o110) Local resident, (Oxford, Brake Hill) | Alice Smith Square – Object | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Generally there is nonorobelm with people parking in Brake Hill | | |
| (o111) Local resident, (Oxford, Brake hill) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Partially support/concerns | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | As a disabled driver and resident of brake hill I sometimes have to park out the front of my house as my drive is on a hill and I struggle some days to get out my car and walk up, I need to park out the front on to flat surfaces. I have to choose all my parking this way not just at home. | | |
| (o112) Local resident, (Oxford, Brake Hill) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – Object |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – Object | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | <p>I wish to formally object to the proposed introduction of double yellow lines in the above-mentioned roads. The primary reason for my objection is that parking provision in this area is already extremely limited. While most houses have driveways that can accommodate up to two cars, many households have more than two vehicles, and there are no additional parking facilities nearby. The proposed restrictions would significantly reduce the already scarce on-street parking available to residents and their visitors.</p> <p>The surrounding roads, including Grenoble Road, offer only limited overflow parking, which is often unavailable during football matches and other busy periods. As a result, the introduction of double yellow lines would leave many residents without any practical option for parking near their homes. This will not only cause daily inconvenience but could also have a negative impact on residents' quality of life and property value.</p> <p>In addition, I wish to highlight the following potential negative consequences of introducing double yellow lines in these roads:</p> <p>Emergency Access – With reduced parking capacity, residents may be forced to leave vehicles in unsuitable or narrower streets nearby, unintentionally obstructing routes. This risks delaying access for fire engines, ambulances, or police, which could endanger lives, particularly those of elderly or vulnerable residents.</p> <p>Visitor Parking – Friends, family, carers, and tradespeople would struggle to find nearby spaces. This would make visits impractical for elderly or disabled residents and could discourage social contact, leading to increased isolation. Essential home services and maintenance could also be disrupted.</p> <p>Community Cohesion – The lack of adequate parking is likely to create tension among neighbours as competition for spaces intensifies. Reduced visitor access may limit social interactions, gatherings, and the informal support networks that are vital to fostering a strong and supportive local community.</p> <p>I fully understand the need for road safety and traffic management, but in this case, the proposed measures appear disproportionate and fail to consider the genuine parking needs of local residents. I urge the council to reconsider these proposals and to explore alternative solutions that balance safety concerns with the necessity of adequate residential parking.</p> <p>For these reasons, I strongly object to the introduction of double yellow lines in Brake Hill, Columbine Gardens, Jack Argent Close, and Partridge Walk.</p> | | |
| <p>(o113) Local resident, (Oxford, Brake hill)</p> | <p>Alice Smith Square – Object</p> | <p>Field Avenue – Object</p> | <p>Park Town – Object</p> |
| | <p>Ashmole Place – Object</p> | <p>Frenchay Road – Object</p> | <p>Partridge Walk – Object</p> |
| | <p>Balfour Road – Object</p> | <p>Grenoble Road – Object</p> | <p>Railway Lane – Object</p> |
| | <p>Bampton Close – Object</p> | <p>Harebell Road – Object</p> | <p>Sandford Road – Object</p> |

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| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| <p>Parking is not an issue in these areas there is no need for restrictions . There is a need for off road parking for visiting of elderly people who have no off road parking. Access to the estate has been restricted due to a decrease in bus services so the need to drive in ti the estate has increased</p> | | | |
| (o114) Local resident, (Oxford, Brampton Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – Partially support/concerns | Jordan Hill – | Wilcote Road – Partially support/concerns |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Partially support/concerns |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | Brampton road and Wilmcote road my concerns are we live on Brampton Road and already can not park on our street the even side of the street all have driveway with only 50% using them so unless your going to put drives on all the odd side of the street this will not work, we already pay you for a garage and can't afford a 3rd garage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o115) Local resident, (Oxford, Broadfields) | <table border="1"> <tr> <td>Alice Smith Square – Object</td> <td>Field Avenue – Object</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place – Object</td> <td>Frenchay Road – Object</td> <td>Partridge Walk – Object</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> <tr> <td>Bampton Close – Object</td> <td>Harebell Road – Object</td> <td>Sandford Road – Object</td> </tr> <tr> <td>Brake Hill – Object</td> <td>Jack Argent Close – Object</td> <td>Warburg Crescent – Object</td> </tr> <tr> <td>Brampton Road – Object</td> <td>Jordan Hill – Object</td> <td>Wilcote Road – Object</td> </tr> <tr> <td>Chapel Lane – Object</td> <td>Jowett Walk – Object</td> <td>Wilcote Road link road – Object</td> </tr> <tr> <td>Columbine Gardens – Object</td> <td>Moorbank – Object</td> <td></td> </tr> <tr> <td>Druce Way – Object</td> <td>Norman Smith Road – Object</td> <td></td> </tr> </table> <p>Because need to park somewhere if they do not have a drive. I am a carer and need to park. People should be allowed to park outside there houses if not coursing any obstruction. How can we have visitors if there is no on street parking anywhere. People will be parking in roads and closes without restrictions. Are the people of Ixford allowed no Freedom whatsoever.</p> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | Columbine Gardens – Object | Moorbank – Object | | Druce Way – Object | Norman Smith Road – Object | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Object | Moorbank – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o116) Local resident, (Oxford, Chadlington) | <table border="1"> <tr> <td>Alice Smith Square – Object</td> <td>Field Avenue – Object</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place – Object</td> <td>Frenchay Road – Object</td> <td>Partridge Walk – Object</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> </table> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| You're making life miserable for all of us local residents. STOP | | | |
| (o117) Local resident, (Oxford, Church Cowley Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |

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| | Parking within 10m of a junction should already be forbidden (Highway Code 243). If the police won't enforce that, then this makes it easier for council officers to do so; but each junction with DYs painted sends the message that the ones that lack them (or where they've faded) are now fair game. | | |
| (o118) Local resident, (Oxford, Columbine Gardens) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | | To stop people parking on blind corners and pathways. Making it dangerous to walk and drive in these areas. | |
| (o119) Local resident, (Oxford, Cowley road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | As a builder I need parking space so I can work and earn money. | | |
| (o120) As a business, (Oxford, Cowley Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | You cannot just implement changes without any thought. People still need to drive. We are a long way off people not needing cars. Measures like this should not even be considered at the present moment. They ruin communities and businesses. | | |

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| (o121) Local resident, (Oxford, Cowley road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| These restrictions will move traffic elsewhere like in east oxford and affect people with disabilities and other low income families who have no other form of getting around | | | |
| (o122) Local resident, (Oxford, Cowley road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Because Oxford is now ruined because of all the disastrous policies that have been put in place despite objections. Enough is enough now, time to LISTEN to the people affected. | | |
| (o123) Local resident, (Oxford, Cuddesdon Way) | Alice Smith Square – Support | Field Avenue – Partially support/concerns | Park Town – Support |
| | Ashmole Place – Partially support/concerns | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Partially support/concerns | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Partially support/concerns | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Partially support/concerns |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Partially support/concerns | Norman Smith Road – Support | |
| | <p>I have lived in Blackbird Leys for over 34 years and have seen the landscape and community needs change during that time.</p> <p>Up until recently, I have been fortunate to live at a property that also had an adjoining driveway which allowed me to park my car safely and within eyesight each day.</p> <p>I am now living at another property in Blackbird Leys which has no given secure parking, much like many other dwellings in the area.</p> <p>I have witnessed car journeys through the parish steadily rise over the years, especially with attractions such as the Kassam Stadium, etc located close by.</p> | | |

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|---|--|------------------------------------|------------------------------|---------------------------|-------------------------------|-------------------------------|--------------------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------|-----------------------------------|----------------------------------|-------------------------------|-----------------------------|------------------------------|--|
| | <p>I understand that traffic will naturally increase over time - now, even more so, with the introduction of much needed new housing and redesign of the community hub area. However, residences without dedicated driveways or parking areas (such as myself) struggle to park our vehicles in front or even close by to our houses due to the ever increasing restrictions and demands on the parish. I, myself, am now in a daily battle to park my vehicle close to my house; which is important to me not so much from a sense of entitlement to space, but for security - to know that my vehicle is safe and at least within sight if something were to happen.</p> <p>I am the only licensed driver and vehicle owner within my family. I try to use public transport as much as possible, but I also care for my elderly grandmother (taking her to various appointments and obligations) as well as taking my child to see his father on a regular basis. For these activities, I need my car and I do not think it is unreasonable to want my car to be somewhere within sight when it is not in use.</p> <p>At present, the road on which I live (Cuddesdon Way) is subject to parking (day and night) by workers from the College, BMW plant, Oxford Bus Company and nearby industrial estate. On football match days at the home stadium, parking not just on Cuddesdon Way but most of Blackbird Leys is excessive, ridiculous and quite frankly dangerous at times.</p> <p>I am generally supportive of measures to make carriageways safer, especially in areas that are constricted space wise however, I implore the County Council to please revisit some form of zoning or restriction on non-residential parking along Cuddesdon Way (and Blackbirds Leys) in general.</p> <p>With the increase in dwelling numbers, local employment, etc parking in hazardous, inconvenient places may increase as residents, college students, workers etc battle for spaces. I am in support of the proposed restrictions in this consultation, but please do not let this be the only traffic measures that are put into place in Blackbird Leys! I, for one, would be more than happy to pay for a permit if that was what was needed.</p> | | | | | | | | | | | | | | | | | | | |
| <p>(o124) Local resident, (Oxford, Cumberland Road)</p> | <table border="1"> <tr> <td data-bbox="568 975 1097 1035">Alice Smith Square – Object</td> <td data-bbox="1104 975 1606 1035">Field Avenue – Object</td> <td data-bbox="1606 975 2114 1035">Park Town – Object</td> </tr> <tr> <td data-bbox="568 1035 1104 1096">Ashmole Place – Object</td> <td data-bbox="1104 1035 1606 1096">Frenchay Road – Object</td> <td data-bbox="1606 1035 2114 1096">Partridge Walk – Object</td> </tr> <tr> <td data-bbox="568 1096 1104 1157">Balfour Road – Object</td> <td data-bbox="1104 1096 1606 1157">Grenoble Road – Object</td> <td data-bbox="1606 1096 2114 1157">Railway Lane – Object</td> </tr> <tr> <td data-bbox="568 1157 1104 1217">Bampton Close – Object</td> <td data-bbox="1104 1157 1606 1217">Harebell Road – Object</td> <td data-bbox="1606 1157 2114 1217">Sandford Road – Object</td> </tr> <tr> <td data-bbox="568 1217 1104 1278">Brake Hill – Object</td> <td data-bbox="1104 1217 1606 1278">Jack Argent Close – Object</td> <td data-bbox="1606 1217 2114 1278">Warburg Crescent – Object</td> </tr> <tr> <td data-bbox="568 1278 1104 1339">Brampton Road – Object</td> <td data-bbox="1104 1278 1606 1339">Jordan Hill – Object</td> <td data-bbox="1606 1278 2114 1339">Wilcote Road – Object</td> </tr> </table> | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | |
| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | | | | | | | | | | | | | | | | | | |

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| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | It's killing oxford | | |
| (o125) Local resident, (Oxford, Davenant Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Residents need on street parking and so do visitors and service vehicles | | |
| (o126) Local resident, (OXFORD, Divinity Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |

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| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| I support any actions to reduce traffic congestion and to facilitate movement by pedestrians, cyclists, disabled etc | | | |
| (o127) Local resident, (Oxford, Druce way) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| Too many restrictions. Oxford is becoming horrible to live in. | | | |

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| (o128) Local resident, (Oxford, East Field Close Headington) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | | unnecessary restrictions | |
| (o129) Local resident, (Oxford, Fairacres Road) | Alice Smith Square – Object | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – Object | Norman Smith Road – | |
| | Any restrictions will cause problems for residence as homes without parking will not be able to park close to their homes. Residence visiting with young or elderly who cannot use public transport will be unable to drive and park. | | |
| (o130) Local resident, (Oxford, Frenchay) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | It is important to make access easier for larger vehicles, especially refuse collection. | | |
| (o131) Local resident, (OXFORD, FRENCHAY ROAD) | Alice Smith Square – | Field Avenue – | Park Town – |

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| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>I am strongly AGAINST the proposal, for the following reason: The current arrangement of parking bays serve as an ESSENTIAL TRAFFIC CALMING MEASURE. The parking bays narrow the road to the acceptable width of a carefully driven lorry or fire engine, however they do cause any driver to need to slow down to pass through. The Hayfield-Bainton route is HEAVILY USED BY CYCLISTS – particularly PARENTS taking/accompanying CHILDREN to school on bicycles who want to avoid the main Woodstock Road that runs parallel – it is a busy back route for cyclists. The Frenchay/Bainton/Hayfield crossroads are already hazardous as on the other side of the crossroads, cars and delivery vans often do not slow down or stop where they are supposed to, but fly over the junction. It is a near DAILY occurrence that I hear / see angry cyclists ringing their bells and shouting at drivers who do not stop at the crossroads. Removing the parking bays on the Frenchay side of the junction would SIGNIFICANTLY EXACERBATE the problem, particularly as cars approaching from the west would be driving at a GREATER VELOCITY having the momentum of the hill of the bridge behind them. I am GENUINELY FEARFUL that if this proposal is approved, a CYCLIST WILL BE INJURED OR KILLED on the junction</p> | | |
| (o132) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |

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| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| <p>In order to resolve the ongoing access issues for emergency and large vehicles to the newer part of Frenchay Road there was an earlier proposal to narrow allow cars to park on the pavement on the south side of Frenchay Road. In response to this proposal I stated that the pavement is already quite narrow and if cars were allowed to park on the pavement it would severely discriminate against wheelchair users and those with pushchairs or prams. When the wheelie bins are out on the pavement, it would be impassable if cars were parked on the curb. In my view this level of discrimination makes this proposal completely untenable.</p> <p>I propose threefold actions: 1. Double yellow lines are painted along the whole stretch of road along the south side of Frenchay Road from 27 to 33. 2. Add two or possibly three car parking spaces on the north side of Frenchay Road between 27 and 33. Make those spaces residents and permit holders only.</p> <p>My proposal means that the south side of Frenchay Road between nos. 27-33 would then match the parking arrangements in the rest of the eastern section of Frenchay Road, from Woodstock Road to the bridge over the canal. It would also allow larger emergency vehicles, refuse trucks and delivery lorries to get through without damaging any of the parked cars.</p> | | | |
| (0133) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Partially support/concerns | Partridge Walk – |

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| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| I believe the introduction of yellow lines on one side of 29-33 Frenchay Road will lead to vehicular traffic speeding up unless there are traffic calming (like speed bumps) installed. | | | |
| (o134) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | The current Frenchay Road situation poses a challenge to large vehicles, including emergency vehicles, wishing to access to the Waterways estate. This proposal would solve this challenge by removing parking for approximately 3 cars. | | |
| (o135) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | | The approach to the Frenchay Road canal bridge is far too narrow to allow for parking and has caused problems in the past. | |
| (o136) Local resident, (OXFORD, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Short stretch of road leading up to New Frenchay Road bridge currently allows parking on both sides of the road. On the south side is Residents Parking including a disabled space, on the north side is the Electric Vehicle Charging Point where cars being charged are constantly parked. This stretch of road is therefore narrowed as it approaches the bridge. Delivery vans, waste collection trucks, emergency vehicles, builders vehicles and removal vans struggle to access the Waterways development on the west side of the bridge.</p> | | |
| (o137) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | With cars on both sides gap can get small, potentially impacting fire engine access | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o138) Local resident, (oxford, Frenchay road) | <table border="1" data-bbox="577 344 2107 903"> <tr> <td data-bbox="577 344 1104 408">Alice Smith Square –</td> <td data-bbox="1104 344 1608 408">Field Avenue –</td> <td data-bbox="1608 344 2107 408">Park Town – Object</td> </tr> <tr> <td data-bbox="577 408 1104 472">Ashmole Place –</td> <td data-bbox="1104 408 1608 472">Frenchay Road – Object</td> <td data-bbox="1608 408 2107 472">Partridge Walk –</td> </tr> <tr> <td data-bbox="577 472 1104 536">Balfour Road – Object</td> <td data-bbox="1104 472 1608 536">Grenoble Road –</td> <td data-bbox="1608 472 2107 536">Railway Lane –</td> </tr> <tr> <td data-bbox="577 536 1104 600">Bampton Close –</td> <td data-bbox="1104 536 1608 600">Harebell Road –</td> <td data-bbox="1608 536 2107 600">Sandford Road –</td> </tr> <tr> <td data-bbox="577 600 1104 663">Brake Hill –</td> <td data-bbox="1104 600 1608 663">Jack Argent Close –</td> <td data-bbox="1608 600 2107 663">Warburg Crescent –</td> </tr> <tr> <td data-bbox="577 663 1104 727">Brampton Road –</td> <td data-bbox="1104 663 1608 727">Jordan Hill –</td> <td data-bbox="1608 663 2107 727">Wilcote Road –</td> </tr> <tr> <td data-bbox="577 727 1104 791">Chapel Lane –</td> <td data-bbox="1104 727 1608 791">Jowett Walk –</td> <td data-bbox="1608 727 2107 791">Wilcote Road link road –</td> </tr> <tr> <td data-bbox="577 791 1104 855">Columbine Gardens –</td> <td data-bbox="1104 791 1608 855">Moorbank –</td> <td data-bbox="1608 791 2107 855"></td> </tr> <tr> <td data-bbox="577 855 1104 903">Druce Way –</td> <td data-bbox="1104 855 1608 903">Norman Smith Road –</td> <td data-bbox="1608 855 2107 903"></td> </tr> </table> <p data-bbox="577 943 2092 1241">I strongly object to the proposed no waiting at any time on Frenchay Road as hugely impacts me as it is outside my house. I live alone and need access directly to my house from car. I work for OUH and often travel to OUH sites on the outskirts of the county therefore my hybrid car is essential. My house valuation would be severely affected if unable to park outside my house. The installation of two parking (previously one) electric parking bays has meant the majority of the users do not even live on the road or in the local vicinity but yet as a road resident I have the threat of being unable to park outside my house. Remove the electric bays and the access to the bridge will be eased or decrease the depth of the payment on that side of the road not the residents side. Local residents should not have to compromise when the electric bays are being used by non locals. I would consider legal action if this proposal is considered.</p> | | | Alice Smith Square – | Field Avenue – | Park Town – Object | Ashmole Place – | Frenchay Road – Object | Partridge Walk – | Balfour Road – Object | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | Brake Hill – | Jack Argent Close – | Warburg Crescent – | Brampton Road – | Jordan Hill – | Wilcote Road – | Chapel Lane – | Jowett Walk – | Wilcote Road link road – | Columbine Gardens – | Moorbank – | | Druce Way – | Norman Smith Road – | |
| Alice Smith Square – | Field Avenue – | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – Object | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – | Jordan Hill – | Wilcote Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – | Jowett Walk – | Wilcote Road link road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – | Moorbank – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – | Norman Smith Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o139) Local resident, (Oxford, Frenchay Road) | <table border="1" data-bbox="577 1313 2107 1377"> <tr> <td data-bbox="577 1313 1104 1377">Alice Smith Square –</td> <td data-bbox="1104 1313 1608 1377">Field Avenue –</td> <td data-bbox="1608 1313 2107 1377">Park Town –</td> </tr> </table> | | | Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | |
| Alice Smith Square – | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| <p>I live in an apartment in the new part of Frenchay Road and we have had several incidents where access has been denied by the parking of cars on both sides of the street before the bridge. This continues to be potential danger to people and properties when ambulances and fire tenders cannot get through the narrow gap.</p> | | | |
| (o140) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |

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| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Concerns about lorry access and, especially, emergency vehicles. | | |
| (o141) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Vans and lorries are frequently unable to access sites to the west of Frenchay Road bridge because of the bottleneck between parked cars immediately to the east of the bridge - and, most seriously, emergency vehicles could be blocked. (Although they should be able to open the bollards at the other end of the street, this could lead to delays, and sometimes they have not been able to unlock bollards elsewhere in Oxford.) We therefore strongly support the proposed parking restriction. | | |

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| (o142) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Partially support/concerns | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>The proposed double yellow lines would resolve the problem of access to the new section of Frenchay Road becoming periodically blocked for delivery vans, emergency vehicles, removal lorries, etc. However, it does seem harsh on the residents of that section of Frenchay Road that they should lose all the residents' parking spaces on that section. Would it not be possible to switch the north side of the road to on-kerb parking? That section of footpath is barely used, since there is no footpath on that side continuing over the bridge.</p> <p>The current EV bays would be split, with one on each side of the charging post. One of the existing non-EV spaces would be lost as a result, but that is much less than the current loss of four or so spaces on the south side. I would ask the committee to seriously consider whether there is a viable solution involving on-kerb parking for EVs without moving the charging post.</p> <p>However, if the charging post does have to be moved to enable on-kerb parking on the north side, this should be pursued, given the value of the on-street residents' parking which would otherwise be lost.</p> | | |
| (o143) Local resident, (Oxford, Frys Hill) | Alice Smith Square – Partially support/concerns | Field Avenue – Support | Park Town – |

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| | Ashmole Place – Partially support/concerns | Frenchay Road – | Partridge Walk – Partially support/concerns |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – |
| | Bampton Close – Partially support/concerns | Harebell Road – Partially support/concerns | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Partially support/concerns | Warburg Crescent – Partially support/concerns |
| | Brampton Road – Support | Jordan Hill – | Wilcote Road – Support |
| | Chapel Lane – | Jowett Walk – Partially support/concerns | Wilcote Road link road – Support |
| | Columbine Gardens – Partially support/concerns | Moorbank – Partially support/concerns | |
| | Druce Way – Partially support/concerns | Norman Smith Road – Partially support/concerns | |
| | <p>Blackbird leys/ greater leys - supporting / partially supporting as should stop all of the football traffic from parking everywhere as if this is brought in then someone should be monitoring this? Also needs to be enforced on blackbird leys road as with all the building work it is becoming more dangerous to drive along there, but more parking spaces need to be added as those who are less mobile are not able to access their local shops and the car park has been turned into resident parking. Less customers for the shops as there are no parking spaces nearby anymore. Any parking spaces that are available are being filled by the workers for the construction work with the local residents were assured won't happen and that it was going to be enforced so that local residents and those using our local shops still had access to necessary parking spaces.</p> <p>Wilcote road and Brampton road - these roads are utter chaos as you can't safely drive down them or safely turn the corner for wilcote road as there are so many people parked on either side of the streets blocking all view around corners. Double yellows should be added to corners and the turning circle number 2 end as there will be even more people parking in there if nothing is done and it is already hard to turn around there with everyone parking in there or too close to it.</p> <p>Other areas - I can see the issues but can't personally comment on how it is.</p> | | |
| (o144) Local resident, (Oxford, Garford) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |

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| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Support |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Waste of money and not needed. The council constantly spends money on pointless projects. | | |
| (o145) Local resident, (Oxford, Garford) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | Please stop wasting money on things nobody asks for. It's completely bizarre that you do this without any evidence as to why it's necessary. Tax payers money should be better spent. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o146) Local resident, (Oxford, Glanville Road) | <table border="1"> <tr> <td>Alice Smith Square – Support</td> <td>Field Avenue – Support</td> <td>Park Town – Support</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road – Support</td> <td>Partridge Walk – Support</td> </tr> <tr> <td>Balfour Road – Support</td> <td>Grenoble Road – Support</td> <td>Railway Lane – Support</td> </tr> <tr> <td>Bampton Close – Support</td> <td>Harebell Road – Support</td> <td>Sandford Road – Support</td> </tr> <tr> <td>Brake Hill – Support</td> <td>Jack Argent Close – Support</td> <td>Warburg Crescent – Support</td> </tr> <tr> <td>Brampton Road – Support</td> <td>Jordan Hill – Support</td> <td>Wilcote Road – Support</td> </tr> <tr> <td>Chapel Lane – Support</td> <td>Jowett Walk – Support</td> <td>Wilcote Road link road – Support</td> </tr> <tr> <td>Columbine Gardens – Support</td> <td>Moorbank – Support</td> <td></td> </tr> <tr> <td>Druce Way – Support</td> <td>Norman Smith Road – Support</td> <td></td> </tr> </table> | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | Columbine Gardens – Support | Moorbank – Support | | Druce Way – Support | Norman Smith Road – Support | | These are all sensible proposals for improving pedestrian safety. | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Support | Moorbank – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Support | Norman Smith Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o147) Local resident, (Oxford, Glanville Road) | <table border="1"> <tr> <td>Alice Smith Square – Support</td> <td>Field Avenue – Support</td> <td>Park Town – Support</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road – Support</td> <td>Partridge Walk – Support</td> </tr> <tr> <td>Balfour Road – Support</td> <td>Grenoble Road – Support</td> <td>Railway Lane – Support</td> </tr> <tr> <td>Bampton Close – Support</td> <td>Harebell Road – Support</td> <td>Sandford Road – Support</td> </tr> </table> | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | This measure would be a valuable step against congestion/road danger in all these locations. | | |
| (o148) As a business, (Oxford, Grebe close) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Partially support/concerns |
| | Ashmole Place – Object | Frenchay Road – Partially support/concerns | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Partially support/concerns |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Partially support/concerns | Jowett Walk – Object | Wilcote Road link road – |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | These parking restrictions will result in residents not being able to park their cars. Family and friends will not be able to visit as there will be nowhere to park. Trades people, carers etc will be unable to visit and offer their services. Why | | |

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| | don't you put in 2 or 3 hour parking bays instead. Cars will be forced to park on adjacent Rds causing more parking problems. Normal life in oxford is becoming intolerable due to all the traffic restrictions. | | |
| (o149) Local resident, (Oxford, Harebell Road) | Alice Smith Square – | Field Avenue – Object | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – Object | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | | <p>I object if the double yellow lines are all the way down Harebell Road. I live on Harebell, and finding a parking space is difficult. I have complained many times before to ask for the grass verges to be made into parking spaces (like on Samphire Road) I have also wrote the the local MP many times about the park issues. Please can this be considered. I do not object however to double yellow lines by Pegasus School. It is very dangerous on the corners.</p> | |
| (o150) Local resident, (Oxford, Headington) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |

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| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| Stop another income generation scheme, and put trust on drivers to drive and park sensibly. | | | |
| (o151) Local resident, (Oxford, Henley Avenue) | Alice Smith Square – Object | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| Making parking on other roads more congested and adding extra danger | | | |

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| (o152) Local resident, (Oxford, Henley Street) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | It will help increase safety on the roads in question for other motorists as well as cyclists and pedestrians. | | |
| (o153) Member of public, (Oxford, Horspath) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Why can't it be day time only - night time is hard for elderly and vulnerable people who wish to go out but need their car | | |
| (o154) As part of a group/organisation, (Oxford, Hundred Acres Close) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Partially support/concerns |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Partially support/concerns |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | I am a carer and part of a company with clients living in these roads, if you put no waiting signs at any time where are we supposed to park when we deliver care to the elderly? | | |

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| (o155) Local resident, (Oxford, Iffley Rd area) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | You people are utterly insane. We need more parking. | | |
| (o156) Local resident, (Oxford, Jack Argent Close) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |

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| | Columbine Gardens – Object | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | I am objecting to this as the parking in Jack Argent close has never been an issue and I have lived in the close since the houses were built, as many properties now have 2 cars, which park in driveways and not on the road, once we get visitors they will have nowhere to park! So won't visit. | | |
| (o157) Local resident, (Oxford, Jack argent close) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | I object to this proposal. 1. My household owns 3 vehicles, each working different shifts patterns. 2. My property's driveway is shared with my neighbour & is not adequate to accommodate our vehicles as is. To do this would also restrict access to the back of our homes. 3. There are no additional parking spaces nearby, this will invalidate insurance policies 4. In 25 years of living here, I have never seen or heard of any incidents concerning any pedestrian, cyclist or motorist. | | |

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| (o158) Local resident, (OXFORD, Jordan Hill Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – Partially support/concerns | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Happy with the proposal for Jordan Hill, with the proviso that there shouldn't be any loading restrictions. Nos 45-57 have no roadside access, so being able to load/unload is often necessary when all the parking spaces are taken- which they often are, especially if a certain individual is fixing a car there, when he could have made use of the overflow parking area and not be in probable contravention of the CNEA 2005.</p> <p>It would help ease the pressure on parking at Jordan Hill if residents felt more confident about using the garage area, and if better use of its considerable space were made. Previous criminal damage to vehicles there is an issue. CCTV and security lighting might help.</p> | | |
| (o159) Local resident, (Oxford, Lanham Way) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – Support |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| We live on Lanham way and the current blocking of sightlines is an accident waiting to happen, especially now there are so many kids on Lanham way due to the school route. | | | |
| (o160) Local resident, (Oxford, Lark Hill) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | There is a very narrow entrance leading from Frenchay Road to the Waterways. If cars park on Frenchay Road it can be difficult for emergence services to gain access to the Waterways estate. | | |

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| (o161) Local resident, (Oxford, Linton) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | You are trying to kill the city | | |
| (o162) Local resident, (Oxford, Lonsdale) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Stop controlling car usage in Oxford. Listen to inhabitants. You will destroy retail, hospitality and other businesses with the unnecessary actions | | |
| (o163) Local resident, (Oxford, Lucerne Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | It creates ever more stress for the motorist, the majority of whom behave with respect and consideration towards others. Many would use their cars if the bus services were more versatile and reliable. | | |
| (o164) Local resident, (Oxford, Manor Rd) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |

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| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| <p>If you think the restrictions are going to work then you won't need to worry about people driving their cars around and parking anywhere. These consultations are an absolute joke. You go ahead with whatever you want to. Oxfordshire County Council is no longer a democracy. Embarrassing to the rest of the country. Appalling decisions affecting far too many people and businesses.</p> | | | |
| (o165) Local resident, (Oxford, Manor Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |

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| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>(1) This was a poorly advertised consultation. Why was it not properly advertised to residents and other stakeholders?</p> <p>(2) These proposals will further damage business and quality of life in central Oxford.</p> <p>(3) There does not appear to be adequate modelling of the effects of this and other restrictions. The effects of previous rounds of traffic restrictions were entirely different to claimed outcomes when the restrictions were put in.</p> <p>(4) If these changes are put in, then what will be the process for reviewing and reversing them if they have not improved the overall situation?</p> | | |
| (o166) Local resident, (oxford, Marston street) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | | The council is moving towards banning the use o cars and many residents do not agree with this | |
| (o167) Local Cllr (i.e. Town/Parish/District), (Oxford, Mary price close) | Alice Smith Square – Support | Field Avenue – | Park Town – Support |

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| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | These places I support make sense to have road clear on safety ground. | | |
| (o168) Local resident, (Oxford, Mere Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |

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| | There are far too many private vehicles in Oxford and more and more are parking inconsiderately, illegally (eg. on the pavement), and dangerously. Greater restrictions are necessary when enough people fail to park with due care | | |
| (o169) Local resident, (Oxford, Monmouth Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | | Making it clear that parking is not allowed on junctions will make all these roads safer. | |
| (o170) Local resident, (Oxford, Morrell Ave) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |

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| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | Pavement parking in particular, but wrongheaded attitudes of "car parker prerogative" in general are getting worse. These measures are needed to start reversing this trend. | | |
| (o171) Local resident, (Oxford, N/A) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | We all know the county council regardless of the findings of this consultation will implement it anyway. This is just being submitted for proof of record the council never listens and looks to seek their own agenda such as the recent congestion charge being implemented, did they go with the feedback or implement anyway. The county council is authoritarian and not a democracy at all. | | |

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| (o172) Local resident, (Oxford, Nightingale avenue) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| You should do a friendly cars city and facilitate parking, traffic and use of cars | | | |
| (o173) Local resident, (Oxford, None of your business) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Oxfordshire county council have picked the roads up enough without doing anymore ore damage. Time for Gant and co to resign | | |
| (o174) Local resident, (Oxford, Norham Gardens) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Discrimination against elderly / infirm | | |
| (o175) Local resident, (Oxford, Norreys Avenue) | Alice Smith Square – Object | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| Leave us alone! | | | |
| (o176) Local resident, (Oxford, Not relevant) | Alice Smith Square – Object | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – Object | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | I don't know all of the roads listed but, of the ones I do know, allowing temporary stoppages is not dangerous and does not impede traffic- pedestrians, bikes or vehicles. Please spend money on potholes instead- these are dangerous, life-threatening. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o177) Local resident, (OXFORD, Old Road) | <table border="1"> <tr> <td>Alice Smith Square – Support</td> <td>Field Avenue – Support</td> <td>Park Town – Support</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road – Support</td> <td>Partridge Walk – Support</td> </tr> <tr> <td>Balfour Road – Support</td> <td>Grenoble Road – Support</td> <td>Railway Lane – Support</td> </tr> <tr> <td>Bampton Close – Support</td> <td>Harebell Road – Support</td> <td>Sandford Road – Support</td> </tr> <tr> <td>Brake Hill – Support</td> <td>Jack Argent Close – Support</td> <td>Warburg Crescent – Support</td> </tr> <tr> <td>Brampton Road – Support</td> <td>Jordan Hill – Support</td> <td>Wilcote Road – Support</td> </tr> <tr> <td>Chapel Lane – Support</td> <td>Jowett Walk – Support</td> <td>Wilcote Road link road – Support</td> </tr> <tr> <td>Columbine Gardens – Support</td> <td>Moorbank – Support</td> <td></td> </tr> <tr> <td>Druce Way – Support</td> <td>Norman Smith Road – Support</td> <td></td> </tr> </table> | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | Columbine Gardens – Support | Moorbank – Support | | Druce Way – Support | Norman Smith Road – Support | | | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Support | Moorbank – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Support | Norman Smith Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | These all seem sensible and should cause no more than minor inconvenience to car drivers. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o178) Local Cllr (i.e. Town/Parish/District), (Oxford, Oxford Road) | <table border="1"> <tr> <td>Alice Smith Square –</td> <td>Field Avenue – Support</td> <td>Park Town –</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road –</td> <td>Partridge Walk –</td> </tr> <tr> <td>Balfour Road – Support</td> <td>Grenoble Road –</td> <td>Railway Lane – Support</td> </tr> <tr> <td>Bampton Close –</td> <td>Harebell Road – Support</td> <td>Sandford Road –</td> </tr> <tr> <td>Brake Hill –</td> <td>Jack Argent Close –</td> <td>Warburg Crescent – Support</td> </tr> </table> | Alice Smith Square – | Field Avenue – Support | Park Town – | Ashmole Place – Support | Frenchay Road – | Partridge Walk – | Balfour Road – Support | Grenoble Road – | Railway Lane – Support | Bampton Close – | Harebell Road – Support | Sandford Road – | Brake Hill – | Jack Argent Close – | Warburg Crescent – Support | | | | | | | | | | | | | | |
| Alice Smith Square – | Field Avenue – Support | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – Support | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brampton Road – | Jordan Hill – | Wilcote Road – Support |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – | |
| | Residents will be especially pleased to see action to prevent parked cars obstructing junctions in Warburg Crescent, Moorbank and Druce Way. | | |
| (o179) Local resident, (Oxford, Park Town) | Alice Smith Square – | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Please do NOT remove resident 'permit holders only' parking from the eastern side of the inner kerb line of the oval (opposite no's 57-61 and 60-64). I do not have off road parking and I need these areas to park. I work in the hospital and often come back late when other resident parking areas are already occupied, so have to park here. Please, please do not change this to 'no waiting at any time', otherwise I will have no where to park. | | |

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| (o180) Member of public, (Oxford, Pegasus Road) | Alice Smith Square – | Field Avenue – Object | Park Town – |
| | Ashmole Place – Object | Frenchay Road – | Partridge Walk – |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – | Harebell Road – Object | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – | Warburg Crescent – Object |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – | |
| preventing residents from parking in the streets designated will result in those cars being placed in other streets and cause congestion else where or parking on grassed area's causing damage to those green spaces. | | | |
| (o181) Local resident, (Oxford, Portland) | Alice Smith Square – | Field Avenue – | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – Object | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |

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| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | There is no problem, you are interesting with things that do not need fixing and spend money unnecessarily. You'll also push parked vehicles into other parts of the same area | | |
| (o182) Local resident, (Oxford, Portland road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | I don't understand the need for the new "no waiting zone". | | |
| (o183) Local resident, (Oxford, Prefer not to to say) | Alice Smith Square – | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Support | Railway Lane – Support |

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| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – Support | Wilcote Road – Object |
| | Chapel Lane – | Jowett Walk – Object | Wilcote Road link road – Support |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | As a residence of Oxford, I care about the traffic of Oxford. | | |
| (o184) Local resident, (Oxford, private information) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Support |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | A blanket no waiting at anytime is taking a hammer to smash an egg. Once again the anti car agenda has got out of hand | | |

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| (o185) County Cllr, (Oxford, Redacted) | <table border="1"> <tr> <td data-bbox="577 344 1104 405">Alice Smith Square – Support</td> <td data-bbox="1104 344 1608 405">Field Avenue – Support</td> <td data-bbox="1608 344 2107 405">Park Town – Support</td> </tr> <tr> <td data-bbox="577 405 1104 466">Ashmole Place – Support</td> <td data-bbox="1104 405 1608 466">Frenchay Road – Support</td> <td data-bbox="1608 405 2107 466">Partridge Walk – Support</td> </tr> <tr> <td data-bbox="577 466 1104 526">Balfour Road – Support</td> <td data-bbox="1104 466 1608 526">Grenoble Road – Support</td> <td data-bbox="1608 466 2107 526">Railway Lane – Support</td> </tr> <tr> <td data-bbox="577 526 1104 587">Bampton Close – Support</td> <td data-bbox="1104 526 1608 587">Harebell Road – Support</td> <td data-bbox="1608 526 2107 587">Sandford Road – Support</td> </tr> <tr> <td data-bbox="577 587 1104 647">Brake Hill – Support</td> <td data-bbox="1104 587 1608 647">Jack Argent Close – Support</td> <td data-bbox="1608 587 2107 647">Warburg Crescent – Support</td> </tr> <tr> <td data-bbox="577 647 1104 708">Brampton Road – Support</td> <td data-bbox="1104 647 1608 708">Jordan Hill – Support</td> <td data-bbox="1608 647 2107 708">Wilcote Road – Support</td> </tr> <tr> <td data-bbox="577 708 1104 769">Chapel Lane – Support</td> <td data-bbox="1104 708 1608 769">Jowett Walk – Support</td> <td data-bbox="1608 708 2107 769">Wilcote Road link road – Support</td> </tr> <tr> <td data-bbox="577 769 1104 829">Columbine Gardens – Support</td> <td data-bbox="1104 769 1608 829">Moorbank – Support</td> <td data-bbox="1608 769 2107 829"></td> </tr> <tr> <td data-bbox="577 829 1104 903">Druce Way – Support</td> <td data-bbox="1104 829 1608 903">Norman Smith Road – Support</td> <td data-bbox="1608 829 2107 903"></td> </tr> </table> | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | Columbine Gardens – Support | Moorbank – Support | | Druce Way – Support | Norman Smith Road – Support | | | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Support | Moorbank – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Support | Norman Smith Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o186) Local resident, (Oxford, Ridgeway Road) | <table border="1"> <tr> <td data-bbox="577 1075 1104 1136">Alice Smith Square – Object</td> <td data-bbox="1104 1075 1608 1136">Field Avenue – Object</td> <td data-bbox="1608 1075 2107 1136">Park Town – Object</td> </tr> <tr> <td data-bbox="577 1136 1104 1197">Ashmole Place – Object</td> <td data-bbox="1104 1136 1608 1197">Frenchay Road – Object</td> <td data-bbox="1608 1136 2107 1197">Partridge Walk – Object</td> </tr> <tr> <td data-bbox="577 1197 1104 1257">Balfour Road – Object</td> <td data-bbox="1104 1197 1608 1257">Grenoble Road – Object</td> <td data-bbox="1608 1197 2107 1257">Railway Lane – Object</td> </tr> <tr> <td data-bbox="577 1257 1104 1318">Bampton Close – Object</td> <td data-bbox="1104 1257 1608 1318">Harebell Road – Object</td> <td data-bbox="1608 1257 2107 1318">Sandford Road – Object</td> </tr> <tr> <td data-bbox="577 1318 1104 1383">Brake Hill – Object</td> <td data-bbox="1104 1318 1608 1383">Jack Argent Close – Object</td> <td data-bbox="1608 1318 2107 1383">Warburg Crescent – Object</td> </tr> </table> | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <p>No waiting at any time restrictions will hopefully reduce anti social parking which blocks people walking, wheeling and driving from getting about safely.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Yet another attack on the motorists. Stop it | | |
| (o187) Local resident, (Oxford, Rosehill road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Already difficult to park in Oxford . Where are cars going to park.im hearing of parents having to park a distance from schools already due to these appalling LTNs. Safety is being compromised. It's a money making scheme. | | |
| (o188) Local resident, (Oxford, Rymers Lane) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |

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| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| more parking restrictions will make it safer for pedestrians, cyclists and everyone else outside the cars. | | | |
| (o189) As a business, (Oxford, St Clements) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |

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| | These are all sensible changes. | | |
| (o190) Local resident, (Oxford, St Nicolas Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Support |
| | Ashmole Place – Object | Frenchay Road – Support | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Support | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Support | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | | Blackbird Leys, Greater Leys and Littlemore don't have issues with parking. Only on match days when residents have permits anyway so can park outside their properties. | |
| (o191) Local resident, (Oxford, Stanway) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | These proposal are completely unnecessary and not helpful to local residents!!! | | |
| (o192) Local resident, (Oxford, Stowford road) | Alice Smith Square – | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Partially support/concerns | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | This is further restricting the people of Oxfor's movements by the council. Yet again most in East Oxford. Seems the council are targeting the poorest in Oxford | | |

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| (o193) Member of public, (Oxford, Stratfield) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | These all seem to have obvious rationales, e.g. stopping parking blocking driveways, stopping parking on one or both sides of a narrow street, etc. | | |
| (o194) Local resident, (Oxford, Street) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Some of us are local residents who live just beyond the city walls but have no public transport but have good reason to visit these roads, we have friends living on 4 of these roads, how are we supposed to visit when even the park and ride service us unusable when carrying many things. Not everyone is able to swan around with a handbag. You need to open your minds to what people actually do rather than imagine that locals do everything like you do. Utterly narrow minded | | |
| (o195) Local resident, (oxford, temple street) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | none | | |
| (o196) Local resident, (OXFORD, Terrett Avenue) | Alice Smith Square – Partially support/concerns | Field Avenue – Object | Park Town – Object |

| | | | |
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| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Partially support/concerns |
| | Balfour Road – Partially support/concerns | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Partially support/concerns | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Partially support/concerns | Norman Smith Road – Object | |
| Not enough parking options on most of these vital streets. | | | |
| (o197) Local resident, (Oxford, Thorncliffe Road) | Alice Smith Square – | Field Avenue – | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |

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| | Druce Way – | Norman Smith Road – | |
| | <p>I am particularly concerned about restrictions to parking around the schools. Only a couple of these are mentioned above but I see many others mentioned in your draft document. The houses along these roads have sufficient parking on their properties and additional on street parking spots already. To reduce the public parking spots will cause chaos around surrounding streets, and with cars stopping mid road to drop children. The council tried to implement a ban of cars around these schools but it was deemed wholly impractical as the children attending are coming from far afield with insufficient alternative transport options. Walking and cycling is not an option and bus routes, times and reliability are wholly inadequate, with public buses being unsafe. Additionally my daughter has an EHCP and would find the sensory load of getting to and from school without a car too much. It would give rise to reduced attendance quickly. This is another example of the council not prioritising SEN provision and actively hindering parents in support of their children. Once again, as with the filter and congestion charge policy this will disproportionately affect women who make more of the journeys that will be affected. Oxford council is the same as all others in being heavily biased towards men who are making single journeys to and from work place. This will simply make journey times even longer for women and push traffic out to congest surrounding areas.</p> | | |
| (o198) Local resident, (oxford, townsend square) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |

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| | too many cars. this needs to be supported with regular enforcement too! please buy mobile enforcement vehicles. please ban pavement parking too. | | |
| (o199) Local resident, (Oxford, Upland Park Rd) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | | There's no need to change the existing system | |
| (o200) Local resident, (Oxford, Upway Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>This is insanity. Where are people supposed to park their cars when stopping at shops, visiting friends, caring for those in need and so on where driveway space is not available? You would essentially make every single residential road in our city a complete no go zone. This is absolutely outrageous. On top of your disgraceful congestion charge, where you have already totally ignored the express will of residents against it, now this as well. You, Oxfordshire County Council, are a tyrannical, hateful, waste of space. How dare you.</p> | | |
| (o201) Local resident, (Oxford, Victoria road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |

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| | No opinion on above but would object to extending double yellow in Victoria road as due to local business (funeral director) I think no access to short stay parking spots will impact the rest of the road negatively. I live at that end and it is rarely an issue | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o202) Local resident, (Oxford, Victoria Road) | <table border="1"> <tr> <td>Alice Smith Square –</td> <td>Field Avenue –</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place –</td> <td>Frenchay Road – Object</td> <td>Partridge Walk –</td> </tr> <tr> <td>Balfour Road –</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> <tr> <td>Bampton Close –</td> <td>Harebell Road –</td> <td>Sandford Road – Object</td> </tr> <tr> <td>Brake Hill –</td> <td>Jack Argent Close –</td> <td>Warburg Crescent –</td> </tr> <tr> <td>Brampton Road –</td> <td>Jordan Hill – Object</td> <td>Wilcote Road –</td> </tr> <tr> <td>Chapel Lane –</td> <td>Jowett Walk – Object</td> <td>Wilcote Road link road –</td> </tr> <tr> <td>Columbine Gardens –</td> <td>Moorbank –</td> <td></td> </tr> <tr> <td>Druce Way –</td> <td>Norman Smith Road –</td> <td></td> </tr> </table> <p>There is no great pressure on these roads, no indication for them in my opinion. It simply adds to the difficulties residents parking outside their own houses</p> | | | Alice Smith Square – | Field Avenue – | Park Town – Object | Ashmole Place – | Frenchay Road – Object | Partridge Walk – | Balfour Road – | Grenoble Road – Object | Railway Lane – Object | Bampton Close – | Harebell Road – | Sandford Road – Object | Brake Hill – | Jack Argent Close – | Warburg Crescent – | Brampton Road – | Jordan Hill – Object | Wilcote Road – | Chapel Lane – | Jowett Walk – Object | Wilcote Road link road – | Columbine Gardens – | Moorbank – | | Druce Way – | Norman Smith Road – | |
| Alice Smith Square – | Field Avenue – | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – | Frenchay Road – Object | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – | Jack Argent Close – | Warburg Crescent – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – | Jordan Hill – Object | Wilcote Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – | Jowett Walk – Object | Wilcote Road link road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – | Moorbank – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – | Norman Smith Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o203) Local resident, (Oxford, Victoria Road) | <table border="1"> <tr> <td>Alice Smith Square – Support</td> <td>Field Avenue – Support</td> <td>Park Town – Support</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road – Support</td> <td>Partridge Walk – Support</td> </tr> <tr> <td>Balfour Road – Support</td> <td>Grenoble Road – Support</td> <td>Railway Lane – Support</td> </tr> <tr> <td>Bampton Close – Support</td> <td>Harebell Road – Support</td> <td>Sandford Road – Support</td> </tr> </table> | | | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| These proposals will be valuable in making the streets safer for pedestrians. | | | |
| (o204) Local resident, (Oxford, Warburg Crescent) | Alice Smith Square – Partially support/concerns | Field Avenue – Partially support/concerns | Park Town – Partially support/concerns |
| | Ashmole Place – Partially support/concerns | Frenchay Road – Partially support/concerns | Partridge Walk – Partially support/concerns |
| | Balfour Road – Partially support/concerns | Grenoble Road – Partially support/concerns | Railway Lane – Partially support/concerns |
| | Bampton Close – Partially support/concerns | Harebell Road – Partially support/concerns | Sandford Road – Partially support/concerns |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Partially support/concerns | Warburg Crescent – Support |
| | Brampton Road – Partially support/concerns | Jordan Hill – Partially support/concerns | Wilcote Road – Partially support/concerns |
| | Chapel Lane – Partially support/concerns | Jowett Walk – Partially support/concerns | Wilcote Road link road – Partially support/concerns |
| | Columbine Gardens – Partially support/concerns | Moorbank – Partially support/concerns | |
| | Druce Way – Object | Norman Smith Road – Partially support/concerns | |
| People parking on junction into Balfour rd making it dangerous pulling out of Warburg Cres onto Balfour Rd other concerns are were will people who currently park in Warburg Cres be able to park will it cause congestion elsewhere | | | |

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| (o205) Local resident, (Oxford, William Street) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | It can be difficult for vehicles to pass over the Frenchay Rd canal bridge. I do not know the other roads/areas. | | |
| (o206) Local resident, (Oxford, Bampton Close) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – Support | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |

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| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>I support the proposal to install double yellow lines in Bampton Close as there are major parking issues caused by overspill from the local industrial area and Oxford United supporters on a regular basis which causes entering, exiting and maneuvering in and around Bampton Close hazardous for all forms of road users be it motorists, cyclists or pedestrians. On occasions, there has been instances where a large emergency vehicle or delivery vehicle would not be able to gain access</p> | | |
| (o207) Local resident, (Oxford, Banbury road ²) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Partially support/concerns | Sandford Road – Support |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Support |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Support |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Will make the smooth running of transport port</p> | | |

(o208) Local resident,
(Oxford, Blackbird Leys
Rd)

| | | |
|------------------------------------|-----------------------------------|--|
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| Columbine Gardens – Object | Moorbank – Object | |
| Druce Way – Object | Norman Smith Road – Object | |

I object to the proposed “No Waiting at Any Time” (double yellow line) Traffic Regulation Orders for the following reasons. In short: the TROs remove essential short-stay kerbside access used daily by residents, visitors, carers, tradespeople and customers; the council has already published consultation plans for many of the streets listed which confirm these are imminent legal changes; and the combined effect of many parallel policies (LTNs, LEZ/ZEZ measures and temporary congestion charging proposals) means the TROs impose an unjustified and measurable burden unless the council demonstrates per-street evidence and provides targeted mitigations.

First, the legal effect of a “No Waiting at Any Time” TRO is simple: it makes on-street stopping unlawful where it is applied. The council has already published consultation plans for many of the streets discussed below (for example: Alice Smith Square, Ashmole Place, Bampton Close, Brake Hill, Druce Way, Frenchay Road, Grenoble Road, Harebell Road, Jordan Hill, Jowett Walk, Moorbank, Park Town, Railway Lane, Sandford Road, Warburg Crescent and Wilcote Road). Because those consultation plans exist, the changes are not theoretical; they are real, proposed legal orders that will remove short-stay kerbside option(s) if confirmed. The council must therefore justify each TRO with the same level of per-street evidence it requires in other consultations: parking occupancy counts, driveway/off-street coverage, equality impact assessment and an emergency-services access check. (See the council consultation documents: Let’s Talk Oxfordshire.)

Below I set out the street-by-street impact, integrating the public evidence that shows why each change is material to residents, businesses and services.

Alice Smith Square

The council's consultation plan for Alice Smith Square is published in the consultation materials. Public property listings for Alice Smith Square show a mixture of house types: some properties are advertised with private driveways while others (flats and rental adverts) explicitly reference on-street parking. Removing on-street waiting therefore removes the only practical access option for households advertised without driveways, and it removes the temporary stopping used by visitors, carers and delivery drivers. These are concrete, measurable effects: households with driveways retain access while those without lose it. The council must publish per-street occupancy and driveway coverage to show how the TRO will not create unfair, unequal outcomes.

Ashmole Place

Ashmole Place is included in the council's consultation and appears in local short-stay parking listings (public platforms show paid/short-stay activity). A TRO banning waiting will make those short-stay functions unlawful and will displace parked vehicles into surrounding streets that currently absorb overflow. The council must explain how monetised or essential short-stay capacity (used for deliveries and trades) will be replaced or accommodated.

Balfour Road

Balfour Road is recorded in council parking/garage directories and is the location of local retail outlets and services. Public property adverts show a mixture of houses with driveways and mid-terraced properties without private parking. The council's Small Sites Project also references former garage sites in the Balfour Road area, demonstrating active change in the local parking stock. Removing on-street stopping in or around Balfour Road therefore removes customer and delivery convenience that supports small local businesses and disproportionately impacts households that do not have private parking. The council must show how it expects customers to reach shops that rely on short-stay parking and how redevelopment of garage sites will not combine with TROs to remove the last remaining short-stay options.

Bampton Close

Bampton Close is specifically included in the council's consultation pack. As a cul-de-sac/close, the street's limited kerbside capacity is essential for deliveries, visitor stops and tradespeople. A TRO that removes waiting will push short-stay demand onto adjacent roads, force longer walking distances for residents and complicate deliveries/collection logistics unless the council includes visitor bays or alternatives in the TRO documentation.

Brake Hill

Brake Hill appears in the council's published TRO materials. On a sloping street, removing short-stay stopping increases walking distance and access difficulty for residents, especially in poor weather. The council must quantify the change in walking distance and the impact on doorstep services and emergency access before the TRO is confirmed.

Brampton Road

Brampton Road is a documented residential street. If a TRO is extended here it will remove short-stay stopping that residents and their visitors currently use; the logical and measurable effect is displacement into neighbouring streets.

The council should therefore publish occupancy counts and driveway coverage for Brampton Road before making any order.

Chapel Lane

Chapel Lane is shown in public property records as a residential connection. Many terraced and rental properties in similar streets depend on on-street stops. A TRO on Chapel Lane will remove those short-stay options and will reduce accessibility for carers, deliveries and visitors unless mitigations are provided and supported by published evidence.

Columbine Gardens

Public property records show Columbine Gardens as residential. Where streets serve dense housing or student accommodation, short-stay stopping is essential for visiting family, deliveries and trades. The TRO will remove that routine capacity and shift parked vehicles into adjacent streets — a displacement effect the council must quantify with term-time occupancy and delivery-pattern evidence.

Druce Way

Druce Way appears in the council's consultation documents and in local garage/parking directories. The TRO will legally remove short-stay stopping and shift parking demand outward. The council's own inclusion of Druce Way in its proposals establishes that this is a concrete change requiring concrete evidence (occupancy surveys and mitigation proposals) prior to confirmation.

Field Avenue

Field Avenue is in the council's local parking records. Streets near schools or community facilities experience strong short-stay peaks (drop-offs/pick-ups). Removing waiting will therefore materially increase circling, walking distances and pressure on adjacent roads at school times unless short-stay bays are retained or replaced.

Frenchay Road

Frenchay Road is explicitly included in the council's consultation materials. The published plan demonstrates the council's intent to prohibit waiting in those locations — a legal change that removes stopping and short-stay access used by residents and service vehicles. The council must publish the parking surveys and safety analyses used to justify that change.

Grenoble Road

Grenoble Road is included in the council's consultation package. Prohibiting waiting here will remove the kerbside stops used for deliveries and visitors, and it will shift parking into neighbouring streets. The council must therefore disclose the occupancy evidence and describe compensating measures.

Harebell Road

Harebell Road appears in the consultation documents. A TRO here removes short-stay flexibility for households with multiple cars, visitors and deliveries. The social cost — more time spent finding parking, longer walks for vulnerable residents and greater burdens on deliveries — is a measurable effect that requires a per-street evidence pack and mitigation plan.

Jack Argent Close

Jack Argent Close is recorded in public property portals as a residential close. Banning waiting will force parking onto adjoining roads and increase walking distances for residents, carers and visitors; the council must publish driveway coverage and occupancy surveys before a TRO is confirmed.

Jordan Hill

Jordan Hill is included in the council's consultation materials. Removing short-stay stopping on hillier routes increases the burden on mobility-impaired residents (longer uphill walks) and removes access for doorstep services. The council should provide an equality impact assessment and per-street access evidence before proceeding.

Jowett Walk

Jowett Walk appears in the consultation documents. Eliminating on-street waiting will remove the short-term stopping used for deliveries, trades and visitors; the council must therefore publish how day-to-day functions will be preserved and show the occupancy counts used to justify the TRO.

Moorbank

Moorbank is included in the consultation plans and in the council's local garage listings. Because Moorbank sits in the same catchment as Balfour Road and Druce Way, removing waiting here without a catchment-wide analysis will concentrate displacement issues across adjacent streets. The council must therefore publish a network-level impact assessment showing where displaced parking will go.

Norman Smith Road

Norman Smith Road is recorded on mainstream property portals. A TRO here removes short-stay stopping and alters access for resident services. Confirmation of any TRO should be made only after the council publishes driveway coverage, occupancy counts and emergency-access checks.

Park Town

Park Town is included in the council's consultation materials. Removing stop-and-go access there will reduce visitor stops in a mixed residential/visitor setting; the council must therefore publish visitor counts, origin/destination evidence and an equality impact assessment demonstrating how blue-badge users, older residents and carers will be protected.

Partridge Walk

Partridge Walk appears on property portals as a residential link. A TRO that bans waiting will reduce short-stop flexibility for families, carers and deliveries. The council should publish per-street occupancy numbers and driveway coverage data to justify any order.

Railway Lane

Railway Lane is included in the council consultation documents and is connected to development and station access projects. Removing short-stay stopping close to transport corridors reduces drop-off/pick-up practicalities for multimodal travellers, taxi users and station visitors; the council must show how station access and last-mile delivery functions will be preserved.

Sandford Road

Sandford Road appears in the consultation materials. The proposed TRO will remove short-stay stops used by residents and commuters and will shift parking into adjacent streets. The council must publish occupancy and displacement modelling to justify this change.

Warburg Crescent

Warburg Crescent is included in the consultation materials. Imposing “No Waiting at Any Time” here removes short-stop kerbside capacity that residents rely on; the council must disclose the per-street occupancy evidence and provide mitigation where needed.

Wilcote Road (including the link road)

Wilcote Road and its link road section appear in the council consultation package. Because Wilcote Road connects neighbourhoods, removing short-stay stopping will push temporary parking into side streets and reduce the network’s capacity to absorb demand surges; the council must therefore produce and publish a network-level impact assessment showing where vehicles will be displaced and how emergency and delivery access will be maintained.

How the street-level changes translate into city-wide harm

These are not isolated effects. The council has proposed TROs across multiple adjacent streets and catchments. When short-stay stopping is removed from a cluster of streets, displaced vehicles do not disappear — they reappear on neighbouring roads and create “searching-for-parking” traffic. The broader transport and parking evidence shows that removing short-stay parking reduces immediate accessibility for customers and increases vehicle-kilometres driven while searching for spaces (see Donald Shoup’s work and parking policy reviews). Evidence from Low Traffic Neighbourhood evaluations elsewhere in the city and nationally demonstrates that traffic and parking pressures can shift to boundaries, producing concentrated congestion and distributional effects that hit some communities harder than others. Because the council is simultaneously implementing LTN/ZEZ/temporary congestion charging measures that change travel options and costs, the TROs multiply the time and monetary burden on households who cannot switch modes for work, caring or essential errands.

In particular:

Harm to local businesses: Short-stay parking is demonstrably important to retail accessibility. Where short-stay bays or stopping are removed, small independent shops that rely on passing trade lose customers who need to park for brief visits. In areas with mixed ownership of off-street parking, removing kerbside stops is a material change in catchment accessibility and risks reduced turnover and increased shop vacancies unless compensating short-stay options are provided.

Exacerbation of congestion and displacement: Removing waiting on many streets in a catchment shifts parked cars into other residential streets and increases “cruising” for parking. The practical consequence — increased local congestion and delays — is a direct and measurable outcome supported by parking policy literature and by local LTN evaluation findings.

Unequal and cumulative financial burden: The council’s ZEZ/LEZ and temporary congestion charging measures increase the monetary cost of some trips. Adding blanket double-yellow restrictions increases time costs and, for

many households, forces more costly behaviours (paid long-stay parking, longer trips, or using paid on-street alternatives). Those additional costs fall disproportionately on low-income households, carers and people with mobility constraints.

Impact on vulnerable residents and services: Many households (older residents, carers, disabled persons) rely on short-stay stopping for essential visits, medical deliveries and carers. Removing waiting without explicit exemptions and without published equality impact assessments will worsen accessibility for the most vulnerable.

Procedural fairness and evidence requirement: The council has published consultation plans for many streets; that makes the changes real and imminent and triggers a duty to publish the evidence base it used. Before any TRO is confirmed, the council must publish: parking occupancy surveys (peak & off-peak; term-time where applicable), driveway/off-street coverage statistics, equality impact assessments, emergency-access checks and a network-level displacement analysis. Without those datasets, confirming wide TROs would be procedurally and substantively unjustified.

What I (we) ask the council to do before confirming any TRO

Publish the full per-street evidence base used to justify each proposed TRO: occupancy counts, driveway coverage, accident/safety data, and emergency service access assessments.

Publish a network-level displacement/impact model showing where parked vehicles will move once waiting is prohibited and the associated changes in vehicle-kilometres and expected congestion.

Publish an equality impact assessment quantifying how elderly, disabled and low-income households will be affected.

Where short-stay functions are essential (shops, schools, care homes, station access), replace blanket “No Waiting” with proportionate mitigations: short time-limited bays (15/30 minutes), designated loading/unloading windows, resident visitor permit options, explicit blue-badge and carer exemptions and a monitored review period with KPIs (occupancy, business footfall, emergency response times).

For streets already in the council’s redevelopment plans (e.g., former garage sites around Balfour Road), show how redevelopment, parking stock change and TROs will be coordinated so that the cumulative effect does not remove all practical short-stay capacity.

If the council cannot publish these datasets and show the TROs are the least-harmful option, the TROs should be paused and alternatives pursued that preserve essential short-stay access while addressing safety or pavement-blocking issues in a targeted way.

Conclusion

I object to the proposals because they are real, legal changes (the council’s own consultation plans confirm this) that remove everyday, practical accessibility for residents, visitors, trades and shoppers. The council cannot lawfully or fairly confirm those TROs without publishing the per-street evidence that justifies them and without providing the mitigations necessary to preserve essential short-stay functions. The proposals as currently presented shift burdens onto residents — disproportionately onto those without off-street parking and those on low incomes — and will

increase displacement traffic and congestion in neighbouring streets. For these reasons I ask the council to withdraw or pause the TROs until the requested evidence and mitigation package is published and consulted on.

Sources
(Each item below supports the evidence used in the submission; they can be checked by the council and included in a formal objection.)

Council consultation / TRO materials
Let's Talk Oxfordshire — Oxford proposed parking restrictions: consultation documents and plan PDFs (consultation plans that show proposed TROs for many streets).
https://letstalk.oxfordshire.gov.uk/oxford_parking2025/widgets/132329/documents

Street / local evidence
Oxford City Council — Alice Smith Square (directory entry): confirms street and local references.
<https://www.oxford.gov.uk/directory-record/377/alice-smith-square-littlemore>
Example Rightmove listing for Alice Smith Square (shows variation in off-street provision mentioned in adverts).
<https://www.rightmove.co.uk/properties/155089628>
Balfour Road — Oxford City Council directory (Balfour Road, Blackbird Leys; garage/parking listings).
<https://www.oxford.gov.uk/directory-record/304/balfour-road-blackbird-leys>
Oxford City Council — Small Sites Project (references to former garage sites in the Balfour Road area and parking stock changes).
<https://www.oxford.gov.uk/housing-developments/small-sites-project>
JustPark listing — Ashmole Place (evidence of short-stay/paid parking activity).
<https://www.justpark.com/uk/parking/oxford/s/ashmole-place-oxford-ox4-6ta/>
Example Rightmove listing in Balfour Road area showing variation in driveway availability.
<https://www.rightmove.co.uk/properties/151100078>
Railway Lane development / planning context (example development pages).
<https://www.cantaygroup.com/developments/railway-lane-littlemore-oxford/>

Wider transport policy & evidence
Oxfordshire County Council — Low Traffic Neighbourhoods: background on LTNs and policy context.
<https://www.oxfordshire.gov.uk/transport-and-travel/connecting-oxfordshire/low-traffic-neighbourhoods/about-our-ltns>
Oxfordshire County Council — temporary congestion charge (background: rationale, maps and public information).
<https://www.oxfordshire.gov.uk/transport-and-travel/oxfords-temporary-congestion-charge-cars>
Oxford Zero Emission Zone / Low Emission Zone — official material and background.
<https://www.oxfordshire.gov.uk/transport-and-travel/roads-and-roads-maintenance/road-works-and-maintenance/zero-emission-zone>
Donald Shoup, The High Cost of Free Parking — authoritative evidence on parking supply, customer behaviour and displacement/cruising.

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| | <p>https://islandpress.org/books/high-cost-free-parking Parking policy guidance / evidence reviews (examples): ClimateXChange and British Parking Association (for context and best practice). https://www.climateexchange.org.uk/ https://www.britishparking.co.uk/</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o209) Local resident, (Oxford, Blandford avenue) | <table border="1"> <tr> <td>Alice Smith Square – Object</td> <td>Field Avenue – Object</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place – Object</td> <td>Frenchay Road – Object</td> <td>Partridge Walk – Object</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> <tr> <td>Bampton Close – Object</td> <td>Harebell Road – Object</td> <td>Sandford Road – Object</td> </tr> <tr> <td>Brake Hill – Object</td> <td>Jack Argent Close – Object</td> <td>Warburg Crescent – Object</td> </tr> <tr> <td>Brampton Road – Object</td> <td>Jordan Hill – Object</td> <td>Wilcote Road – Object</td> </tr> <tr> <td>Chapel Lane – Object</td> <td>Jowett Walk – Object</td> <td>Wilcote Road link road – Object</td> </tr> <tr> <td>Columbine Gardens – Object</td> <td>Moorbank – Object</td> <td></td> </tr> <tr> <td>Druce Way – Object</td> <td>Norman Smith Road – Object</td> <td></td> </tr> </table> <p>Don't ruin normal life of people !</p> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | Columbine Gardens – Object | Moorbank – Object | | Druce Way – Object | Norman Smith Road – Object | |
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| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Object | Moorbank – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o210) Local resident, (Oxford, Botley) | <table border="1"> <tr> <td>Alice Smith Square – Support</td> <td>Field Avenue – Support</td> <td>Park Town – Support</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road – Support</td> <td>Partridge Walk – Support</td> </tr> <tr> <td>Balfour Road – Support</td> <td>Grenoble Road – Support</td> <td>Railway Lane – Support</td> </tr> <tr> <td>Bampton Close – Support</td> <td>Harebell Road – Support</td> <td>Sandford Road – Support</td> </tr> </table> | | | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | It will help with current traffic congestion issues | | |
| (o211) Local resident, (Oxford, Botley road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
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| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Please stop making Oxford city unlivable for people. | | |

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| (o212) Local resident, (Oxford, Brake Hill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| On break hill, we don't need double yellows. It's all fine. And I will not be paying to park outside my house ridiculous and double yellows, no | | | |
| (o213) Local resident, (Oxford, Brake hill) | Alice Smith Square – Partially support/concerns | Field Avenue – Partially support/concerns | Park Town – Partially support/concerns |
| | Ashmole Place – Partially support/concerns | Frenchay Road – Partially support/concerns | Partridge Walk – Partially support/concerns |
| | Balfour Road – Partially support/concerns | Grenoble Road – Partially support/concerns | Railway Lane – Partially support/concerns |
| | Bampton Close – Partially support/concerns | Harebell Road – Partially support/concerns | Sandford Road – Partially support/concerns |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Partially support/concerns | Warburg Crescent – Partially support/concerns |
| | Brampton Road – Partially support/concerns | Jordan Hill – Partially support/concerns | Wilcote Road – Partially support/concern |
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| | Chapel Lane – Partially support/concerns | Jowett Walk – Partially support/concerns | Wilcote Road link road – |
| | Columbine Gardens – Partially support/concerns | Moorbank – Partially support/concerns | |
| | Druce Way – Partially support/concerns | Norman Smith Road – Partially support/concerns | |
| | <p>Parking provision in this area (I live in Brake hill) is inadequate which is what creates the issue with on street parking. Creating double yellow lined areas throughout the streets where these issues are prevalent will simply move the issue to other areas. What is the provision being made to support parking ?</p> | | |
| (o214) Local resident, (Oxford, Brake hill) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Just be pushing cars elsewhere and locals will have to walk to park there cars elsewhere</p> | | |
| (o215) Local resident, (Oxford, Brake Hill, Greater Leys) | Alice Smith Square – | Field Avenue – | Park Town – |

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| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Partially support/concerns | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – Partially support/concerns | Moorbank – | |
| | Druce Way – | Norman Smith Road – Partially support/concerns | |
| | Concerns around visitors parking in the proposed area. I do support in general the introductions as I do suffer with exiting Jack Argent Close due to visibility as there are cars parked on the corners. I also have difficulty re entering Brake Hill due to 1 and sometimes 2 cars parked on the corners and the visibility is very poor. | | |
| (o216) Local resident, (Oxford, Broadfields) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | With all the other restrictions ie bus gates.congestion charge.cpz.ltn.where are people expected to park when visiting relatives or elderly parents etc.come on council be realistic. | | |
| (o217) Local resident, (Oxford, Chilswell Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Unecessary | | |
| (o218) Local resident, (Oxford, Columbine Gardens) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Object | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – Partially support/concerns | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>You should provide maps with illustrations to show where the lines will actually be. It is unclear where they will end and whether the 8 metres from Brake Hill into Columbine Gardens will prevent us or visitors from parking in front of our house.</p> <p>If it is simply to prevent people from parking on the corners then I have no issue with the proposals. I do wonder however how or if they will be enforced as current weekend restrictions do not appear to be so. It is unclear to me why restrictions are being made to parking on Grenoble Road. This is necessary for match days, overflow residents parking and an alternative so that visitors do not infringe weekend restrictions.</p> | | |
| (0219) Local resident, (Oxford, Coriander way) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | The oxford area has been ruined enough just leave it alone now please | | |
| (o220) Local resident, (oxford, Cowley) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Please stop continous expansion of parking restrictions in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways. | | |
| (o221) Local resident, (Oxford, Cowley road, littlemore) | Alice Smith Square – Object | Field Avenue – Object | Park Town – |
| | Ashmole Place – Object | Frenchay Road – | Partridge Walk – |
| | Balfour Road – Partially support/concerns | Grenoble Road – Object | Railway Lane – Partially support/concerns |

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| | Bampton Close – | Harebell Road – | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – Partially support/concerns | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – | |
| | <p>The roads objecting, where will people who live their and visitors park? People like to visit their families and have community. How else would you visit someone on Cowley road Littlemore or Druce way? There's no other parking near these places it makes no sense. What about people with children? Not everyone has a driveway. This is crazy. tenants and owners could have to have exemptions and permits for visitors like they do in Jericho, this would've the only way.</p> | | |
| (o222) Local resident, (Oxford, Edgeway Road) | Alice Smith Square – | Field Avenue – | Park Town – Object |
| | Ashmole Place – Partially support/concerns | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Partially support/concerns | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – Object | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |

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| | Druce Way – | Norman Smith Road – | |
| | <p>These decisions are always a balance between concerns by local residents and the utility of the parking areas to the wide public. There are specific examples where there is clearly a significant public demand and utility for these spaces (the ones to which I have knowledge and have objected). The public good here outweighs those of a few individual local householders. I say this as someone with public parking outside of my (Oxford) house.</p> | | |
| (o223) Local resident, (Oxford, Frenchay) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Support | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Double parking in Frenchay Road blocks the road for emergency vehicles</p> | | |
| (o224) Local resident, (Oxford, Frenchay Road) | Alice Smith Square – Object | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Dear Mr Mauz,</p> <p>I am writing to formally object to the proposed introduction of “No Waiting at Any Time” restrictions on Frenchay Road, specifically item 11 concerning 27–33 Frenchay Road.</p> <p>My reasons for objection are as follows:</p> <ol style="list-style-type: none"> 1. Increased traffic speed and safety concerns Removing parking along this stretch will make the road feel wider and encourage faster driving. Frenchay Road is already used as a cut-through, and this change would only increase traffic speed, creating a more dangerous environment for residents, pedestrians, and cyclists. 2. Loss of essential parking capacity Parking on Frenchay Road is already extremely limited for residents. Introducing further restrictions would make it significantly harder for those who live here, particularly at peak times when demand is already very high. As a resident living on the corner of Frenchay Road, I urge the Council to reconsider this proposal. I strongly believe it will reduce safety rather than improve it, while also putting greater pressure on already scarce parking availability. <p>Very best Tom Johnson and Hayley Cherkas 42 Frenchay Road Oxford, OX2 6TG</p> | | |
| (o225) Local resident, (Oxford, Headington) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |

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|--|------------------------------------|-----------------------------------|--|
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | The measures are unnecessary | | |
| (o226) Local resident, (Oxford, Headington) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | .. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o227) Local resident, (Oxford, Headley Way) | <table border="1"> <tr> <td>Alice Smith Square – Support</td> <td>Field Avenue – Support</td> <td>Park Town – Support</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road – Support</td> <td>Partridge Walk – Support</td> </tr> <tr> <td>Balfour Road – Support</td> <td>Grenoble Road – Support</td> <td>Railway Lane – Support</td> </tr> <tr> <td>Bampton Close – Support</td> <td>Harebell Road – Support</td> <td>Sandford Road – Support</td> </tr> <tr> <td>Brake Hill – Support</td> <td>Jack Argent Close – Support</td> <td>Warburg Crescent – Support</td> </tr> <tr> <td>Brampton Road – Support</td> <td>Jordan Hill – Support</td> <td>Wilcote Road – Support</td> </tr> <tr> <td>Chapel Lane – Support</td> <td>Jowett Walk – Support</td> <td>Wilcote Road link road – Support</td> </tr> <tr> <td>Columbine Gardens – Support</td> <td>Moorbank – Support</td> <td></td> </tr> <tr> <td>Druce Way – Support</td> <td>Norman Smith Road – Support</td> <td></td> </tr> </table> <p>Parking opportunity encourages traffic. It's clear there is too much traffic in Oxford. Hence I support these enhanced parking restrictions. There's way too much poor parking and abuse of restrictions such as double yellows. This needs to be properly enforced to make a difference however.</p> | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | Columbine Gardens – Support | Moorbank – Support | | Druce Way – Support | Norman Smith Road – Support | | | |
| Alice Smith Square – Support | Field Avenue – Support | Park Town – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Support | Harebell Road – Support | Sandford Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Support | Moorbank – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Support | Norman Smith Road – Support | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o228) Local resident, (Oxford, Helen Road) | <table border="1"> <tr> <td>Alice Smith Square – Partially support/concerns</td> <td>Field Avenue –</td> <td>Park Town –</td> </tr> <tr> <td>Ashmole Place – Support</td> <td>Frenchay Road – Partially support/concerns</td> <td>Partridge Walk –</td> </tr> <tr> <td>Balfour Road –</td> <td>Grenoble Road –</td> <td>Railway Lane –</td> </tr> <tr> <td>Bampton Close –</td> <td>Harebell Road –</td> <td>Sandford Road –</td> </tr> </table> | Alice Smith Square – Partially support/concerns | Field Avenue – | Park Town – | Ashmole Place – Support | Frenchay Road – Partially support/concerns | Partridge Walk – | Balfour Road – | Grenoble Road – | Railway Lane – | Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | |
| Alice Smith Square – Partially support/concerns | Field Avenue – | Park Town – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Support | Frenchay Road – Partially support/concerns | Partridge Walk – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – | Grenoble Road – | Railway Lane – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – | Harebell Road – | Sandford Road – | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – Object | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Some roads have public buildings such as schools/ shops. There has to be an opportunity for residents to park short term | | |
| (o229) Local resident, (Oxford, Jack argent close) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – Object | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Hello, first of all i would like to make it clear that I fully understand the concerns with that parking in the areas that I've have listed as objections. Myself and my family have lived at our address, our whole lives 25 years to be exact. There has never been one RTC specifically from Jack argent close going onto Brake hill. So how come all on a sudden it has | | |

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| | <p>become a huge issue there's parking restrictions in the works. YES the houses have driveways, however these houses were built 25-30 years ago when most people only had one car per family and the cars weren't the size of what they are now today(SUVs, TRANSIT VAN, 4X4 etc) . So it's all well and good putting these restrictions in but how is it supposed/ solution to all these vehicles that will be affected, to where they will have to park? To add, myself am a self employed contractor that cannot use public transport to get around to work without getting up at stupid times to beat the city traffic mind commuting to other city's when asked to. So I need to own a car. And my family work shift patterns which in some cases means they don't get home till 1am/ later in the morning. If these restrictions we're to go ahead we could even park to swap cars and means depending on the shift would have to plan what car needs to leave first every day on the drive that cannot accommodate 2 cars fact without the tail end of either car blocking the path making it unusable for pedestrians but more specifically disabled/ wheelchair users. All this considered Brake hill used to have a bus that operated in the area, in my opinion since the departure of this the driving has become more reckless as people assume that the road is clear at all times. So a solution to the blind corners, maybe implement massive blind spot mirrors on the supposed areas. These restrictions will also effect all sorts of trade workers like myself, delivery drivers and postal services. Plus the fact that how will all this be enforced as even when the Kassam stadium has football games on there is never any traffic wardens in these areas even though it is and restricted area when these games are in operation. So I reiterate do these restrictions imposed have solutions mentioned above and if not they should heavily be considered!</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o230) Local resident, (Oxford, James wolfe) | <table border="1"> <tr> <td data-bbox="577 842 1104 903">Alice Smith Square – Object</td> <td data-bbox="1104 842 1608 903">Field Avenue – Object</td> <td data-bbox="1608 842 2107 903">Park Town – Object</td> </tr> <tr> <td data-bbox="577 903 1104 963">Ashmole Place – Object</td> <td data-bbox="1104 903 1608 963">Frenchay Road – Object</td> <td data-bbox="1608 903 2107 963">Partridge Walk – Object</td> </tr> <tr> <td data-bbox="577 963 1104 1024">Balfour Road – Object</td> <td data-bbox="1104 963 1608 1024">Grenoble Road – Object</td> <td data-bbox="1608 963 2107 1024">Railway Lane – Object</td> </tr> <tr> <td data-bbox="577 1024 1104 1085">Bampton Close – Object</td> <td data-bbox="1104 1024 1608 1085">Harebell Road – Object</td> <td data-bbox="1608 1024 2107 1085">Sandford Road – Object</td> </tr> <tr> <td data-bbox="577 1085 1104 1145">Brake Hill – Object</td> <td data-bbox="1104 1085 1608 1145">Jack Argent Close – Object</td> <td data-bbox="1608 1085 2107 1145">Warburg Crescent – Object</td> </tr> <tr> <td data-bbox="577 1145 1104 1206">Brampton Road – Object</td> <td data-bbox="1104 1145 1608 1206">Jordan Hill – Object</td> <td data-bbox="1608 1145 2107 1206">Wilcote Road – Object</td> </tr> <tr> <td data-bbox="577 1206 1104 1267">Chapel Lane – Object</td> <td data-bbox="1104 1206 1608 1267">Jowett Walk – Object</td> <td data-bbox="1608 1206 2107 1267">Wilcote Road link road – Object</td> </tr> <tr> <td data-bbox="577 1267 1104 1327">Columbine Gardens – Object</td> <td data-bbox="1104 1267 1608 1327">Moorbank – Object</td> <td data-bbox="1608 1267 2107 1327"></td> </tr> <tr> <td data-bbox="577 1327 1104 1388">Druce Way – Object</td> <td data-bbox="1104 1327 1608 1388">Norman Smith Road – Object</td> <td data-bbox="1608 1327 2107 1388"></td> </tr> </table> | | | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | Columbine Gardens – Object | Moorbank – Object | | Druce Way – Object | Norman Smith Road – Object | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Object | Moorbank – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Cost when the roads and cycle paths are in dire conditions, evidence that there has been accidents due to car parking in the area, why are you implementing things that do not need to be done, you will make the lives of Postman, delivery drivers, maintenance companies, taxi drivers, and local people that are collecting children and vulnerable and disability affected passengers that do not have blue badges, why are you doing this in the poorest areas mostly...! | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o231) Member of public, (Oxford, Latimer grange) | <table border="1"> <tr> <td>Alice Smith Square – Object</td> <td>Field Avenue – Object</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place – Object</td> <td>Frenchay Road – Object</td> <td>Partridge Walk – Object</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> <tr> <td>Bampton Close – Object</td> <td>Harebell Road – Object</td> <td>Sandford Road – Object</td> </tr> <tr> <td>Brake Hill – Object</td> <td>Jack Argent Close – Object</td> <td>Warburg Crescent – Object</td> </tr> <tr> <td>Brampton Road – Object</td> <td>Jordan Hill – Object</td> <td>Wilcote Road – Object</td> </tr> <tr> <td>Chapel Lane – Object</td> <td>Jowett Walk – Object</td> <td>Wilcote Road link road – Object</td> </tr> <tr> <td>Columbine Gardens – Object</td> <td>Moorbank – Object</td> <td></td> </tr> <tr> <td>Druce Way – Object</td> <td>Norman Smith Road – Object</td> <td></td> </tr> </table> | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | Columbine Gardens – Object | Moorbank – Object | | Druce Way – Object | Norman Smith Road – Object | | Your be isolating the people who live in these areas as to be able to park or if your visiting friends you won't be able too park | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bampton Close – Object | Harebell Road – Object | Sandford Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbine Gardens – Object | Moorbank – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Druce Way – Object | Norman Smith Road – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (o232) Member of public, (Oxford, Nowell) | <table border="1"> <tr> <td>Alice Smith Square – Object</td> <td>Field Avenue – Object</td> <td>Park Town – Object</td> </tr> <tr> <td>Ashmole Place – Object</td> <td>Frenchay Road – Object</td> <td>Partridge Walk – Object</td> </tr> <tr> <td>Balfour Road – Object</td> <td>Grenoble Road – Object</td> <td>Railway Lane – Object</td> </tr> </table> | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | |
| Alice Smith Square – Object | Field Avenue – Object | Park Town – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| By removing parking around these areas will prevent friends and family from being able to park to visit also any support people cannot carry out their activities | | | |
| (o233) Local resident, (Oxford, Oxford) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |

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| | Living in Oxford has become more than a challenge and I hope the public can do something about it so it doesn't get worse. | | |
| (o234) Local resident, (Oxford, Peat Moors) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | | Safety as a cyclist, easing congestion. I believe we need to make Oxford more friendly to pedestrians and cyclists | |
| (o235) Local resident, (Oxford, Poulton place) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Im objecting as this will cause mahem down the side streets for the residents | | |
| (o236) Local resident, (Oxford, Rymers) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | These proposals will make it safer for pedestrians | | |
| (o237) Local resident, (Oxford, Thames view road) | Alice Smith Square – Partially support/concerns | Field Avenue – Object | Park Town – Object |

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| | Ashmole Place – Partially support/concerns | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – Object | Grenoble Road – Partially support/concerns | Railway Lane – Partially support/concerns |
| | Bampton Close – Partially support/concerns | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Partially support/concerns | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – |
| | Chapel Lane – Partially support/concerns | Jowett Walk – Partially support/concerns | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| <p>Parking is an issue for residents so although I agree that some places it is impossible to drive as cars are parked everywhere my question is where else are people supposed to park. I am disabled and can't walk very far and also have a child. It is getting increasingly difficult to find parking for my appointments already but if you bring in double yellows everywhere then I would have to use my blue badge on them (which I really don't like doing). Is there a plan for where these cars are actually supposed to park? You are going to completely stop businesses from being able to stay open too!</p> | | | |
| (o238) Local resident, (Oxford, Wolsey Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | To madness | | |
| (o239) Local resident, (Oxford, Woodstock) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>Oxford's consultation on traffic rules is now short and piecemeal, not allowing the residents to see the long term whole picture. If all the parking spaces in Cowley road will be completely removed and now this proposal, will there be consultation if there are increase areas of double yellow lines or reduction in parking or waiting spaces? Democracy is not just obeying what you are told to do. Democracy is respecting the need of the most and then handle the consequences or changes together. The current approach to seek so-called consultation with minimal time for public awareness and no information on long term plan should not be supported.</p> | | |

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| (o240) Local resident, (Oxford, Woodstock) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>It is already difficult enough for Oxford to survive with the Council's assault on transport. Stop the madness. We did NOT vote for you on the basis you would make it impossible to drive, park, frequent businesses and schools and otherwise enjoy the city!</p> | | |
| (o241) Local resident, (oxford city, Leckford road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |

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| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>These proposed restrictions will only aggravate the anger against LTNs and congestion charging bus gates. They will make significant negative impact on many businesses and make life in the city worse for many people. I don't suppose this consultation is anything other than lip service as these proposals will be forced through whatever the public opinion is just like the congestion charge.</p> | | |
| (o242) Local resident, (Oxford littlemore ox43ty, All) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Support |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | This parking space are necessary for residents | | |

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| (o243) Local resident, (Oxford, Greater Leys, Columbine Gardens) | Alice Smith Square – | Field Avenue – Support | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – Support |
| | Balfour Road – | Grenoble Road – Support | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – Support | Wilcote Road link road – |
| | Columbine Gardens – Support | Moorbank – | |
| | Druce Way – | Norman Smith Road – Support | |
| | I support the proposals as I live in a street that is on the list above and I am continually affected by cars parking on the street in locations that limit visibility and access. In fact I'm not sure that your proposal go far enough. | | |
| (o244) Local resident, (Oxford/ blackbird leys, Balfour Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | You cannot just add more restrictions without providing a solution to the parking issues. If you were to provide vide enough parking spaces in these areas, drivers would not need to park on corners! | | |
| (o245) Member of public, (Oxfordshire headington, Wilcote road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – Support |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Support |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | My parents live in Wilcot Road. There's always cars on the hill.when ambulance came down Wilcote Road couldn't get down the hill because the car on each side of the road. | | |

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| (o246) Local resident, (Oxford, Newman Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | You are ruining the city, soon people will be finding jobs elsewhere which will destroy the city. Stop implementing ideas which the people of the city are voting against. | | |
| (o247) Local resident, (Resident of Bampton Close, Bampton Close) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – Object | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |

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| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Bampton close needs more parking. The entry road to Bampton close needs to be wider. You cannot build 50 flats with only 16 parking spaces. It is just plain silly. Also parking a lot of the time is taken by royal mail staff which is extremely annoying. There are issues at school pick up and drop off times but that is only for 10- 15 minute maximum so not something that lasts the whole day. Main issue is royal mail abusing residents parking. Also the football fans are just absolutely annoying. Parking like trash. Serious safety concern if there was an emergency. Hopefully they will all go away when that new stadium gets built.</p> | | |
| (o248) Local resident, (Risinghurst, Ridgeway Rd) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>I can't comment on the roads mentioned here because I do not use them</p> | | |

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| (o249) Local resident, (Risinghurst, Stanway) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | Objection to this constant war of the the motorists! | | |
| (o250) Local resident, (Rose hill, Mortimer road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | There's no need it's manageable as it is now , people will struggle everywhere it's bad everywhere else due road closures and new fees , if it's not broke don't fix it | | |
| (o251) Local resident, (Stonesfield, I need to travel into various central Oxford locations for appointments/activities with my son.) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | | I have a disabled child with a blue badge. I rely on taking him by car into Oxford when we need to go. He cannot cope with trains and buses. There are sometimes I need to pull over to attend to his needs. I'm not sure these proposals allow me to do this. | |
| (o252) Local resident, (Summer town, Woodstock road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |

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| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| <p>I live locally and think the restrictions on cars, parking and the expense of parking and public transport is excessive and detrimental to local residents. Not everyone cycles, sometimes you have children with kit that need to be transported. Journeys for local residents within Oxford are usually short. These restrictions are reducing the number of people engaging in life in Oxford, and favour the wealthy. This will exacerbate the social and socioeconomic divide that we have already seen as a direct result of some of the various rules mentioned above, and that will happen following further car restrictions.</p> | | | |
| (o253) Local resident, (Summertown, St giles) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |

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| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | It works fine now. No need for change. | | |
| (o254) Local resident, (Summertown, Davenant Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – |
| | Brampton Road – Object | Jordan Hill – | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – | |
| | Druce Way – Object | Norman Smith Road – | |
| | Because it's not realistic to propose these measures. It's not fair on car drivers to get to schools that are nearby. | | |
| (o255) Local resident, (Summertown, Portland Road) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |

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| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | Not in my area | | |
| (o256) Member of public, (Thame, Cowley place) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |
| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | It is sometimes necessary to stop on a double yellow line to allow a passenger to get out of the car or get into a car especially when am waiting for a school collection. | | |

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| (o257) Member of public, (Wallingford, Wallingford) | Alice Smith Square – Object | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – | Jordan Hill – | Wilcote Road – |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | My child in at MCS school and it is impossible to not park at the double time occasionally | | |
| (o258) Member of public, (Wheatley, Acremead Road) | Alice Smith Square – Object | Field Avenue – Object | Park Town – Object |
| | Ashmole Place – Object | Frenchay Road – Object | Partridge Walk – Object |
| | Balfour Road – Object | Grenoble Road – Object | Railway Lane – Object |
| | Bampton Close – Object | Harebell Road – Object | Sandford Road – Object |
| | Brake Hill – Object | Jack Argent Close – Object | Warburg Crescent – Object |

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| | Brampton Road – Object | Jordan Hill – Object | Wilcote Road – Object |
| | Chapel Lane – Object | Jowett Walk – Object | Wilcote Road link road – Object |
| | Columbine Gardens – Object | Moorbank – Object | |
| | Druce Way – Object | Norman Smith Road – Object | |
| | <p>We know this council don't care about business, elderly, disabled, families or households. This will impact a lot of people. You have shown with the congestion charge where 74% objected you don't care about the people of Oxford. This will have a huge impact on the above groups. Where do they park!!!!</p> | | |
| (o259) Member of public, (Wheatley, Littleworth) | Alice Smith Square – | Field Avenue – | Park Town – |
| | Ashmole Place – | Frenchay Road – | Partridge Walk – |
| | Balfour Road – | Grenoble Road – | Railway Lane – |
| | Bampton Close – | Harebell Road – | Sandford Road – |
| | Brake Hill – | Jack Argent Close – | Warburg Crescent – |
| | Brampton Road – Support | Jordan Hill – | Wilcote Road – Support |
| | Chapel Lane – | Jowett Walk – | Wilcote Road link road – Support |
| | Columbine Gardens – | Moorbank – | |
| | Druce Way – | Norman Smith Road – | |
| | <p>Cars parked fully on pavements, and partially on road, force pedestrians using the public path down to the shops, to walk in the road. Large work vans parked on bends restricted views and block pavements.</p> | | |

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| (o260) Local resident, (Wolvercote, Mill Road) | Alice Smith Square – Support | Field Avenue – Support | Park Town – Support |
| | Ashmole Place – Support | Frenchay Road – Support | Partridge Walk – Support |
| | Balfour Road – Support | Grenoble Road – Support | Railway Lane – Support |
| | Bampton Close – Support | Harebell Road – Support | Sandford Road – Support |
| | Brake Hill – Support | Jack Argent Close – Support | Warburg Crescent – Support |
| | Brampton Road – Support | Jordan Hill – Support | Wilcote Road – Support |
| | Chapel Lane – Support | Jowett Walk – Support | Wilcote Road link road – Support |
| | Columbine Gardens – Support | Moorbank – Support | |
| | Druce Way – Support | Norman Smith Road – Support | |
| | I want the city to be safer for cyclists and pedestrians. | | |

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

BANBURY: TRAMWAY ROAD – PROPOSED ‘SHORT-STAY’ PARKING PROVISION

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of a new short-stay/drop-off parking bay with accompanying '30-minute parking restriction - all days - No return within 1 hour' to be located on the southeast side of Tramway Road, as advertised.

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce a new short-stay parking bay (approx.18 metres in length) on the south-eastern side of Tramway Road, north of its junction with Riverside – as shown in **Annex 1**.
3. The proposals have been put forward in support of the 'Access to Banbury Train Station' project (i.e. Tramway Road improvements) which seeks to improve the road layout, facilities and connectivity between southern Banbury and Banbury town centre, Oxfordshire County Council wants to encourage the use of public transport and improve pedestrian and cycling routes. By improving access to Banbury station and the town centre, especially from the south of the town and for those using public transport and active travel options, the proposals should reduce traffic and waiting times on Cherwell Street.
4. The project aims to provide a) an integrated bus service that stops outside the station, b) improved bus access from other parts of south Banbury, c) an increase in the appeal of travelling to the railway station by non-car modes of travel, d) a reduction in harmful environmental and air quality, and e) relief to the A4260/Bridge Street junction.
5. A passenger 'drop-off' layby was proposed as part of the original planning submission, however due to a reduction in land availability, this could not be accommodated. Therefore, this amendment submission will now enable short-term parking.

6. A previous consultation (which yielded no objections) on wider traffic improvements was undertaken in October/November 2024, which comprised of a) a new 20mp speed limit on Station Approach Road North & South and Tramway Road, b) new Bus Lanes on Station Approach Road North, and c) new 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on Station Approach Road North & South and Tramway Road.

Corporate Policies and Priorities

7. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority no.5, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit.

Financial Implications

8. Funding for consultation on the proposals (and implementation if approved) has been previously approved by the Cabinet member for Infrastructure and Development on 26th September 2024.
9. There are no budgetary implications on the basis that the total funding amount of £15.942m, to cover the scheme costs has been agreed by Cabinet on 17th September 2024.

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 relevant legislation.
11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)*

Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Infrastructure Delivery' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

12. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

13. The proposals will provide suitable and adequate 'short-stay' parking provision for those visiting the train station, helping to ensure the expeditious, convenient, and safe movement of vehicles in the immediate vicinity.

Risk Management

14. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

15. Formal consultation was carried out between 11 September and 10 October 2025. A notice was published in the Banbury Guardian 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, Cherwell District Council, relevant local District Cllrs, Banbury Town Council, and the local County Councillor representing the Banbury Calthorpe division.
16. The town council, and local Councillors (including County & District) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
17. During the course of the formal consultation, three responses were received via the online survey, all of which objected (including the local County Cllr responsible for the Banbury Easington division).

18. Additionally, a further three emails were received directly – with Thames Valley Police & the Planning & Development at Cherwell District Council not objecting. Oxford Bus Company – whilst not a local operator – raised concerns regarding the potential impact the proposed bay would have on traffic flow in the area, and the potential increase in inappropriate & obstructive parking.
19. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

20. Due to a change in the land availability, the original design was amended to reduce the overall width of the proposed scheme on Tramway Road. The amendment included the removal of the proposed drop off layby at the north end of Tramway Road and was subject to a Section 73 planning amendment. The revised design includes an on road 30-minute drop off/pick up provision south of the original location.
21. Additional drop off/pick up provisions closer to the station on the Tramway Rd side are currently being progressed by the project team. The final proposal is subject to third party land acquisition and stakeholder support.
22. Drop off facilities for persons with disabilities and passengers requiring closer access to the station are provided at the north side station entrance via the Bridge Street access.
23. The improvements to the infrastructure, including the bus and cycle facilities will enable the public to easily transition between modes.
24. The new bus facilities within the station area will provide opportunity to enable additional services to be provided in the future.
25. A successful trial run for bus services was conducted by Stagecoach on 14th October with the intention that bus services will start in early 2026.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Jodie Clarke (Senior Project Manager - Infrastructure Delivery)
Alen Chanamoto (Programme Manager - Infrastructure Delivery)

November 2025

Notes:

1. Do not scale from this drawing.
2. Report all discrepancies to the Drawing Originator immediately
3. This drawing is to be read in conjunction with all relevant documents and drawings

Key

-  Tactile paving
-  Highway lighting
-  White road marking
-  Yellow road marking

| PO1 | 11-08-25 | First Issue | BN | MG | MG |
|-----------|----------|-------------|-----|-------|-----|
| Rev | Date | Description | Drn | Chk'd | App |
| Revisions | | | | | |

Client



Drawing Originator



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Drawing Status

Information

Project Name

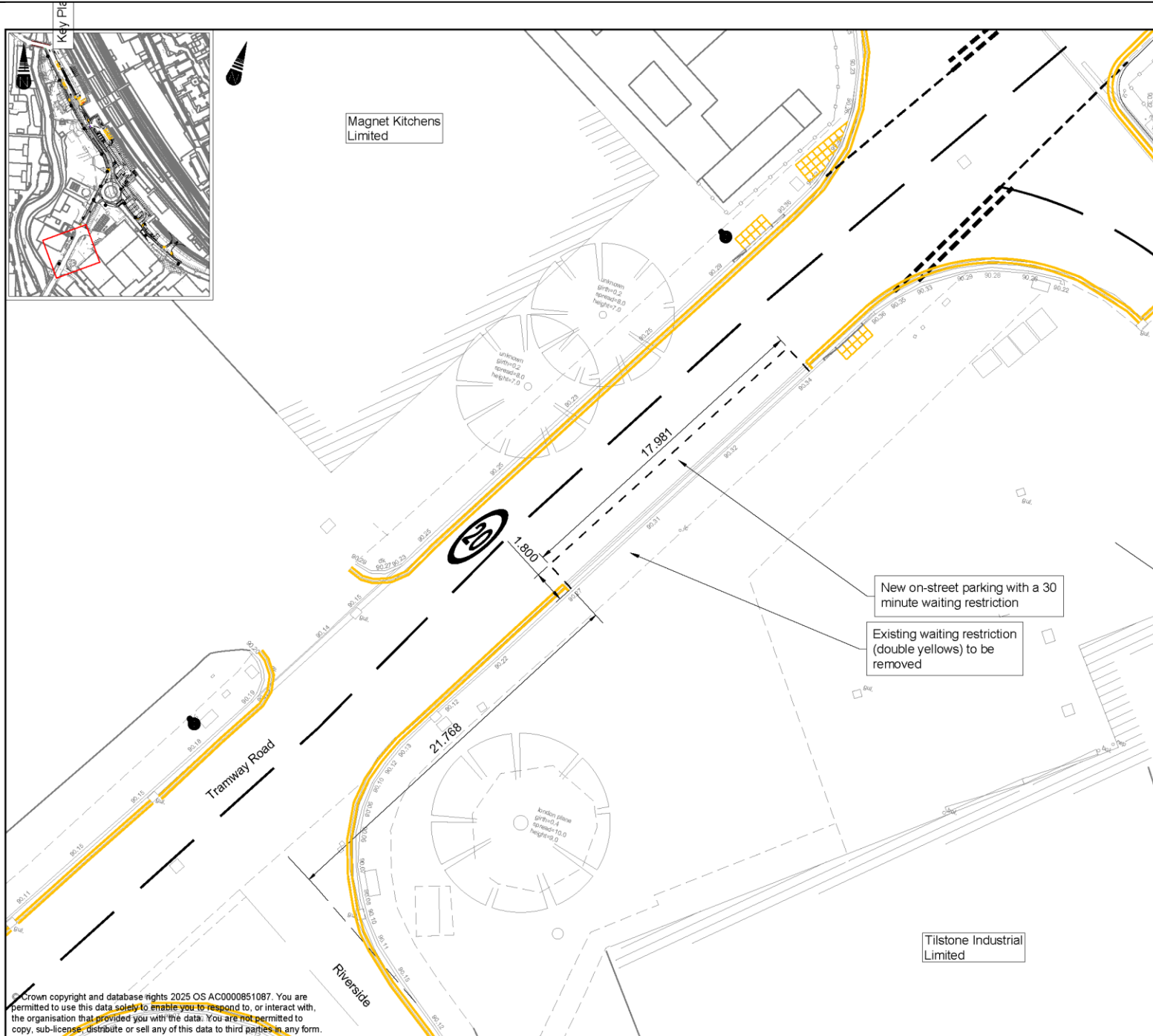
Access To Banbury Station
Highway Improvements Scheme

Title

Traffic Regulation Order
Tramway Road
On Street Parking
General Layout Plan

| Sheet Size | Scale | Drawn by | Checked by | Approved by |
|------------|----------|------------|--------------|---------------|
| A3 | 1:200 | BN | MG | MG |
| | | Drawn Date | Checked Date | Approved Date |
| 29-07-25 | 11-08-25 | 11-08-25 | | |

| Drawing Number | Status | Rev |
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| 201950-MIL-HGN-ZZ-DR-CH-0150 | P | 01 |



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| RESPONDENT | COMMENTS |
|---|---|
| (e1) Traffic Management Officer, (Thames Valley Police) | No objection – Thank you for the consultation documents. The Police have no objection. |
| (e2) Head of Built Environment and Infrastructure, (Oxford Bus Company) | <p>Concerns – We are not the bus operator in Banbury. I trust that Stagecoach will provide a response on this limited proposal, that nevertheless does tend to constrict Tramway Road, being the new bus access to the Station Forecourt. Buses are intended to freely circulate in both directions.</p> <p>Having worked on the gestation of this scheme for many years, as a personal observation, it is regrettable that a dedicated pick-up/set-down area has fallen out of the main scheme. This response seems likely to lead to the introduction of a situation where with just 3 such spaces available, it excites demands for pick-up and set down that simply lead to the existing and future extent of DYs being abused, with a much greater length of the highway on both sides populated by cars picking up and setting down illegally, creating significant congestion at busy times and entirely undermining the stated principal purpose of the project. The 30 min restriction is, frankly, completely unenforceable, as the Council should well recognise.</p> |
| (e3) Cherwell District Council, (Planning & Development) | No objection – Thank you for consulting the Development Management Team on the proposed short stay parking provision in Tramway Road, Banbury. I would advise that we have no observations or objections to the proposals. |
| (o1) Local County Cllr, (Banbury Easington division) | <p>Object – This site is the current drop off site before the new Tramway access scheme was designed. It offers no improvements to drop off/pick up for rail users. It is hundreds of yards away to the destination point being the S. door entrance in the W. car park.</p> <p>OCC have completely disregarded the needs of the elderly, disabled, blind and partially sighted, people with prams and children, people with heavy luggage who need to be dropped off and picked up on the new Station Approach road or the SS. entrance in the W. car park. As per usual OCC have put the access of cyclists above all other users especially the aforementioned pedestrians who have no other recourse but to be dropped off by car.</p> |

| | |
|--|--|
| | <p>The West car park is a commuter car park and there will be no vehicle movements after the car park is full at 07.00hrs. so later cars will not have the opportunity to park and unload passengers, wheelchairs, luggage, prams etc.</p> <p>Also from this tramway site it will disadvantage people in the winter who will have to walk a considerable distance to the S, entrance in the rain, snow etc and that sit, cold and wet for the length of their train journey.</p> <p>for all these reasons the County Council is discouraging rail users from South Banbury and all villages South of Banbury to this Southern access, completely against the original idea for the scheme. This proposal will push more cars onto the Bridge St. junction against the aims of another & multi million scheme currently at the implementation stage, left hand/right hand and silo working comes to mind.</p> <p>Also, S. Banbury and villages have hardly any service buses that will use the proposed bus stop and the ones that do will have to have their routes amended and so miss out on the centre bus stops against the wishes of current users and add to journey times when OCC has aims to cut journey times.</p> <p>This whole scheme could have been a great scheme, as it is it just about misses every opportunity except for a few cyclists, who are usually commuters so will not be using the roads except early and late.</p> |
| (o2) Local resident, (Banbury, Old Parr Road) | <p>Object – The short stay parking for station pick up and drop off should be incorporated into the main design for the station access improvements. This area is already busy at morning and evening peak hours with cars picking up people from the station. We had space within the station before the access change plan was created and this should be retained. At the moment cars picking up train passengers use various verges, industrial land and hover around the new roundabout. The introduction of spaces at this location is restricting the width of the road used by heavy vehicles accessing businesses and reducing visibility to junctions. PUT THE DROP OFF FACILITY NEARER THE STATION TO ALLOW EASIER ACCESS FROM DROP OFF VEHICLES FOR THE ELDERLY ETC</p> |
| (o3) Local resident, (Banbury, Oxford Road) | <p>Object – I can understand why the temporary parking provision has been provided but the provided plan is not clear with regard to how this fits in with the previous Tramway plans around having a drop off provision further up Tramway (closer to the station) opposite CERTAS energy and how the pedestrian and cycle proposals are being considered if there is going to be a lot of cars dropping and making many movements on that road? This is a very poorly developed drawing and would recommend that OCC review M Group's work regarding the level of detail and tie-ins provided.</p> |

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

OXFORD: VARIOUS CPZs – PROPOSED PARKING PERMIT ELIGIBILITY & ADMIN AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised,
 - (i) Magdalen North – exclude No.55 Randolph Street from eligibility for resident's & visitors parking permits,
 - (ii) Cowley East – exclude No.13 Cleveland Drive from eligibility for resident's & visitors parking permits,
 - (iii) Walton Manor – exclude No.179 Kingston Road from eligibility for resident's & visitors parking permits,
 - (iv) Central Area (B) – exclude Flat Nos.1-7 at No.46 Hythe Bridge Street from eligibility for resident's & visitors parking permits, and
 - (v) Cowley West – exclude No.5 Bartholomew Road & No.16 Crowell Road from eligibility for resident's & visitors parking permits.

- (b) Approve the following amendments to parking provision in Wharton Road (Headington Northeast CPZ), as advertised
 - (i) replace the existing 'Two-hour shared-use 8am-6.30pm Monday to Friday' parking bay north of the common boundary of Nos.21a & 21b with new 'No Waiting at Any Time' (double yellow lines) parking restrictions, and
 - (ii) include the three new properties at No.5 St Leonards Road/No.19 Wharton Road for eligibility to apply for residents' parking permits & resident visitors parking permits.

- (c) Approve the following Traffic Regulation Order (TRO) administrative amendments, as advertised:

- (i) **Marston North – confirm that even Nos.26-38 Park Way are eligible to apply for both resident's parking permits & residents' visitors' parking permits,**
- (ii) **Magdalen Road South – insert the existing ‘Permit Holders Only’ parking place on Hertford Street, adjacent to Nos.40-56 into the relevant schedule, and**
- (iii) **Jericho – exclude Nos.56A, 76A, 82A, 83A, 86, 87, & 88 Castle Mill House, Juxon Street, from eligibility to apply for residents' parking permits & resident visitors parking permits.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits and parking provision as a result of planning approvals, or to correct historical administrative inconsistencies.
3. The proposals have been put forward as a result of either planning permissions which have been granted by Oxford City Council 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, or following internal review of current eligibility when requested.
4. The variation orders for Magdalen North, Cowley East, Cowley West, and Walton Manor propose that various properties are excluded from eligibility to apply for resident's parking permits & residents' visitors parking permits as a result of planning conditions being placed when permission was granted for the development of the sites, and b) in the Central Area – Flat Nos.1-7 at No.46 Hythe Bridge Street are proposed to be excluded from eligibility to apply for residents & visitor permits as a result of ‘historic’ planning permission being identified that granted the creation of additional dwellings at the site, with relevant conditions requiring the necessary Traffic Regulation Order (TRO) amendments.
5. As a result of the development at No.19 Wharton Road/No.5 St Leonards Road and the construction of a new access to the properties – a ‘Two-hour shared-use 8am-6.30pm Monday to Friday’ parking bay north of Nos.21a & 21b will be removed in its entirety and replaced with new ‘No Waiting at Any Time’ (double yellow lines) parking prohibition.
6. Due to administrative inconsistencies within the Marston North Order, an administrative correction needs to be made to clarify eligibility permissions for properties in Park Way, having originally been omitted in error when the TRO was finalised. In the Magdalen Road South Order – an existing ‘Permit Holders Only’ parking place on Hertford Street, adjacent to Nos.40-56 needs to be inserted into the relevant schedule of the TRO, which had been omitted from the original order in error, with no changes being made on-the-ground, with all

restrictions remaining as currently in place. Finally, in the Jericho Order, administrative corrections need to be made to clarify eligibility permissions for properties in Castle Mill House, Juxon Street.

Corporate Policies and Priorities

7. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit.

Financial Implications

8. Where appropriate, funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) on the proposals (and implementation if approved where applicable) has been/will be provided by the various developers of the specific properties in question.

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 relevant legislation.
10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.
11. 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.
12. When appropriate, developers have separately entered into a planning agreement or 'Unilateral Undertaking' under s106 of the Town and Country Planning Act 1990 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.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

13. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

14. 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.
15. 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.
16. Proposals brought forward for changing permit eligibility also 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

17. The proposals will help ensure 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. Also, the measures will help facilitate the passage of traffic, thereby limiting any adverse effect on safety to road users, and local amenities in the immediate vicinity.

Risk Management

18. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

19. Formal consultation was carried out between 25 September and 17 October 2025. 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, relevant local City Cllrs, and the local County Councillors representing the Cowley, Summertown & Walton Manor, Jericho & Osney, and the Headington & Quarry divisions.
20. Letters were also sent directly to approximately 35 properties in the immediate vicinity of the Wharton Road/St Leonard Street proposals, and notices were also placed on site.
21. During the course of the formal consultation, two responses were received via the online survey from local residents – both of which were in relation to the Wharton Road/St Leonards Road proposals – with one objecting, and one partially supporting/raising concerns.
22. Additionally, Thames Valley Police submitted a non-objection.
23. The full responses are shown in **Annex 1**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

24. With regards to the objection & concerns regarding the removal of the single parking bay immediate outside No.19 Wharton Road – as a result of planning permission granted by Oxford City Council, a new dropped-kerb access has been built to facilitate the property, which unfortunately sits wholly within an adjacent ‘Two-hour shared-use’ (8am-6.30pm Monday to Friday) parking bay.
25. Officers note that as part of the original planning approval granted by Oxford City Council (ref. 21/00586/FUL) the following was stipulated as a condition prior to occupation of the dwellings:

“vision splays measuring 2m by 2m shall be provided to each side of the access. This vision splays shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.6m as measured from carriageway level at all times thereafter”

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | No objection – Thank you for the consultation documents. The Police have no objection. |
| (o1) Local resident, (Oxford, St Leonards Road) | Remove the 'Two-hour shared-use' parking bay – Object Include the three new properties for permit eligibility – Object The new development at the Old Quarry Gate pub site originally stated no parking permits to be permitted. Please tell me where the new parking spaces are to replace the two you are removing |
| (o2) Local resident, (Oxford, Wharton Road) | Remove the 'Two-hour shared-use' parking bay – Partially support/concerns Include the three new properties for permit eligibility – Partially support/concerns Additional parking spaces can be generated , agree the new houses peaking but it should not decrease neighborhood parking capacity. |

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

KINGSTON BAGPUIZE & LONGWORTH: A420 & SIDE ROADS – PROPOSED 50MPH & 40MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the extension of the existing 50mph speed limit on the A420 Oxford to Swindon Road eastwards to points beyond the central reservation pedestrian crossing point of the A420 at Kingston Bagpuize/Longworth, as advertised,
- (b) Approve the following 40mph speed limits in place of the existing national speed limit, as advertised:
 - (i) Charney Road
 - (ii) Faringdon Road
 - (iii) Spring Hill
 - (iv) the Unnamed A420 link road from Spring Hill, and
 - (v) Pine Woods Road

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to extend the existing 50mph speed limit on the A420 'Oxford to Swindon Road' to points beyond the central reservation pedestrian crossing point of the A420 at Kingston Bagpuize/Longworth, thereby also covering the staggered junction with Pine Woods Road to Longworth, and the unnamed link road to Spring Hill in Kingston Bagpuize – as shown in **Annex 1**.
3. Accompanying this, 40mph speed limits will be introduced on adjacent roads in Kingston Bagpuize & Longworth, including Pine Woods Road, Faringdon Road, and the unnamed link road to Spring Hill – all accessing the A420, and additionally on Spring Hill & Charney Road in the immediate vicinity – also shown in **Annex 1**.
4. The proposed changes to the speed limit on the A420 are being put forward following investigations by Officers, in order to help complement a scheme – currently in development – whereby the carriageway will be reduced to a single

lane in each direction through the staggered junction section, which is looking to address recognised safety concerns and a relatively high collision history – as shown in **Annexes 2 to 4**.

5. The proposals form part of the Councils 'Vision Zero' strategy to work on a safe system approach to reducing fatal and severe injuries to road casualties, the Council proposes to reduce vehicle speeds to safer levels for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
6. Vision Zero' focuses on a whole safe system approach that starts with a simple premise - no one should be killed or seriously injured due to a road collision, whichever mode of transport you are using, and the whole system approach encompasses the following five aspects: safer roads and roadside, safer vehicles, safer speeds, safer users, and a holistic post-collision response.

Corporate Policies and Priorities

7. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit.

Financial Implications

8. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

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 relevant legislation.

10. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

11. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'VisionZero' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

12. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

13. The proposals aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

14. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

15. Formal consultation was carried out between 11 September and 10 October 2025. 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, Vale of White Horse District Council, relevant local District Cllrs, Hinton Waldrist, Longworth, and Kingston Bagpuize with Southmoor Parish Councils, and the local County Councillor representing the Kingston & Stanford division.

16. The town council, and local Councillors (including County & District) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
17. During the course of the formal consultation, 107 responses were received via the online survey, which are summarised in the table below:

| Proposal | Object | Partially support / concerns | Support | No opinion /objection | Total |
|--|----------|------------------------------|----------|-----------------------|-------|
| 50mph on A420 | 30 (28%) | 17 (16%) | 59 (55%) | 1 | 107 |
| 40mph on Charney Road | 26 (24%) | 13 (12%) | 61 (57%) | 7 | 107 |
| 40mph on Faringdon Road | 30 (28%) | 9 (8%) | 59 (55%) | 9 | 107 |
| 40mph on Spring Hill | 28 (26%) | 11 (10%) | 61 (57%) | 7 | 107 |
| 40mph on A420 link road from Spring Hill | 26 (24%) | 8 (7%) | 64 (60%) | 9 | 107 |
| 40mph on Pine Woods Road | 27 (25%) | 7 (6%) | 64 (60%) | 9 | 107 |

18. Additionally, a further three emails were received directly – with Thames Valley Police not objecting but raising concerns regarding potential levels of compliance. They also felt the best solution would be to ‘close’ the central reservation but understand the wider context – the proposed lining improvements were also considered necessary should the limits be reduced.
19. Unlimited Oxfordshire (local group for the disabled) supported the proposals but recommended minor amendments to the proposed lining scheme (to be considered outside of this consultation), whilst a local resident (who suggested lower speed limits here in August 2011) offered their partial support – suggesting some amendments to what was originally proposed.
20. The full responses are shown in **Annex 5**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

21. Thames Valley Police acknowledge the safety issues with the junction as they have said that ideally the junction would be closed; however, it is recognised that this approach is not feasible. There is tacit acceptance of the revised layout of the lining scheme. TVP have a concern about compliance of the lowered speed limit but it is considered that this aspect is necessary to accompany the proposed single lane through the junction.

22. The majority of consultation respondents (55%) are in support of the reduction to 50mph on the A420. It appears that many of the objections have considered the speed limit proposals in isolation and have not been aware of the intended amendments to the junction layout.
23. Many respondents believe the current speed limits are appropriate for the road's character. They argue that reducing the limit to 50mph would create unnecessary delays and not address the root causes of safety concerns. Some feel that lowering speed limits can decrease driver awareness, making the road more dangerous rather than safer.
24. Several objectors doubt that drivers will comply with the new 50mph limit, especially on a dual carriageway where higher speeds feel natural. There is scepticism about enforcement, with some suggesting that without speed cameras, the new limit will be widely ignored.
25. Some respondents question whether there is sufficient evidence that a 50mph limit will reduce accidents at this location. Some believe that if accident history highlights specific locations, targeted safety measures (e.g. improved signage, junction redesign, slip roads, or roundabouts) would be more effective than a corridor-wide speed reduction.
26. Concerns are raised about the A420's role as a key strategic corridor. Objectors argue that a 50mph limit could cause platooning behind slower vehicles, increase journey times, and divert traffic onto less suitable local roads. Some worry that reducing the speed limit will lead to bunching, braking, and acceleration, which could undermine environmental aims and increase emissions.
27. Reduced speed limits are only being proposed for this section because of the likely change to the junction layout and the introduction of a single lane in each direction. As it is a 1.4 km eastward extension of the existing single lane and 50 limit, it means that approximately 1.8 km of two-lane dual carriageway remains to/from the A415 roundabout – this should still provide adequate overtaking opportunities.
28. One valid concern, from Charney Bassett Parish Council, is that drivers may be tempted to use the wide hatched areas for overtaking, which may then bring them into conflict with vehicles crossing the central area. The suggested use of bollards in the hatching was considered by officers but has not been taken forward, as it was thought best not to introduce obstructions which may be struck and could leave fixings projecting from the carriageway surface. The layout proposals will be subject to the Road Safety Audit procedure, so are open to amendment.
29. Support for 40mph limits on the side roads is similar, at between 55 and 60%. Fewer respondents have commented specifically about the side roads, although some have questioned the need and some have suggested they should be 30mph.

30. The intention is to introduce a limit that is more appropriate to the road environments. It is unlikely to reduce actual speeds on these side roads as mean speeds are generally well below 40mph.
31. Kingston Bagpuize with Southmoor Parish Council support all the proposals but would like speed cameras to enforce the speeds on the A420.

Paul Fermer
Director of Environment and Highways

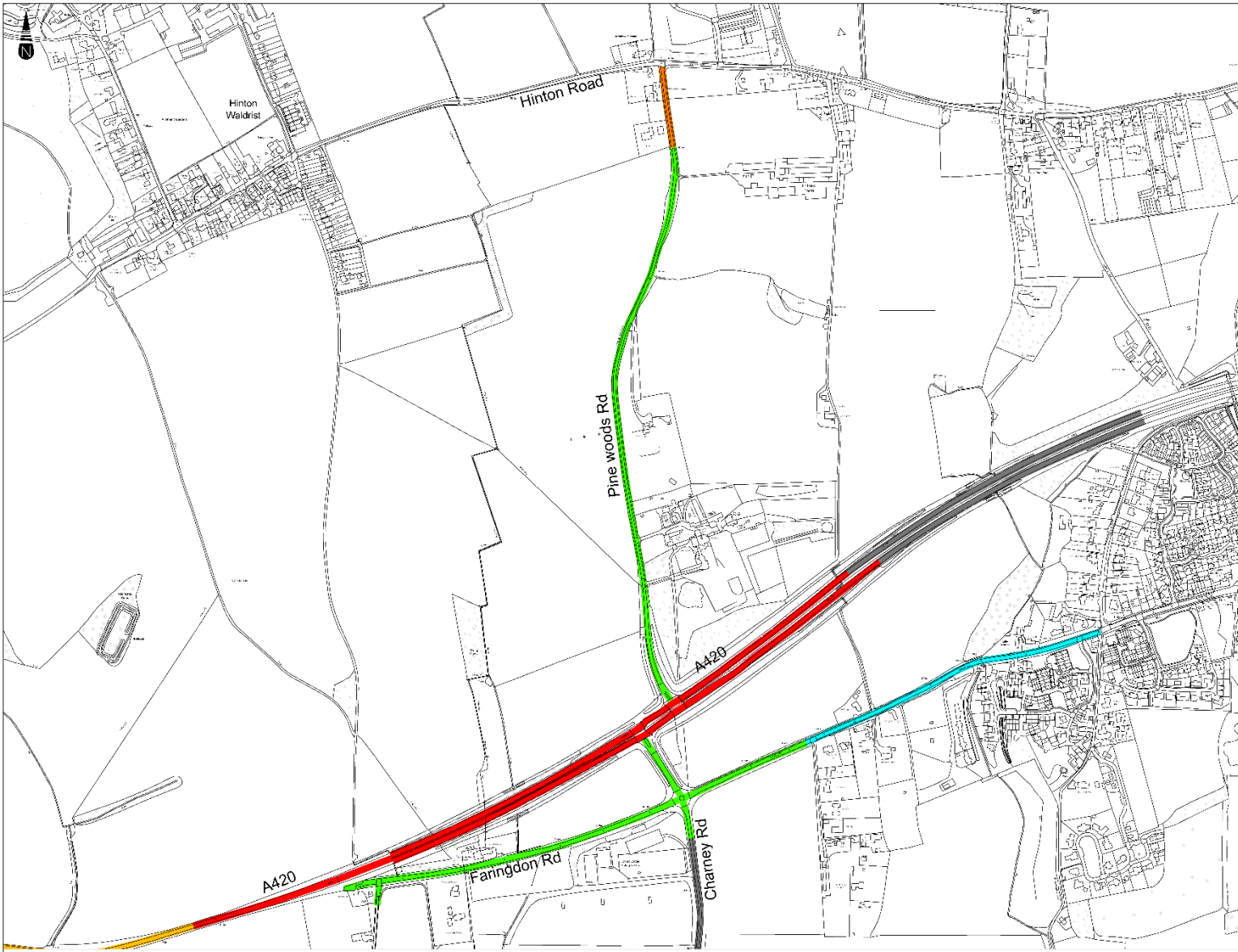
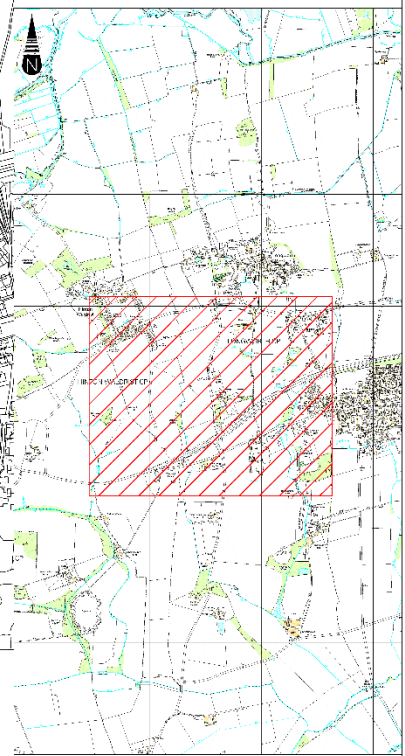
Annex(es): Annex 1: Consultation plan
 Annexes 2-4 : Lining improvements scheme plans
 Annex 5: Consultation responses

Contact Officer(s): Roger Plater (Senior Officer – Vision Zero)
 Anthony Kirkwood (Team Leader – Vision Zero)

November 2025

A420 Kingston Bagpuize
bypass West End
Proposed 50mph and 40mph on
side roads to replace existing
National Speed Limit (NSL)

Location Plan



- Key:**
- █ Proposed 50mph (Existing NSL)
 - █ Proposed 40 mph (Existing NSL)
 - █ Existing NSL to remain
 - █ Existing 50mph to remain
 - █ Existing 30mph to remain
 - █ Existing 20mph to remain
- Notes:**
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately
 3. This drawing is to be read in conjunction with all relevant documents and drawings

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| 101 | 21/08/25 | Final issue | W | N.S. | N.B. |
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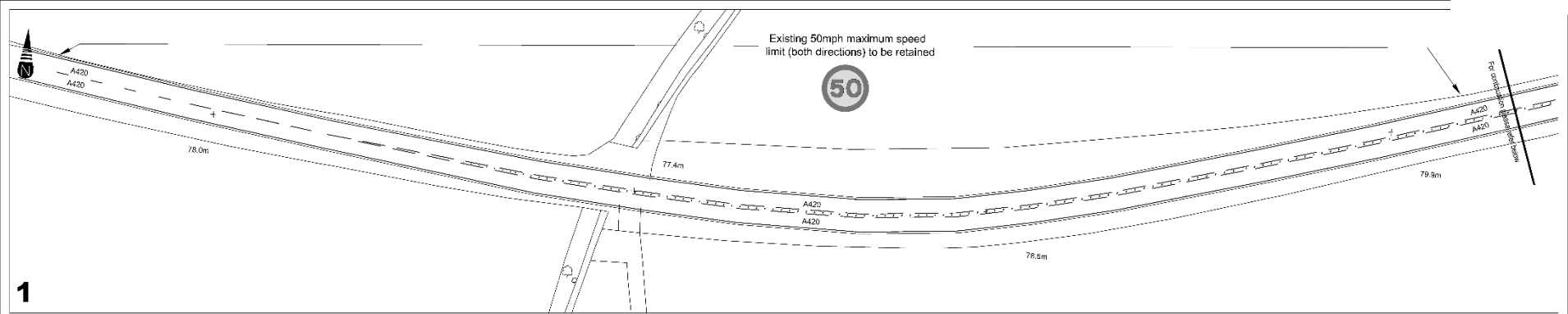


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For Consultation
A420 Kingston Bagpuize
bypass West end
Proposed 40mph and 50mph
Speed Limit
Sheet 1 of 1

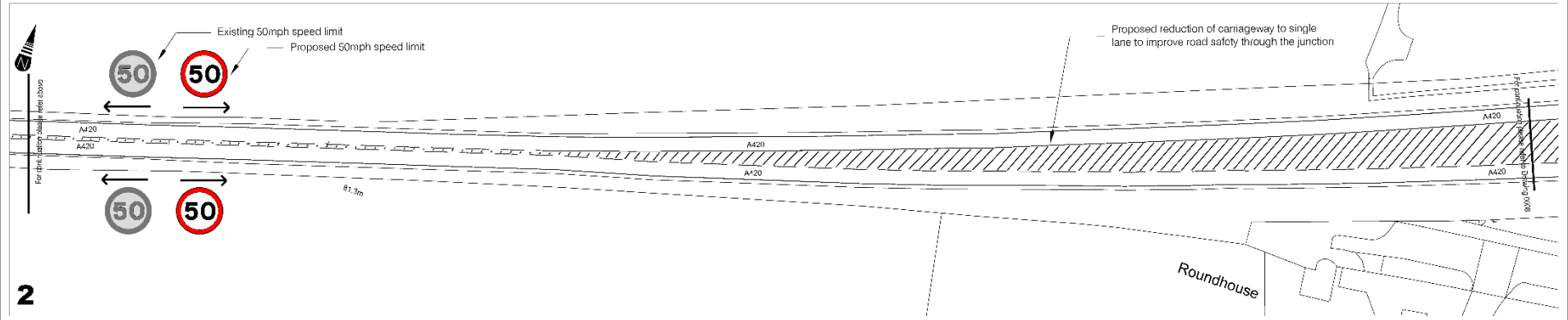
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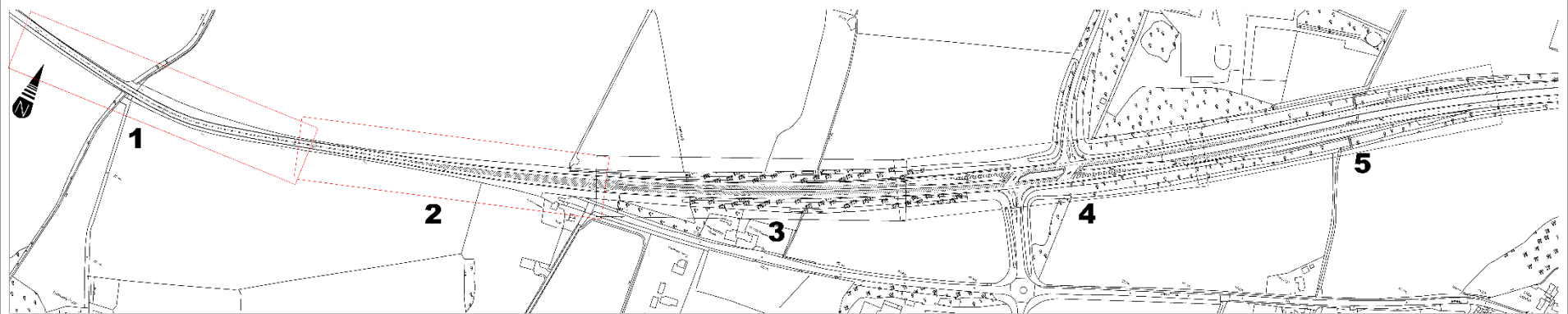
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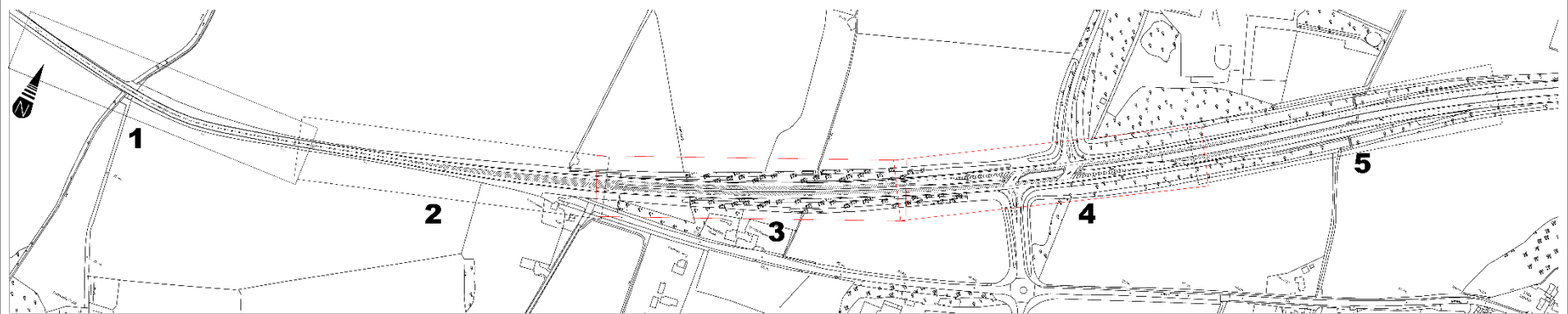
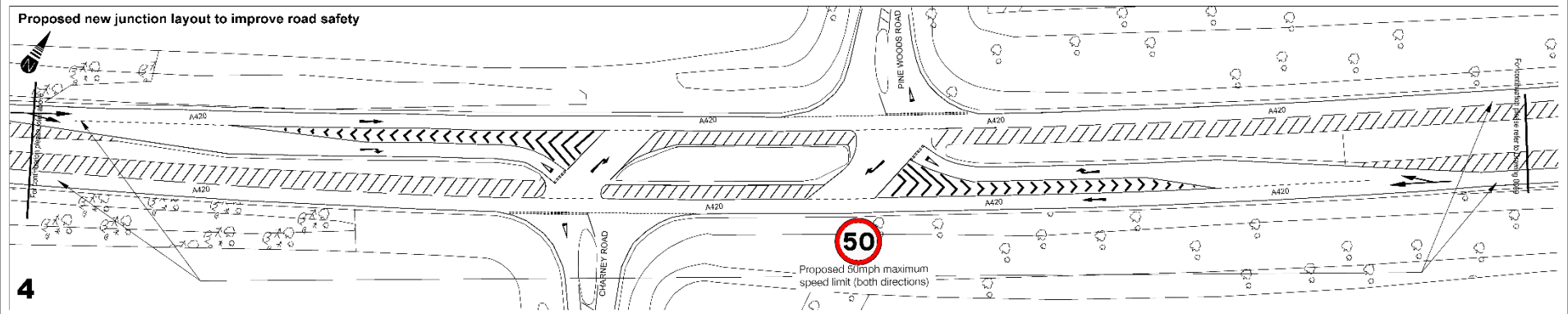
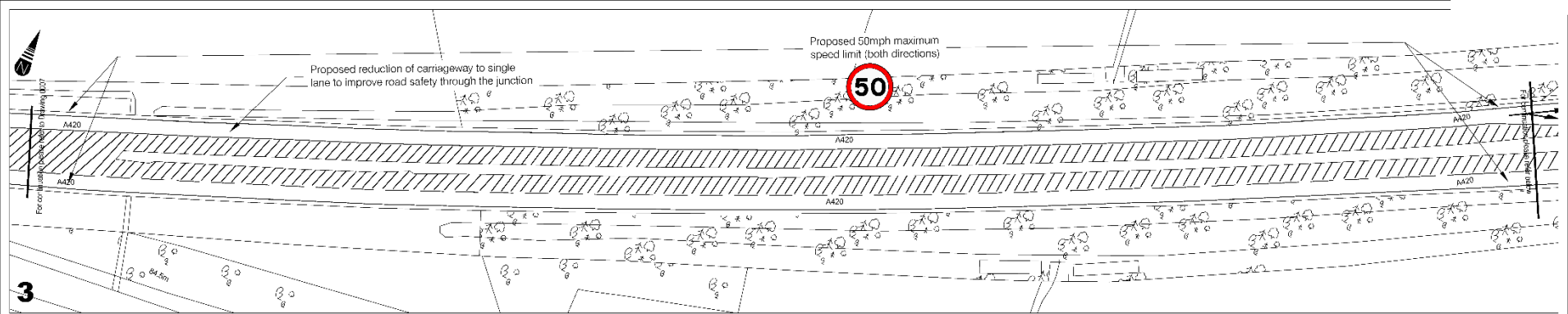
- Notes:
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately.
 3. This drawing is to be read in conjunction with all relevant documents and drawings.

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| 000 | 42024676 | FRG: 03/2022 | 1B | 1B3 | 1B5 |
| Proj. | Disc. | Discipline | 21 | 218 | 219 |
| 42024676 | | | | | |



Drawing Title:
 Consultation
 To:
 A420 Longworth / Charney Basset
 Proposed Road Markings
 1 of 3

| | | | | |
|--|-------------|---------------|---------------|----------------|
| Drawn By: | Scale: | Drawn On: | Checked By: | Approved By: |
| A1 | 1:500 | 11/08/2022 | 11/08/2022 | 11/08/2022 |
| Drawn Date: | Drawn Time: | Checked Date: | Checked Time: | Approved Date: |
| 08/08/22 | 09:30:25 | 08/08/22 | 09:30:25 | 08/08/22 |
| Drawing Number: 202070-MGH-HGN-LCB-SP-C-0007 | | | | |
| C 00 | | | | |



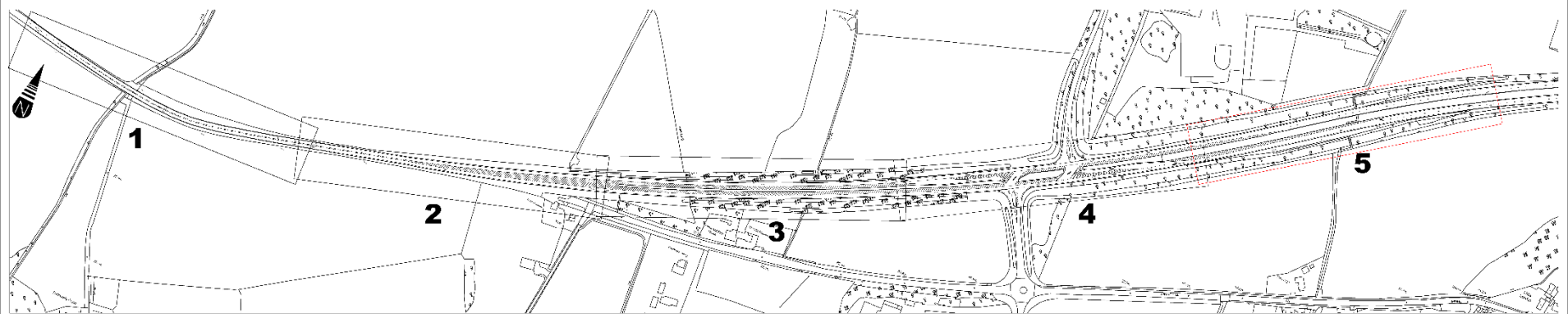
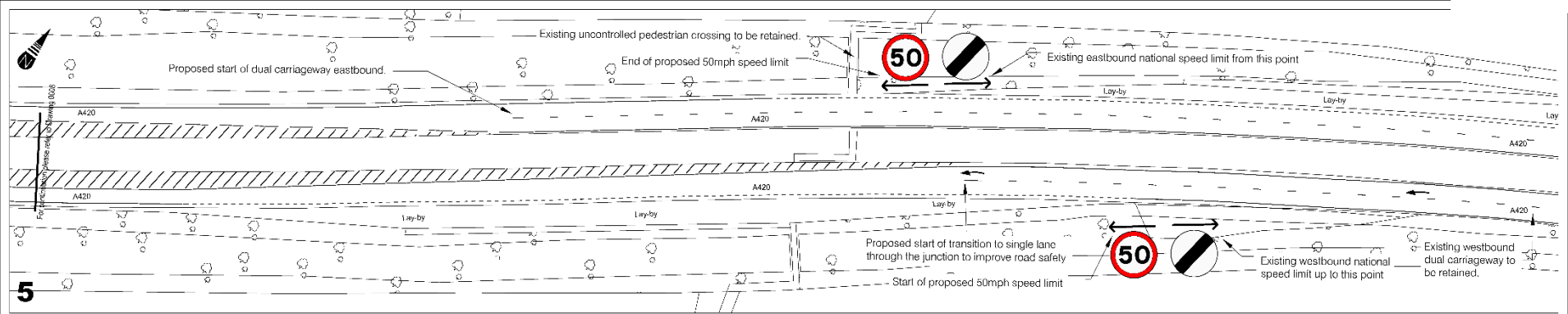
- Notes:
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately.
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| 000 | 42024676 | F80_00462 | F80 | F80 | F80 |
| Rev | Desc | Description | 21 | 018 | 11/19 |
| 4000010 | | | | | |



Project Name: Feasibility
 To: A420 Longworth / Charney Basset
 Proposed Road Markings
 2 of 3

| | | | | | | | | | |
|---|----------|---------------|----------|----------------|----------|-------------|----|--------------|----|
| Sheet No: | A1 | Scale: | 1:500 | Drawn by: | FB | Checked by: | MB | Approved by: | MB |
| Drawn Date: | 00 00 25 | Checked Date: | 30 30 25 | Approved Date: | 00 30 25 | | | | |
| Drawing Number: 202070-MGH-HGN-LCB-SP-C4-0008 | | | | | | | | | |
| Revision: C 00 | | | | | | | | | |



- Notes:
1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately.
 3. This drawing is to be read in conjunction with all relevant documents and drawings.

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| 000 | 42024676 | FE01/0462 | 1B | 1B | 1B |
| Rev | Date | Description | 21 | 21B | 21B |
| 4000174 | | | | | |

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OXFORDSHIRE COUNTY COUNCIL

M GROUP

Shoeburgh Court
Burners Road,
Buckingham, MK1 1 7Y

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Feasibility

To: **A420 Longworth / Charney Basset**

Proposed Road Markings

3 of 3

Project Name: **Visitor Zero**

| | | | | |
|-----------|-----------------|----------------------|------------------------|-------------------------|
| Rev. No. | Scale | Drawn by | Checked by | Approved by |
| A1 | 1:500 1:2500 | FB | MB | MB |
| | | Drawn Date: 00.09.25 | Checked Date: 30.09.25 | Approved Date: 00.09.25 |

Drawing Number: **202070-MGH-HGN-LCB-SP-C-0059**

Scale: **C** Date: **00**

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | <p>No objection – My first option for this location would have been to close the central reserve ,however I fully understand the impact this would have on Public Transport serving the villages of Kingston Bagpuize and Southmoor.</p> <p>Therefore although I am concerned with compliance, particularly the A420 section, in principle I do not object.</p> <p>Can I add the Lining drawings must be include as part of this scheme.</p> |
| (e2) Local group/organisation, (Unlimited Oxfordshire) | <p>Support – I am delighted to see this proposal. I remember when the KB and Southmoor bypass was opened in 1993, and I had to negotiate this staggered junction, and I thought: "People are going to be killed and seriously injured here" and unfortunately they have been. The bypass was designed by OCC in accordance with the brief issued by the then Highway Authority, the Department for Transport; OCC were Agents for the Department for Transport.</p> <p>However, I suggest that, a short distance west of the junction, the hatching on the westbound carriageway should be terminated. Westbound drivers may be frustrated that they would have no good overtaking opportunity until they reached the Faringdon bypass, several miles further on. Some might overtake on the hatched area. So, allowing overtaking between the staggered junction and the end of the dual carriageway would be welcome, and it might reduce the risk of unsafe overtaking further along the A420.</p> <p>Further to my previous email commenting on the proposed road markings and speed limits, I have more comments to add:</p> <p>The proposed markings in the gaps in the central reservation will encourage drivers to approach the give-way line at the second A420 carriageway at an angle of about 45 degrees to the A420 carriageway. Drivers of lorries and vans, approaching at that angle, if there is a partition in the cab directly behind them, would not be able to see to their left along the A420 carriageway.</p> <p>Therefore I recommend that the markings in the central reservation should encourage drivers to approach the give-way line at a greater angle to the A420 carriageway - between 60 and 70 degrees.</p> |

| | | | | | | | |
|--|--|-------------------------------|--------------------------------------|---------------------------------------|------------------------------------|---|--|
| | <p>When the proposed speed limits come into effect, I suspect that many drivers will not keep to them, and will want to drive at between 60 and 70mph (as they do legally at present). Therefore I recommend that two speed camera housings (one on each carriageway) should be installed.</p> | | | | | | |
| <p>(e3) Local resident, (Longworth, The Paddock)</p> | <p>Partially support – I am pleased to see that some improvements are proposed. I wrote to the Council in 2011, to propose changes relating to the central issue, namely the intersection between A420 and Charney Rd.</p> <p>My proposal at that time was to reduce the speed limit on A420 to 50 mph on the stretch that is currently holding 70 mph. I notice that your proposal is to reduce the speed limit on only a part of that stretch, which in my view is an improvement, but not sufficient.</p> <p>As A420 is single lane and 50 mph on either side of the stretch discussed, increasing the speed limit to 70 mph on a short stretch will not achieve anything other than the accumulation of queues on either side, as well as some drivers racing on that short stretch, further increasing the risk of accidents.</p> <p>Thus, to solve this problem, I recommend changing the speed limit to 50 mph on the entire stretch of A420 between the junctions with Charney Rd and A415, about 1.5 miles in total.</p> <p>Also, I notice some suggested changes to the speed limit on A415 (Abingdon Rd) where it passes the local nursery (Sunrise Nursery, Abingdon Rd, Kingston Bagpuize, Abingdon OX13 5AR). There are many vehicles entering and exiting. I suggest the speed limit be 30 mph at that location.</p> | | | | | | |
| <p>(o1) Local resident, (Buckland, Stanford in the vale group, Barcote Lane)</p> | <table border="1" data-bbox="577 1007 2107 1197"> <tr> <td data-bbox="577 1007 1357 1067">50mph on A420 – Object</td> <td data-bbox="1357 1007 2107 1067">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 1067 1357 1129">40mph on Charney Road – Object</td> <td data-bbox="1357 1067 2107 1129">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 1129 1357 1197">40mph on Faringdon Road – Object</td> <td data-bbox="1357 1129 2107 1197">40mph on Pine Woods Road – Object</td> </tr> </table> <p>Lowering the speed limits will decrease awareness whilst driving, thus making it more dangerous.</p> | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | |

(o2) Local Cllr, (East Challow, Hazel close)

| | |
|---|--|
| 50mph on A420 – Object | 40mph on Spring Hill – Object |
| 40mph on Charney Road – Object | 40mph on link road – Object |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |

As someone who regularly drives the A420, I do not support a blanket reduction to 50mph along these sections. The current limits already feel appropriate to the character of the road, and reducing them would create unnecessary delays without addressing the root causes of safety concerns.

Key reasons for objection: Credibility & compliance: Speed limits are most effective when they match the way the road “reads” to drivers. Setting limits too far below natural, safe driving speeds reduces compliance, increases speed variance, and can encourage unsafe overtaking on a rural single-carriageway route with long sight lines.

Better targeting of risks: If accident history highlights specific locations, localised safety measures would be more effective than corridor-wide reductions. Examples include improved signing/lining, skid-resistant surfacing, vegetation clearance, junction improvements, or speed-indicator devices.

Traffic flow & network impact: The A420 is a key strategic corridor for commuters, goods, and emergency access. A 50mph blanket limit risks creating platooning behind slower vehicles, longer journey times, and traffic diverting onto less suitable local roads.

Environmental outcomes: Consistent, steady traffic flow is generally best for emissions. Artificially low limits over long stretches may cause bunching, braking, and acceleration that undermine environmental aims.

Transparency of evidence: The consultation refers to “road characteristics, collision history and average speeds” but no site-specific data has been published. Without knowing where collisions occur, their causes, and the measured speeds by section, it is difficult to judge whether the proposed change is proportionate.

Constructive alternative approach: Retain the current limits on open rural stretches.

Apply lower limits only where there is clear frontage density or pedestrian activity.

Deliver site-specific safety treatments at proven risk points.

Prioritise enforcement at existing limits, or consider targeted average-speed enforcement through settlements.

| | | | | | | | | |
|---|--|-------------------------------|--------------------------------------|---------------------------------------|------------------------------------|---|--|--|
| | Conclusion - I support evidence-led, targeted safety interventions. However, a broad 50mph limit across long rural sections of the A420 does not appear justified and is unlikely to improve safety in proportion to the costs and delays it will create. A more focused approach would achieve better safety outcomes while preserving the efficiency of this vital corridor. | | | | | | | |
| (o3) Member of public, (Fairford, Milton Place) | <table border="1"> <tr> <td>50mph on A420 – Object</td> <td>40mph on Spring Hill – Object</td> </tr> <tr> <td>40mph on Charney Road – Object</td> <td>40mph on link road – Object</td> </tr> <tr> <td>40mph on Faringdon Road – Object</td> <td>40mph on Pine Woods Road – Object</td> </tr> </table> <p>I travel these roads two or three times a week and have never encountered an accident. This will slow the mobility and affect the productivity of residents for no reason whatsoever.</p> <p>These are good roads with good visibility and this is simply not needed.</p> | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| (o4) Local resident, (Faringdon, Cherry orchard) | <table border="1"> <tr> <td>50mph on A420 – Object</td> <td>40mph on Spring Hill – Object</td> </tr> <tr> <td>40mph on Charney Road – Object</td> <td>40mph on link road – Object</td> </tr> <tr> <td>40mph on Faringdon Road – Object</td> <td>40mph on Pine Woods Road – Object</td> </tr> </table> <p>Object as been using road for over 10 years at all times and never had any issues More likely to cause crashes reducing NSL</p> | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| (o5) Local resident, (Faringdon, Merchant Cresent) | <table border="1"> <tr> <td>50mph on A420 – Object</td> <td>40mph on Spring Hill – Object</td> </tr> <tr> <td>40mph on Charney Road – Object</td> <td>40mph on link road – Object</td> </tr> <tr> <td>40mph on Faringdon Road – Object</td> <td>40mph on Pine Woods Road – Object</td> </tr> </table> | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |

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|--|---|--|-------------------------------|--------------------------------------|---------------------------------------|------------------------------------|--|--|
| | <p>I don't feel like the speed limits are an issue. I think the quality of the roads and the impatience of drivers is the issue. Reducing speed limits will not help as people do not stick to the current limits anyway, and will continue to do the original limits.</p> | | | | | | | |
| <p>(o6) Local resident, (Farringdon, A420)</p> | <table border="1" data-bbox="577 363 2107 550"> <tr> <td data-bbox="577 363 1357 427">50mph on A420 – Object</td> <td data-bbox="1357 363 2107 427">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 427 1357 491">40mph on Charney Road – Object</td> <td data-bbox="1357 427 2107 491">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 491 1357 550">40mph on Farringdon Road – Object</td> <td data-bbox="1357 491 2107 550">40mph on Pine Woods Road – Object</td> </tr> </table> <p data-bbox="577 587 2107 758">You are not fixing the real issues. money is not being spent on road repairs, potholes, road cleaning, hedgerow pruning to increase visibility, safe crossing spots, better pavements for pedestrians and so on. The usual pathetic response to simply "reduce the speed limit" only punished the 99% of good safe drivers and little affects bad drivers who ignore road rules anyway. Reduced speed also adds to congestion and pollution.</p> | | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Farringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Farringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| <p>(o7) Member of public, (Goosey, Johnstones)</p> | <table border="1" data-bbox="577 821 2107 1008"> <tr> <td data-bbox="577 821 1357 885">50mph on A420 – Object</td> <td data-bbox="1357 821 2107 885">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 885 1357 949">40mph on Charney Road – Object</td> <td data-bbox="1357 885 2107 949">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 949 1357 1008">40mph on Farringdon Road – Object</td> <td data-bbox="1357 949 2107 1008">40mph on Pine Woods Road – Object</td> </tr> </table> <p data-bbox="577 1045 2107 1316">The speed limits wouldn't be adhered to by the majority of drivers, you might just aswell put the word PLEASE under each sign. There are many reasons I am objecting, 1/ they wouldn't be policed, 2/ there are other ways to reduce the accidents at this junction, 3/ the A420 originally had 6 roads giving access to the 4 villages it now has 3 roads & there is talk of more houses being built in & around Southmoor & Kingston these roads regardless of your speed limits will not be able to take more traffic, they only just cope at times with the traffic now.</p> | | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Farringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Farringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |

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|---|--|--|-------------------------------|--------------------------------------|---------------------------------------|------------------------------------|---|--|
| | <p>I have put a proposal to councilor Lee Evans on face book no reply about it as yet. If the council insists on changing the junction it should be changed to a round about.</p> | | | | | | | |
| <p>(o8) Local resident, (Hinton Waldrist, High Street)</p> | <table border="1" data-bbox="577 341 2107 528"> <tr> <td data-bbox="577 341 1357 403">50mph on A420 – Object</td> <td data-bbox="1357 341 2107 403">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 403 1357 466">40mph on Charney Road – Object</td> <td data-bbox="1357 403 2107 466">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 466 1357 528">40mph on Faringdon Road – Object</td> <td data-bbox="1357 466 2107 528">40mph on Pine Woods Road – Object</td> </tr> </table> <p data-bbox="577 564 2107 627">No one will adhere to these limits especially on the A420 - it's the first bit of overtaking coming from Swindon and last bit going towards Swindon.</p> | | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| <p>(o9) Local resident, (Hinton Waldrist, Church road)</p> | <table border="1" data-bbox="577 700 2107 887"> <tr> <td data-bbox="577 700 1357 762">50mph on A420 – Object</td> <td data-bbox="1357 700 2107 762">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 762 1357 825">40mph on Charney Road – Object</td> <td data-bbox="1357 762 2107 825">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 825 1357 887">40mph on Faringdon Road – Object</td> <td data-bbox="1357 825 2107 887">40mph on Pine Woods Road – Object</td> </tr> </table> <p data-bbox="577 924 2107 986">Current speed limits are ignored already. There are better solutions to address the safety issues like junction redesign, rather than speed limit changes which are costly signage and pointless</p> | | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| <p>(o10) Local resident, (Kingston Bagpuize, School Lane)</p> | <table border="1" data-bbox="577 1059 2107 1246"> <tr> <td data-bbox="577 1059 1357 1121">50mph on A420 – Object</td> <td data-bbox="1357 1059 2107 1121">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 1121 1357 1184">40mph on Charney Road – Object</td> <td data-bbox="1357 1121 2107 1184">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 1184 1357 1246">40mph on Faringdon Road – Object</td> <td data-bbox="1357 1184 2107 1246">40mph on Pine Woods Road – Object</td> </tr> </table> <p data-bbox="577 1283 2107 1345">First, there are many alternative routes on these roads. If I find a junction difficult to get out of, I simply drive slightly out of my way to take an easier one. Two, I believe that most of the problems we have on these roads are people not</p> | | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |

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|--|--|--|-------------------------------|--------------------------------------|---------------------------------------|------------------------------------|---|--|
| | <p>driving correctly. For example: On a number of occasions, I have been on the receiving end of people not looking and pushing out into oncoming traffic. They have nearly caused a major accident, not the speed.</p> | | | | | | | |
| <p>(o11) Local resident, (Kingston Bagpuize, Unnamed road)</p> | <table border="1" data-bbox="577 341 2107 528"> <tr> <td data-bbox="577 341 1357 403">50mph on A420 – Object</td> <td data-bbox="1357 341 2107 403">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 403 1357 466">40mph on Charney Road – Object</td> <td data-bbox="1357 403 2107 466">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 466 1357 528">40mph on Faringdon Road – Object</td> <td data-bbox="1357 466 2107 528">40mph on Pine Woods Road – Object</td> </tr> </table> <p data-bbox="577 568 2107 730">50mph is a reasonable speed to be travelling on these roads. The A420 should remain a dual carriageway and the junction should be changed so you cannot cross the road, but still be able to join, either going in Oxford or Swindon direction, depending which side of the road you're joining from. Rather than reducing the dual carriageway down to single lane is ridiculous, the A420 ought to be dual carriageway from Oxford to Swindon.</p> | | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| <p>(o12) Local resident, (Longcot, Kings Lane)</p> | <table border="1" data-bbox="577 801 2107 987"> <tr> <td data-bbox="577 801 1357 863">50mph on A420 – Object</td> <td data-bbox="1357 801 2107 863">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 863 1357 925">40mph on Charney Road – Object</td> <td data-bbox="1357 863 2107 925">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 925 1357 987">40mph on Faringdon Road – Object</td> <td data-bbox="1357 925 2107 987">40mph on Pine Woods Road – Object</td> </tr> </table> <p data-bbox="577 1027 2107 1294">I genuinely believe that 'vision zero' is impossible to achieve and shouldn't be a target. Far too many people are being made to drive slowly everywhere we go these days (see forced 20 limits in many places in Oxfordshire where it wasn't asked for) and it's getting ridiculous. Often people are being made to drive below the 50 limits on the A420 already due to slow trucks, tractors, old grannies and the like. We spend far too much of our time having to sit in traffic every time the schools are in and now we're being asked to compromise yet more of our already lengthy commute to and from Oxford. A far better proposal would be to dual lane the whole of the A420 given the traffic volumes are now everywhere increasing. A better alternative for reducing accidents at the adjoining roads would be another roundabout and smaller roundabouts for the junctions along the A420 where there have been high accident rates.</p> | | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |

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| (o13) Local resident, (Longworth, Hinton road) | 50mph on A420 – Object | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | No comments. | |
| (o14) Local resident, (Southmoor, Storksbill Lane) | 50mph on A420 – Object | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | Objecting as this is an important road which has run for years without serious incidents. One incident which did not result in any serious injuries or fatalities is not enough to justify reducing the speed limit for everyone | |
| (o15) Local resident, (Southmoor, The Paddock) | 50mph on A420 – Object | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | Make the speed limit to 60mph | |
| (o16) Local resident, (Stanford in the Vale, Chapel Road) | 50mph on A420 – Object | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |

| | | |
|--|---|--|
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| No comments. | | |
| (o17) Local resident, (Stanford in the vale, Joyces road) | 50mph on A420 – Object | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | Waste of time and money. Those going the speed limits currently aren't the dangerous ones. Reducing the speed will not make safer. It's idiots pulling out or getting frustrated. At Kingston bagpuuize would make more sense to close the junction. There are suitable alternative routes to joining the a420 at a safer round about. This issue is not speed. People speeding will not stop because of the new limits. | |
| (o18) Local resident, (Stanford in the vale, Cottage road) | 50mph on A420 – Object | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | This area isn't a particular dangerous part of the a420 - the bucklamd turning is! The bucklamd turning is already in the 50mph area and is horrendous, as well as plenty of other junctions on the a420 in the 50mph section where accidents frequently happen. I have never seen an accident on this section of the a420 in the 10 years I have been driving this twice a day, where as frequently see accidents or near misses elsewhere, within the 50mph section. This proves reducing the speed limit will not help and is a waste of money, time and resource. Can we not focus on the proper issue with our roads and properly spend money, rather than wasting it on reduced speed limits? The money on this could be used on ctual resurfacing work rather than stupid chippings..... | |

(o19) Local resident,
(Uffington, Green Lane)

| | |
|---|--|
| 50mph on A420 – Object | 40mph on Spring Hill – Object |
| 40mph on Charney Road – Object | 40mph on link road – Object |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |

The statement of reasons document gives general policy reasons for implementing speed restrictions in this location.

These include the Council’s Vision Zero policy and its system approach. But the statement of reasons provides no analysis to demonstrate that speed restrictions are an effective solution to accidents specifically in this location. The document says that there have been investigations by officers but no detail is provided.

It is always true that a collision at lower speed will be less likely to cause death or serious injury than a collision at higher speed. But if that logic is the only justification for determining speed restrictions then all roads would have far lower speed restrictions. We must also consider:

- 1) Whether collisions in this location would have been prevented by vehicles travelling at 50mph rather than 60 or 70 mph.
 - 2) Whether collisions at a lower speed at this location would have avoided fatalities or serious injury at the lower speed.
 - 3) Whether implementing a speed restriction in this location is an effective solution.
- I believe that the single carriageway to dual carriageway layout in this location is likely to encourage drivers to accelerate to 70mph eastbound or maintain 70mph westbound as they attempt to overtake slower vehicles as they enter or before they leave the dual carriageway section. While not condoning speeding I wonder whether the speed restrictions in this location will be effective in practice.

Finally I note that this proposal is in advance of a further proposal to convert the road to single lane in each direction. I can see that this is likely to be more effective than a speed restriction alone. Which begs the question whether implementing a speed restriction in the meantime is worthwhile at all.

| | | |
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| (o20) Local resident, (Southmoor, Faringdon Road) | 50mph on A420 – Object | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – |
| | <p>Springhill: There are two development proposal at present for Springhill, in excess of 250 houses. The current speed limit is 30mph and is ignored by many but not all: there is a sign which flashes for those disobeying the 30mph limit. If you live down Springhill Lane, which is a single track old farm lane with no vision splays and a massively wide Leylandii hedge to the east, there is very little visibility, and it is now becoming increasingly difficult to edge out without risk - even at 30mph. This proposal will encourage cars to speed along this stretch of road.</p> <p>Faringdon Road/Link Road/ Charney Bassett road: these should all be 30mph within the zones shown. Police have been called to ongoing incidences of antisocial driving behaviour, particularly bikers coming off the A420, and this behavior is continuing: squealing tyres at midnight in this rural area is commonplace. One police officer apparently used the excuse that there was no speed limit in this area! Please do not waste this opportunity to crackdown on this dangerous and antisocial behaviour.</p> <p>Both housing developments have used the fact that this area is a 30mph zone for establishment of sight lines. To relax the speed restriction seems madness, bearing in mind that more than 500 cars will be using this rural and winding country road when the proposals go through (which they inevitably will).</p> | |
| (o21) Local resident, (Longworth, Rectory Lane) | 50mph on A420 – Object | 40mph on Spring Hill – Partially support |
| | 40mph on Charney Road – Partially support | 40mph on link road – Partially support |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Partially support |
| | <p>Given that Faringdon Road is effectively a road to nowhere, I cannot see that changing the speed limit would achieve anything and for reasons of cost saving, pointless speed changes should be avoided - a waste of taxpayer money. The A420 is a key commuter road into Oxford with a lot of traffic on it. NSL needs to be maintained - any measure that may increase commute times is to be avoided at all costs.</p> | |

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|---|---|-------------------------------|---------------------------------------|--|------------------------------------|--|---|--|
| | | | | | | | | |
| <p>(o22) Local resident, (Southmoor, The Paddock)</p> | <table border="1"> <tr> <td data-bbox="568 339 1348 403">50mph on A420 – Object</td> <td data-bbox="1348 339 2110 403">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="568 403 1348 467">40mph on Charney Road – Support</td> <td data-bbox="1348 403 2110 467">40mph on link road – Object</td> </tr> <tr> <td data-bbox="568 467 1348 528">40mph on Faringdon Road – Object</td> <td data-bbox="1348 467 2110 528">40mph on Pine Woods Road – Object</td> </tr> </table> | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Support | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | <p>I want to raise the speed limits, as according to my calculations, if you raise the roads speed limits suggested by 10 miles per hour, an average person will have enough stopping distance and time, if the person is travelling at then recommended distance in the Highway Code. An example of this would be raising the speed limit on Faringdon Road that goes though Southmoor and Kingston Bagpuize to 40mph or more.</p> |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| <p>(o23) Local resident, (Hinton Waldrist, High Street)</p> | <table border="1"> <tr> <td data-bbox="568 762 1348 826">50mph on A420 – Object</td> <td data-bbox="1348 762 2110 826">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="568 826 1348 890">40mph on Charney Road – Support</td> <td data-bbox="1348 826 2110 890">40mph on link road –</td> </tr> <tr> <td data-bbox="568 890 1348 951">40mph on Faringdon Road – Support</td> <td data-bbox="1348 890 2110 951">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Object | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | <p>The proposal to reduce speed limits on the A420 will reduce the ability to overtake and more risks will be taken either side of this stretch. The limit will be ignored in exactly the same way the current speed limit is totally ignored. Those that do comply will be at risk from those that do not and will cause frustration for those that are the cause of the risk. Reducing this speed limit will increase accidents and deaths as drivers desperately try to overtake slow vehicles in a shorter space.</p> <p>Whilst the intention is good in reality this ignores the reality that drivers who exceed the speed limit do not care by how much. The imposition of 20mph limits has caused drivers to join the ranks of law breakers and speed. Once they speed in a twenty the psychological leap to ignoring speed limits is zero.</p> <p>I support the other speed reductions but only because the roads limit you to those speeds but it will have no actual effect on the speed people drive.</p> |
| 50mph on A420 – Object | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |

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| (o24) Local resident, (Oxford, Hazel) | <table border="1"> <tr> <td>50mph on A420 – Object</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>The A420 is dual carriageway and the existing NSL allows faster traffic to overtake slower traffic like speed limited HGV safely avoiding dangerous overtakes on the single carriageway sections. If restricted to 50mph you won't be able to overtake. Either it will be ignored or likely cause frustration and tailgating, possibly more accidents when cars unable to overtake without exceeding the limit</p> <p>If junction deemed dangerous fix it by putting in a bridge or close it and send traffic to roundabout.</p> | 50mph on A420 – Object | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Object | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o25) Local resident, (Shrivenham but commute to Oxford., A420) | <table border="1"> <tr> <td>50mph on A420 – Object</td> <td>40mph on Spring Hill – Concerns</td> </tr> <tr> <td>40mph on Charney Road – Concerns</td> <td>40mph on link road – Partially support</td> </tr> <tr> <td>40mph on Faringdon Road – Object</td> <td>40mph on Pine Woods Road – Object</td> </tr> </table> <p>The issue is not the road. It is the poor standard of driving we see. One would not wish to stereotype, but people breaking every time a lorry comes the other way, or swing down to 30mph at a speed camera in a 50 zone...</p> | 50mph on A420 – Object | 40mph on Spring Hill – Concerns | 40mph on Charney Road – Concerns | 40mph on link road – Partially support | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Concerns | | | | | | |
| 40mph on Charney Road – Concerns | 40mph on link road – Partially support | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | |
| (o26) Local resident, (Kingston Bagpuize with Southmoor, Hanney Road) | <table border="1"> <tr> <td>50mph on A420 – Object</td> <td>40mph on Spring Hill – Object</td> </tr> <tr> <td>40mph on Charney Road – Concerns</td> <td>40mph on link road – Object</td> </tr> <tr> <td>40mph on Faringdon Road – Object</td> <td>40mph on Pine Woods Road – Object</td> </tr> </table> | 50mph on A420 – Object | 40mph on Spring Hill – Object | 40mph on Charney Road – Concerns | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Object | 40mph on Spring Hill – Object | | | | | | |
| 40mph on Charney Road – Concerns | 40mph on link road – Object | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | |

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|---|--|--|-------------------------------|------------------------|-------------------------|----------------------|---------------------------|----------------------------|
| | <p>Traffic leaving the roundabout at Kingston Bagpuize direction Faringdon has already slowed to achieve the roundabout but then cars vans motorbikes and many lorries barrel down this section Cars are often exceeding 60 mph on this stretch as you try to enter/exit To enter KB you have to sit in the fast lane so undertaking is normal and entering is dangerous due speeding cars and Lorrie's obscuring a clear view especially for those unaware of this section of road. Cars speed to overtake lorries and cars before the road narrows again so do not observe entering/exiting traffic and it usually ends with them speeding more or braking heavily and tailgating Therefore it is very difficult at this intersection to get on and off the short dual carriageway To allow traffic to exceed 40 mph causes problems and accidents especially when dark or wet as many side roads are not well enough lit. Given a housing estate is proposed for Spring Hill road the volume of traffic will obviously increase This dangerous intersection from both directions needs less speed and more control of that. Although a roundabout to allow traffic to enter or exit safely would be logical I doubt it would happen until more accidents take place</p> | | | | | | | |
| <p>(o27) Local resident, (Faringdon, Marines Drive)</p> | <table border="1" data-bbox="577 671 2105 855"> <tr> <td data-bbox="577 671 1357 730">50mph on A420 – Object</td> <td data-bbox="1357 671 2105 730">40mph on Spring Hill –</td> </tr> <tr> <td data-bbox="577 730 1357 790">40mph on Charney Road –</td> <td data-bbox="1357 730 2105 790">40mph on link road –</td> </tr> <tr> <td data-bbox="577 790 1357 855">40mph on Faringdon Road –</td> <td data-bbox="1357 790 2105 855">40mph on Pine Woods Road –</td> </tr> </table> <p data-bbox="577 890 2105 959">Object to speed limit for A420 dual carriageway being reduced. Closing the central crossover or introducing a roundabout would likely improve road safety more than reducing the speed limit.</p> | | 50mph on A420 – Object | 40mph on Spring Hill – | 40mph on Charney Road – | 40mph on link road – | 40mph on Faringdon Road – | 40mph on Pine Woods Road – |
| 50mph on A420 – Object | 40mph on Spring Hill – | | | | | | | |
| 40mph on Charney Road – | 40mph on link road – | | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – | | | | | | | |
| <p>(o28) Local resident, (Hinton Waldrist, Priors lane)</p> | <table border="1" data-bbox="577 1031 2105 1214"> <tr> <td data-bbox="577 1031 1357 1090">50mph on A420 – Object</td> <td data-bbox="1357 1031 2105 1090">40mph on Spring Hill –</td> </tr> <tr> <td data-bbox="577 1090 1357 1149">40mph on Charney Road –</td> <td data-bbox="1357 1090 2105 1149">40mph on link road –</td> </tr> <tr> <td data-bbox="577 1149 1357 1214">40mph on Faringdon Road –</td> <td data-bbox="1357 1149 2105 1214">40mph on Pine Woods Road –</td> </tr> </table> <p data-bbox="577 1249 2105 1350">The road is dangerous because of the road markings which are the reason for so many accidents and near misses. The right of way should be given to vehicles turning off the A420 across to Pinewoods Rd and Charney road. This causes so much confusion</p> | | 50mph on A420 – Object | 40mph on Spring Hill – | 40mph on Charney Road – | 40mph on link road – | 40mph on Faringdon Road – | 40mph on Pine Woods Road – |
| 50mph on A420 – Object | 40mph on Spring Hill – | | | | | | | |
| 40mph on Charney Road – | 40mph on link road – | | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – | | | | | | | |

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|---|--|---------------------------------|------------------------|-------------------------|----------------------|--|----------------------------|
| <p>(o29) Local resident, (Stanford in the vale, Whistler way)</p> | <table border="1" data-bbox="577 225 2107 416"> <tr> <td data-bbox="577 225 1357 288">50mph on A420 – Object</td> <td data-bbox="1357 225 2107 288">40mph on Spring Hill –</td> </tr> <tr> <td data-bbox="577 288 1357 352">40mph on Charney Road –</td> <td data-bbox="1357 288 2107 352">40mph on link road –</td> </tr> <tr> <td data-bbox="577 352 1357 416">40mph on Faringdon Road –</td> <td data-bbox="1357 352 2107 416">40mph on Pine Woods Road –</td> </tr> </table> <p data-bbox="577 448 2107 480">Dual carriageway should remain NSL. It is not a safety concern and the speed limit will negatively impact travel times</p> | 50mph on A420 – Object | 40mph on Spring Hill – | 40mph on Charney Road – | 40mph on link road – | 40mph on Faringdon Road – | 40mph on Pine Woods Road – |
| 50mph on A420 – Object | 40mph on Spring Hill – | | | | | | |
| 40mph on Charney Road – | 40mph on link road – | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – | | | | | | |
| <p>(o30) Local resident, (Kingston Bagpuize, Aldiss Drive)</p> | <table border="1" data-bbox="577 552 2107 743"> <tr> <td data-bbox="577 552 1357 616">50mph on A420 – Object</td> <td data-bbox="1357 552 2107 616">40mph on Spring Hill –</td> </tr> <tr> <td data-bbox="577 616 1357 679">40mph on Charney Road –</td> <td data-bbox="1357 616 2107 679">40mph on link road –</td> </tr> <tr> <td data-bbox="577 679 1357 743">40mph on Faringdon Road – Support</td> <td data-bbox="1357 679 2107 743">40mph on Pine Woods Road –</td> </tr> </table> <p data-bbox="577 775 2107 839">Seems unnecessary, and this point of the road is already a pinch point producing significant traffic and this to me seems like it would only make it worse</p> | 50mph on A420 – Object | 40mph on Spring Hill – | 40mph on Charney Road – | 40mph on link road – | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – |
| 50mph on A420 – Object | 40mph on Spring Hill – | | | | | | |
| 40mph on Charney Road – | 40mph on link road – | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – | | | | | | |
| <p>(o31) Member of public, (Cumnor, Appleton Road)</p> | <table border="1" data-bbox="577 911 2107 1102"> <tr> <td data-bbox="577 911 1357 975">50mph on A420 – Concerns</td> <td data-bbox="1357 911 2107 975">40mph on Spring Hill –</td> </tr> <tr> <td data-bbox="577 975 1357 1038">40mph on Charney Road –</td> <td data-bbox="1357 975 2107 1038">40mph on link road –</td> </tr> <tr> <td data-bbox="577 1038 1357 1102">40mph on Faringdon Road –</td> <td data-bbox="1357 1038 2107 1102">40mph on Pine Woods Road –</td> </tr> </table> <p data-bbox="577 1134 2107 1270">The A420 at this location is a dual carriageway and by increasing the 50mph limit on this section before before it goes down to a single carriageway will not be observed by a number of drivers as many will continue at 70mph (there have been numerous times I've been over taken on the hatching as the road narrows to a single lane, then will then create a greater speed differential and mixed speeds that people will be doing.</p> <p data-bbox="577 1302 2107 1366">No concerns extending the northbound limit to past the junction as there have been numerous times where someone has pulled out from Southmoor side into the fast lane expecting people to undertake them.</p> | 50mph on A420 – Concerns | 40mph on Spring Hill – | 40mph on Charney Road – | 40mph on link road – | 40mph on Faringdon Road – | 40mph on Pine Woods Road – |
| 50mph on A420 – Concerns | 40mph on Spring Hill – | | | | | | |
| 40mph on Charney Road – | 40mph on link road – | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – | | | | | | |

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| (o32) Local resident, (Southmoor, Blandy Estate) | 50mph on A420 – Concerns | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | Pointless speed limits. Won't do anything to make the staggered junction on the A420 any safer. | |
| (o33) Local resident, (Southmoor, Laurel Drive) | 50mph on A420 – Concerns | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Concerns over the enforcement of the 50mph speed limit across the junctions indicated on the survey drawings. | |
| (o34) Local resident, (Southmoor, Sandy lane) | 50mph on A420 – Concerns | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Concern over the 50mph as no one will pay any attention to this unless the road is narrowed to single carriageway at the same time. It will almost certainly cause more accidents as impatient drivers will be desperate to get past people that will be doing the new 50mph limit, which means they will be speeding and over taking right where the dangerous junctions are. | |
| (o35) Local resident, (Spring Hill, Faringdon Road) | 50mph on A420 – Concerns | 40mph on Spring Hill – Support |

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| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | <p>It will need ANPR monitoring in the village as people ignore the speed limit warnings as they stand now. It will need a reduction in the village to 20mph as more people will use Faringdon Road up to the Charney Bassett roundabout as there will be less benefit to drive up to the bypass from the Abingdon A415 direction because it will be slower than currently. People will think it quicker to cut through the village.</p> | |
| <p>(036) Charney Bassett Parish Council</p> | 50mph on A420 – Partially support | 40mph on Spring Hill – Concerns |
| | 40mph on Charney Road – Concerns | 40mph on link road – Concerns |
| | 40mph on Faringdon Road – Concerns | 40mph on Pine Woods Road – |
| | <p>The Parish Council is pleased to have been consulted on the proposal: this junction is commonly used by many of our 230 residents and we are very much aware of its awful accident record. A reduction in the national speed limit (to 50 mph) on the A420 dual carriageway at this point obviously has the potential to reduce accidents or their severity. But changes to the road layout are also intended and it is not clear why a consultation on reduced speed limits is taking place in advance of, and separate to, these proposals being finalised. We hope to be consulted further on the changes to the road layout of this junction but hope that making the following points at this stage might be helpful:</p> <ul style="list-style-type: none"> - Based on the plans so far presented, a lot of faith seems to be being placed on drivers' willingness to comply with road markings. How many will simply drive over them (at speed) and give rise to an even worse accident? Road markings may not be enough and consideration should be given to barriers and/or bollards to force traffic into the reduced carriageway widths and stay there. The temptation to use the hatched areas for overtaking will otherwise always be there and an overtaking vehicle could easily be confronted (again at speed) with a car parked in a vulnerable position waiting in the central reservation to enter the restricted carriageway. - Whatever the layout of the road, speed will continue to be an issue and a speed camera is the only way that drivers are likely to adhere to the new speed limit. - It is difficult to escape the conclusion that by far the safest option is to install a roundabout. Costly yes, but lost lives even more so. And with so much development having taken place in Kingston/Southmoor recently, developer | |

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| | <p>contributions to OCC for improvements to infrastructure must already be considerable. Have they really already been used up and spent on roads serving the village?</p> <p>- Even at 50 mph the turn off the A420 for westbound traffic at the Charney Bassett junction is sharp and difficult, and it is regrettable that no consideration seems to be being given to providing a slip road or a wider radius at this turn off. There is already a generous layby shortly before the junction and consideration should be given to using part of this in the design of an off-slip.</p> <p>We also question the value of an additional speed limit (40 mph) on the Faringdon and Charney Roads given the short distance from the roundabout to the 30 mph limit (Faringdon Road) and the even shorter distance (70m) between the roundabout and the A420.</p> | | | | | | | |
| <p>(o37) Local resident, (Hinton Waldrist, High st)</p> | <table border="1" data-bbox="577 564 2107 751"> <tr> <td data-bbox="577 564 1357 627">50mph on A420 – Partially support</td> <td data-bbox="1357 564 2107 627">40mph on Spring Hill – Object</td> </tr> <tr> <td data-bbox="577 627 1357 689">40mph on Charney Road – Object</td> <td data-bbox="1357 627 2107 689">40mph on link road – Object</td> </tr> <tr> <td data-bbox="577 689 1357 751">40mph on Faringdon Road – Object</td> <td data-bbox="1357 689 2107 751">40mph on Pine Woods Road – Object</td> </tr> </table> <p>The roads off the a420 I don't believe changing the speed limits will make any difference to the safety of crossing the a420, it just adds cost to something that won't help.</p> <p>The crossing in question at the a420 is dangerous, and one of the 2 main routes we use to access the a420 from Hinton Waldrist. There is no point changing the speed limit to 50 unless in combination with a speed camera, as people are so used to it being the part of the road where you speed up. I am concerned that if you make the a420 a single carriageway, it will be more difficult than it already is at busy times to get out of the side roads, as huge volume of traffic is funnelled into one, slower lane.</p> | | 50mph on A420 – Partially support | 40mph on Spring Hill – Object | 40mph on Charney Road – Object | 40mph on link road – Object | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Object | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – Object | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object | | | | | | | |
| <p>(o38) Local resident, (Southmoor, Spring Hill)</p> | <table border="1" data-bbox="577 1093 2107 1279"> <tr> <td data-bbox="577 1093 1357 1155">50mph on A420 – Partially support</td> <td data-bbox="1357 1093 2107 1155">40mph on Spring Hill – Partially support</td> </tr> <tr> <td data-bbox="577 1155 1357 1217">40mph on Charney Road – Partially support</td> <td data-bbox="1357 1155 2107 1217">40mph on link road – Partially support</td> </tr> <tr> <td data-bbox="577 1217 1357 1279">40mph on Faringdon Road – Partially support</td> <td data-bbox="1357 1217 2107 1279">40mph on Pine Woods Road – Partially support</td> </tr> </table> <p>Living on Spring Hill, i support efforts to reduce speed in these areas, but as I am aware from the speed monitoring sign near our property, many don't follow the existing speed limits. Whilst well intentioned, these changes will not</p> | | 50mph on A420 – Partially support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Partially support | 40mph on link road – Partially support | 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Partially support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Partially support | | | | | | | |
| 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support | | | | | | | |

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|---|--|--|---|--|---|--|---|--|
| | change behaviour without associated enforcement activities to change mindsets around acceptable behaviour in these locations. | | | | | | | |
| (o39) Local resident, (Southmoor, Springhill lane) | <table border="1"> <tr> <td>50mph on A420 – Partially support</td> <td>40mph on Spring Hill – Partially support</td> </tr> <tr> <td>40mph on Charney Road – Partially support</td> <td>40mph on link road – Partially support</td> </tr> <tr> <td>40mph on Faringdon Road – Partially support</td> <td>40mph on Pine Woods Road – Partially support</td> </tr> </table> <p>I feel the speed limit should be 30mph, not not 40</p> | 50mph on A420 – Partially support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Partially support | 40mph on link road – Partially support | 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support | |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Partially support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Partially support | | | | | | | |
| 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support | | | | | | | |
| (o40) Local resident, (Faringdon) | <table border="1"> <tr> <td>50mph on A420 – Partially support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Partially support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>The speed limits will certainly help, and the proposed road lane changes at the pine woods junction. Bit it could go further. The main issues are cars joining the a420 from the side roads and turning right- or wanting cross from one side to the other sode roads ie needing to cross the junction. The speed of traffic on the a420 is one issue, but the other is volume of traffic on the a420. We see at other points on the a420 where it is already single lane and 50 the difficulty cars face, people get impatient waiting for a gap and make dangerous decisions to join or cross. The proposal here will do the same. It would be better to either introduce a roundabout, or simply close access to traffic turning right/ crossing so they use the safer option of the roundabout on the a415 junction</p> | 50mph on A420 – Partially support | 40mph on Spring Hill – Support | 40mph on Charney Road – Partially support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| (o41) Local resident, (Kingston Bagpuize) | <table border="1"> <tr> <td>50mph on A420 – Partially support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Partially support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Partially support | 40mph on Spring Hill – Support | 40mph on Charney Road – Partially support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |

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| | A roundabout would be a better idea | | | | | | |
| (o42) Local resident, (Southmoor, Herald Gardens) | <table border="1"> <tr> <td>50mph on A420 – Partially support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road –</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>As a resident of Southmoor- very close to the A420, we would welcome a speed reduction on the A420. We often have intrusive sounds from speeding cars, motorbikes and overall loud cars driving beyond the speed limit. Whilst any speed restriction is important, where that restriction ends is also important, what we don't want is to have accelerating cars outside of our window. Secondly, if the number of lanes is to be reduced, then what we don't want is queuing traffic, where cars start to merge, which happens on the other aspect of the A420 on the other side of the roundabout, there is also the noise pollution from cars honking horns when not allowed to merge. There are a lot of young children who live in the area, and any increase in stationary traffic can lead to an increase in pollution. I would be interested to see the data around single lane merging and increase in pollution.</p> | 50mph on A420 – Partially support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – Support | | | | | | |
| (o43) Local resident, (Kingston bagpuize, Collington way) | <table border="1"> <tr> <td>50mph on A420 – Partially support</td> <td>40mph on Spring Hill – Partially support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Partially support</td> </tr> <tr> <td>40mph on Faringdon Road – Partially support</td> <td>40mph on Pine Woods Road – Partially support</td> </tr> </table> <p>If the speed can be monitored then great. Otherwise it's useless</p> | 50mph on A420 – Partially support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Support | 40mph on link road – Partially support | 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Partially support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Partially support | | | | | | |
| 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support | | | | | | |
| (o44) Local resident, (Longworth, The Paddock) | <table border="1"> <tr> <td>50mph on A420 – Partially support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> </table> | 50mph on A420 – Partially support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | | |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |

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| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| The proposal is good, but a reduction of the speed limit on A420 to 50mph should be extended to the surrounded areas of A420. | | |
| (o45) Local resident, (Longworth, The Paddock) | 50mph on A420 – Partially support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Regarding Q2. If the speed limit on A420 is reduced to 50mph on the entire stretch (about 1-2 miles) past Southmoor/Longworth/Kingston Pagpuize, then there might be no need to alter the road layout. This would provide a much better value-for-money than the proposed changes, which include costly road alternations. | |
| (o46) Local resident, (Longworth, Herald Gardens) | 50mph on A420 – Partially support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | <p>We agree that reducing the speed to 50 on the A420 is positive and maybe adding a speed camera would be good. We can see the a420 from our house the cars that speed past cause an offensive noise. We do have concerns however about the area you are proposing. We feel the whole length of the a420 should be 50. Our major concern is where you are planning to reduce the lane from double to single. The congestion caused by this will back up right outside our house. We will therefore get car fumes and noise from horns if people get frustrated with merging. We appreciate this has to happen however the area chosen is the closest point to houses in this section of the A420. There are a lot of young children living near this section of the road which isn't good for pollution. We have already had trees cut back that we can clearly see the road from our bedrooms. There isn't a high protective fence like on the other side of the roundabout.</p> <p>To understand our concern it would be good to speak to someone on site.</p> | |

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| (o47) Local resident, (Southmoor, Laurel Drive) | <table border="1"> <tr> <td>50mph on A420 – Partially support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>At least the danger at this junction is being recognised</p> | 50mph on A420 – Partially support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Partially support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o48) Local resident, (Longworth, Church Lane) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill –</td> </tr> <tr> <td>40mph on Charney Road –</td> <td>40mph on link road –</td> </tr> <tr> <td>40mph on Faringdon Road –</td> <td>40mph on Pine Woods Road –</td> </tr> </table> <p>I believe this junction is dangerous and in the absence of a roundabout, this proposal seems a viable first step to improve road safety and hopefully keep people safer...</p> | 50mph on A420 – Support | 40mph on Spring Hill – | 40mph on Charney Road – | 40mph on link road – | 40mph on Faringdon Road – | 40mph on Pine Woods Road – |
| 50mph on A420 – Support | 40mph on Spring Hill – | | | | | | |
| 40mph on Charney Road – | 40mph on link road – | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – | | | | | | |
| (o49) Local resident, (Hinton Waldrist, High Street) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Object</td> </tr> <tr> <td>40mph on Charney Road –</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road –</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>The proposal to reduce the speed limit will only be effective if there is a speed camera before the junctions on the A420 at Pinewoods Road and the opposite unnamed road. The major problem with this junction is the priority of traffic leaving the dual carriageway turning right from the central reservation. Traffic leaving Pinewoods Road and the unnamed road waiting to cross the carriageway to turn right</p> | 50mph on A420 – Support | 40mph on Spring Hill – Object | 40mph on Charney Road – | 40mph on link road – Support | 40mph on Faringdon Road – | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Object | | | | | | |
| 40mph on Charney Road – | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – Support | | | | | | |

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| | should give way to traffic leaving the main road no matter who arrived at the junction first. It is the indecision when two vehicles set off at the same time is that the major problem. Is it possible to have signage to indicate the priority? | |
| (o50) Local resident, (Duxford, Duxford) | 50mph on A420 – Support | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | I don't understand how reducing the speed in the side roads helps the A420. To access the A420 from these roads you are at a standstill. | |
| (o51) Local resident, (Southmoor, Bramley Close) | 50mph on A420 – Support | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |
| | The proposed 40mph speed limit should be reduced to 30mph on the roads leading to Southmoor village as there are bus stops and residential housing lining these roads. Additionally the Faringdon Road going through the centre of Southmoor and Kingston Bagpuize should be reduced from 30mph to 20mph in line with other villages in the area, ie East Hanney. Shops, schools, pub, bus stops line this road and is very busy with parked cars too. We have seen too many pets run over on this road and won't be long before a pedestrian gets run over. We see cars and motorcycles regularly being driven at well in excess of 30mph!! | |
| (o52) Member of public, (Steventon, Prior crescent) | 50mph on A420 – Support | 40mph on Spring Hill – Object |
| | 40mph on Charney Road – Object | 40mph on link road – Object |
| | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Object |

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| | <p>There are better ways to target road safety than just impose speed limits. The A420 50mph would, however, reduce the likelihood of collisions but a better solution would be to reconfigure the staggered crossroads - either with a roundabout or banned right turns from the side roads. Please DO take proper account of consultation responses and not simply carry on regardless as with the Oxford congestion charge. Don't forget Councillors are supposed to represent their constituents and election days are the publics consultation response to how well this is done.</p> | | | | | | | |
| (o53) Local resident, (Kingston Bagpuize, Collington Way) | <table border="1" data-bbox="577 499 2105 683"> <tr> <td data-bbox="577 499 1357 560">50mph on A420 – Support</td> <td data-bbox="1357 499 2105 560">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 560 1357 620">40mph on Charney Road – Object</td> <td data-bbox="1357 560 2105 620">40mph on link road –</td> </tr> <tr> <td data-bbox="577 620 1357 683">40mph on Faringdon Road – Object</td> <td data-bbox="1357 620 2105 683">40mph on Pine Woods Road – Support</td> </tr> </table> <p>I'm objecting to some as they would mean an increase to the speed limit. One of the roads I can't figure out where it is. Another I don't think needs a speed reduction.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Object | 40mph on link road – | 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Object | 40mph on link road – | | | | | | | |
| 40mph on Faringdon Road – Object | 40mph on Pine Woods Road – Support | | | | | | | |
| (o54) Local resident, (Longworth, Pine woods road) | <table border="1" data-bbox="577 858 2105 1042"> <tr> <td data-bbox="577 858 1357 919">50mph on A420 – Support</td> <td data-bbox="1357 858 2105 919">40mph on Spring Hill – Partially support</td> </tr> <tr> <td data-bbox="577 919 1357 979">40mph on Charney Road – Partially support</td> <td data-bbox="1357 919 2105 979">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 979 1357 1042">40mph on Faringdon Road –</td> <td data-bbox="1357 979 2105 1042">40mph on Pine Woods Road – Partially support</td> </tr> </table> <p>I think slowing the speed of traffic on the A420 at this dangerous junction will reduce the severity of injuries from any accidents that occur which is beneficial.</p> <p>Slowing the approach roads may also have some (but very limited) benefit. However, ironically I think the slower traffic speed and single lane proposed for this section of the A420 will actually make it more dangerous to cross at the staggered junction from Pine Woods Road and the unnamed road from the Spring Hill roundabout.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Partially support | 40mph on link road – Support | 40mph on Faringdon Road – | 40mph on Pine Woods Road – Partially support |
| 50mph on A420 – Support | 40mph on Spring Hill – Partially support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – | 40mph on Pine Woods Road – Partially support | | | | | | | |

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| | <p>The primary issue, I think at this junction, is traffic not knowing who has right of way at the staggered crossing - those exiting the A420 and turning across the oncoming traffic to do so, or those crossing the carriageway from Pine Woods Road and the unnamed road to the central reservation to cross at the staggered junction. These proposals do not improve this problem.</p> <p>There is also no left hand slip road from either direction to turn off the A420 into either Pine Woods road or the unnamed road, which makes these turns very difficult to make. Finally, hedges have been left to grow over road signs and also along the site lights of oncoming traffic which reduce visibility of oncoming traffic.</p> <p>These issues need to be addressed better instead of the proposed solution. I suggest, these are complicated solutions being brought in to smooth the edges around a problem but they don't solve the problem itself.</p> <p>Perhaps the right hand turns off the dual carriageway and from pine woods Road and the unnamed road should be closed instead.</p> | | | | | | | |
| <p>(o55) Member of public, (Charney Bassett, Main)</p> | <table border="1" data-bbox="577 802 2107 991"> <tr> <td data-bbox="577 802 1357 863">50mph on A420 – Support</td> <td data-bbox="1357 802 2107 863">40mph on Spring Hill – Partially support</td> </tr> <tr> <td data-bbox="577 863 1357 925">40mph on Charney Road – Partially support</td> <td data-bbox="1357 863 2107 925">40mph on link road – Partially support</td> </tr> <tr> <td data-bbox="577 925 1357 991">40mph on Faringdon Road – Partially support</td> <td data-bbox="1357 925 2107 991">40mph on Pine Woods Road – Partially support</td> </tr> </table> <p>I think that these should be max 30mph on approach to the junctions</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Partially support | 40mph on link road – Partially support | 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support |
| 50mph on A420 – Support | 40mph on Spring Hill – Partially support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Partially support | | | | | | | |
| 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support | | | | | | | |
| <p>(o56) Local resident, (Longworth, Spring Hill)</p> | <table border="1" data-bbox="577 1129 2107 1318"> <tr> <td data-bbox="577 1129 1357 1190">50mph on A420 – Support</td> <td data-bbox="1357 1129 2107 1190">40mph on Spring Hill – Partially support</td> </tr> <tr> <td data-bbox="577 1190 1357 1252">40mph on Charney Road – Partially support</td> <td data-bbox="1357 1190 2107 1252">40mph on link road – Partially support</td> </tr> <tr> <td data-bbox="577 1252 1357 1318">40mph on Faringdon Road – Partially support</td> <td data-bbox="1357 1252 2107 1318">40mph on Pine Woods Road – Support</td> </tr> </table> | | 50mph on A420 – Support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Partially support | 40mph on link road – Partially support | 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Partially support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Partially support | | | | | | | |
| 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Support | | | | | | | |

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| | <p>I think we need traffic calming measures on Springhill as some drivers do not abide by the existing 30mph limit (over 55% were in excess of this limit in a recent survey some as high as 70-80mph). There needs to be traffic calming as you come in from the west as people are speeding excessively. Likewise they speed when leaving Southmoor along springhill. We need a chicane in both directions like they do on entry to Bampton. Riding for the Disabled use this road currently and it is very dangerous for the riders.</p> | | | | | | | |
| <p>(o57) Local resident, (Kingston Bagpuize, Faringdon Road)</p> | <table border="1" data-bbox="577 432 2107 619"> <tr> <td data-bbox="577 432 1359 491">50mph on A420 – Support</td> <td data-bbox="1359 432 2107 491">40mph on Spring Hill – Partially support</td> </tr> <tr> <td data-bbox="577 491 1359 550">40mph on Charney Road – Partially support</td> <td data-bbox="1359 491 2107 550">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 550 1359 619">40mph on Faringdon Road – Partially support</td> <td data-bbox="1359 550 2107 619">40mph on Pine Woods Road – Partially support</td> </tr> </table> <p data-bbox="577 651 2107 722">Any reduction in speed limits is good. However, would prefer a 30mph speed limit across all roads and many drivers go over recommended speed limits</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Partially support | 40mph on link road – Support | 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support |
| 50mph on A420 – Support | 40mph on Spring Hill – Partially support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Partially support | | | | | | | |
| <p>(o58) Local resident, (Longworth, Pinewoods Road)</p> | <table border="1" data-bbox="577 791 2107 978"> <tr> <td data-bbox="577 791 1359 850">50mph on A420 – Support</td> <td data-bbox="1359 791 2107 850">40mph on Spring Hill – Partially support</td> </tr> <tr> <td data-bbox="577 850 1359 909">40mph on Charney Road – Partially support</td> <td data-bbox="1359 850 2107 909">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 909 1359 978">40mph on Faringdon Road – Partially support</td> <td data-bbox="1359 909 2107 978">40mph on Pine Woods Road – Support</td> </tr> </table> <p data-bbox="577 1010 2107 1082">I am a resident of Pinewoods Road who has to navigate these roads on a daily basis. Coming onto a busy A420 with traffic at 70mph is dangerous, accidents and people have already lost lives.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Partially support | 40mph on Charney Road – Partially support | 40mph on link road – Support | 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Partially support | | | | | | | |
| 40mph on Charney Road – Partially support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Partially support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o59) Local resident, (Kingston Bagpuize, Frax Close)</p> | <table border="1" data-bbox="577 1150 2107 1337"> <tr> <td data-bbox="577 1150 1359 1209">50mph on A420 – Support</td> <td data-bbox="1359 1150 2107 1209">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 1209 1359 1268">40mph on Charney Road – Support</td> <td data-bbox="1359 1209 2107 1268">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 1268 1359 1337">40mph on Faringdon Road – Concerns</td> <td data-bbox="1359 1268 2107 1337">40mph on Pine Woods Road – Support</td> </tr> </table> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Concerns | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Concerns | 40mph on Pine Woods Road – Support | | | | | | | |

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| | I support the proposals although I would prefer all the roads detailed, apart from the A420, to have a 30mph limit until reaching any 20mph limit | |
| (o60) Local resident, (Hinton Waldrist, Lamb Lane) | 50mph on A420 – Support | 40mph on Spring Hill – |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – | 40mph on Pine Woods Road – Support |
| | I thought Faringdon Road and most of Spring Hill was a 30 zone anyway. ? It would be really good if the Hinton Road between Pine Woods Road and Hinton Waldrist could also be made a 40 zone as many people walk along that road and a 60 is just too fast. | |
| (o61) Local resident, (Southmoor, Wood Lane) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – |
| | As a resident I worry about using this junction because of the accidents here so prefer to enter from the nearest roundabout. Any change to slow traffic down I think would be helpful | |
| (o62) Local group/organisation, (Oxfordshire Cycling Network) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | We support these speed limit reductions as part of Oxfordshire County Councils overall Vision Zero programme, making the roads safer for all road users. | |

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|---|---|--------------------------------|---------------------------------------|--|-------------------------------------|--|---|
| | Of the routes covered, people cycling most often use Charney Road, as part of routes linking Charney Bassett, Southmoor and other points in the vale. This route affects cyclists most, but most casualties are to car occupants, and so the full range of speed limit reductions will benefit car occupants most. | | | | | | |
| (o63) Member of public, (bay cottage, unnamed road) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>The reduced speed limits should help drivers have a better chance to respond to hazards. I support lowering the speed limits near intersections signed on the A420 to help make drivers aware to slow or not overtake in risky ways, solar powered lit up speed signage (as used successfully in the villages) should draw visual attention to a speed change coming up and not cost too much that could be an immediately implemented solution. I think they could be helpful along the A420 leading up to turn offs. Any thing a road safety expert recommends as the road needs SERIOUS reviewing as the amount of accidents is staggering.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o64) Local resident, (Charney Bassett, The Green) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>I think the most important change would be the 50mph limit on the main A420 road. It would also be preferable for the road to be single lane on either side of the junctions.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o65) Local resident, (Charney Bassett, Orchard Close) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |

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|---|--|--------------------------------|---------------------------------------|--|-------------------------------------|--|---|
| | Any reduction in speed limits is a good idea on all these stretches of road | | | | | | |
| (o66) Local resident, (Hinton Waldrist, Faringdon Road) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>I have to cross the A420 from Longworth to Charney Bassett and back regularly. The traffic passes these junctions at high speed. There have been multiple major and minor accidents over the years, if the speed limit is reduced, this will help to mitigate the risk and keep more people safe.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o67) Local resident, (Hinton Waldrist, High St) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>I have great concern about the number of accidents along this and other stretches of the A420</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o68) Local resident, (Hinton Waldrist, High Street) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>We use these roads daily and I think these restrictions (if enforced) would not hinder attempts to make the A420 junction at Pinewoods Road/ Charney Road less dangerous (The junction really was poorly thought through at initial design, and had resulted in fatalities from our village).</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |

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| (o69) Local resident, (Hinton Waldrist, Laggots Close) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>I use the junction daily, both as a car driver and a walker using the several footpaths that cross the A420. I see many near misses on the road as a pedestrian and a driver. A reduced speed limit will make crossing safer for pedestrians and drivers.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o70) Local resident, (Hinton Waldrist, Priors Lane) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>The junction involved is dangerous and traffic on the A420 is often too fast. I support reduction in speed limit but think it needs to be enforced.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| (o71) Local resident, (Hinton Waldrist, Lamb Lane) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> <p>I am agreeing to these changes but ONLY because the Council have ZERO VISION - the junction on A420 between Pinewoods Rd and Charney should be closed. It is one of the most dangerous in the country and my wife is lucky to</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |

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| | be alive after a collision. These changes may help but who is going to carry out speed checks? Much less cost to close the crossing but councils have a reputation of spending large amounts of money on half cooked compromise solution so not surprised. | |
| (o72) Local resident, (Hinton Waldrist, Faringdon, Church Road) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | I feel the ideal solution would be a staggered roundabout but I accept that this solution is far too expensive to be affordable and if it ever was to be implemented it may take many years to be realised. I feel the need for safety measures to be implemented at this dangerous junction is urgent and the proposed plans, are well thought through and represent an acceptable compromise solution. I think that speed enforcement cameras would be necessary on the A420 in the proposed new 50mph limit. I am particularly concerned that motorists will speed up in the new 50mph limit particularly when travelling towards Oxford in anticipation of the dual carriageway and the opportunity to overtake. | |
| (o73) Local resident, (Southmoor, Hanney road) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | There have been too many fatalities along this stretch of road. I walk from Kingston Bagpuize to Longworth in a loop and have to cross the A420 regularly. Cars travel too fast and exceed the speed limits currently in place. | |
| (o74) County Cllr, (Kingston & Stanford division) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
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|--|--|--|--------------------------------|---------------------------------------|--|-------------------------------------|--|---|
| | <p>The safety of the Charney Road and Pinewoods Road junctions with the A420 is a major concern for many local residents. These junctions are dangerous on several grounds, not least because of the way cars join the main road when traffic is travelling at 70mph. I am therefore in favour of these proposals. The caveat I would offer is that these proposals are not, in my view, the perfect solution to safety on this stretch of the A420. Other improvements, including clarification on right of way at the crossing, slip-roads, and the enforcement of speed limits, also need discussion. However, as a first step, I think the reduction of speed limits, as proposed, will help make these roads safer. Thank you.</p> | | | | | | | |
| <p>(o75) Local resident, (Kingston Bagpuize, Collington Way)</p> | <table border="1" data-bbox="577 533 2105 719"> <tr> <td data-bbox="577 533 1357 592">50mph on A420 – Support</td> <td data-bbox="1357 533 2105 592">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 592 1357 651">40mph on Charney Road – Support</td> <td data-bbox="1357 592 2105 651">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 651 1357 719">40mph on Faringdon Road – Support</td> <td data-bbox="1357 651 2105 719">40mph on Pine Woods Road – Support</td> </tr> </table> <p>Built up area in KB and getting bigger... reduction of incidents and also pollution... think this could also be extended as a 50mph limit all the way through past the roundabout until out of KB completely.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o76) Local resident, (Kingston Bagpuize, Oxford Road)</p> | <table border="1" data-bbox="577 890 2105 1077"> <tr> <td data-bbox="577 890 1357 949">50mph on A420 – Support</td> <td data-bbox="1357 890 2105 949">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 949 1357 1008">40mph on Charney Road – Support</td> <td data-bbox="1357 949 2105 1008">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 1008 1357 1077">40mph on Faringdon Road – Support</td> <td data-bbox="1357 1008 2105 1077">40mph on Pine Woods Road – Support</td> </tr> </table> <p>I live in Kingston Bagpuize and take an elderly Southmoor resident to Hinton Waldrist each week so I use the Faringdon Road, the Charney/Longworth junction and Pinewoods Road and I know how dangerous they can be with speeding traffic. There have been too many accidents at that junction and some fatal.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o77) Local resident, (Kingston Bagpuize, Webbs Orchard)</p> | <table border="1" data-bbox="577 1286 2105 1345"> <tr> <td data-bbox="577 1286 1357 1345">50mph on A420 – Support</td> <td data-bbox="1357 1286 2105 1345">40mph on Spring Hill – Support</td> </tr> </table> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |

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| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Anything which reduces the speed which cars motorbikes and heavy goods vehicles drive along both sections of the A420 before this section ad well has to be a good thing although it will need to be enforced !! Speed cameras ? | |
| (o78) Local resident, (Kingston Bagpuize, Oxford Close) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Traffic drives way to fast around the village. | |
| (o79) Kingston Bagpuize with Southmoor Parish Council) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | This response is on behalf of Kingston Bagpuize with Southmoor Parish Council. The council supports the proposals but would like to speed cameras to enforce the speeds on the A420. | |
| (o80) Local resident, (Kingston Bagpuize with Southmoor, Springhill) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |

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| | Due to high level of speeding on Springhill where young children and vulnerable people have minimal footpath width and there is frequent horse traffic. | |
| (o81) Local resident, (Longworth, Pinewoods road) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Very dangerous junction, but this proposal does not fix the oroblem | |
| (o82) Local resident, (Longworth, Charney Road) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Concern as to high accident rate at A420 junction | |
| (o83) Local resident, (Longworth, Faringdon Road) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | I have lived near the A420 for most of my life and have seen a massive increase in traffic flow and speed of vehicles as well as increased noise. It seems like a race track at times. There have been many serious accidents on what is a rural road. The 50mph limit on the A420 will certainly make it safer but as it is not monitored by the police I doubt it will be adhered to. The 40 mph limit on the surrounding roads should be a real benefit as the there are horses, tractors, cyclists and walkers/runners who need to be protected. Satnav has encouraged drivers to use local roads as | |

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| | <p>cut throughs but the roads such as between the Lamb and Flag r/about and Charney are in a very poor condition especially the road edges and are not suitable for large volumes of fast traffic. Continual new build has increased traffic flow in the local community while the infrastructure remains the same. The crossroads in Southmoor for example is no longer safe for the amount of traffic. If exiting from the Hanney Road,you have to pull out to see if traffic is coming from the right and then if you are turning left you have to pull into the opposite lane as the high curb prevents you from turning sharply. This is also a busy area now that there are shops nearby and therefore pedestrians are at increased risk. In my view the whole area around KB and Southmoor needs to be looked at afresh and maybe 20 mph would be a safer option.</p> | | | | | | | |
| <p>(o84) Local resident, (Longworth, Pine Woods Road)</p> | <table border="1" data-bbox="577 533 2107 719"> <tr> <td data-bbox="577 533 1357 592">50mph on A420 – Support</td> <td data-bbox="1357 533 2107 592">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 592 1357 651">40mph on Charney Road – Support</td> <td data-bbox="1357 592 2107 651">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 651 1357 710">40mph on Faringdon Road – Support</td> <td data-bbox="1357 651 2107 710">40mph on Pine Woods Road – Support</td> </tr> </table> <p data-bbox="577 756 2107 890">I live on Pine Woods Road in the 20 mph section. Even though it's 20, cars still drive at dangerously excessive speeds, either racing towards the NSL sign or neglecting to slow down when entering the 20mph zone. There are no paths on Pine Woods Road and there are a number of property entrances. It is frankly dangerous when walking or cycling to school with my young family due to cars not slowing down.</p> <p data-bbox="577 927 2107 1061">I'm very much in favour of reducing the rest of the road to 40mph as it will not only help the dangerous junction into the A420 but will hopefully also help reduce speeding in the village. I would like to see a give way chicane or similar traffic calming measure on entrance to the 20mph zone as i believe there will still be those who speed excessively down Pine Woods. It is a matter of time before there is an accident.</p> <p data-bbox="577 1098 2107 1129">Thanks for taking steps to reduce the dangers of the junction at A420 and speeding.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o85) Local resident, (Longworth, Bowbank)</p> | <table border="1" data-bbox="577 1198 2107 1385"> <tr> <td data-bbox="577 1198 1357 1257">50mph on A420 – Support</td> <td data-bbox="1357 1198 2107 1257">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 1257 1357 1316">40mph on Charney Road – Support</td> <td data-bbox="1357 1257 2107 1316">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 1316 1357 1375">40mph on Faringdon Road – Support</td> <td data-bbox="1357 1316 2107 1375">40mph on Pine Woods Road – Support</td> </tr> </table> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |

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| | I am in favour of these proposals as they address a lot of problems on the A420. It will be a lot safer to drive in and out of Longworth as I currently avoid this junction when leaving the village | |
| (o86) Local resident, (Longworth, Brook View, Off Beggars Lane) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | As local residents we are regular users of this junction and therefore know how dangerous it can be. We think this proposal should improve safety at the junction and reduce the risk of accidents. | |
| (o87) Local resident, (Southmoor, Beggars Lane) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| | Bringing down the speed limits in the proposed roads will mean that motorists will not speed up to the current max speed limit before they read the newly proposed A420 junction with Pine Woods and the Unnamed A420 link road which should help to make it safer for all users. | |
| (o88) Local resident, (Southmoor, Blandy Avenue) | 50mph on A420 – Support | 40mph on Spring Hill – Support |
| | 40mph on Charney Road – Support | 40mph on link road – Support |
| | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
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| | <p>Lived in Southmoor- Blandy Avenue backing onto A420 for 23 yrs. If you buy a house backing onto a main A road you expect noise level but for years motorbikes abuse this road using it like a TT track. Navigating the roundabout and then accelerating reaching speeds in excess of 70mph.</p> <p>The 'road to hell' as it has become known as is notorious for accidents and deaths. The stats speak for themselves..</p> | | | | | | | |
| (o89) Local resident, (Southmoor, Blandy Avenue) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | <p>The A420 needs slowing down. Fast, dangerous road with ongoing incidents and fatalities.</p> |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| (o90) Local resident, (Southmoor, Blandy Avenue) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | <p>Lived in Southmoor- Blandy Avenue backing onto A420 for 23 yrs. If you buy a house backing onto a main A road you expect noise level but for years motorbikes abuse this road using it like a TT track. Navigating the roundabout and then accelerating reaching speeds in excess of 70mph. The 'road to hell' as it has become known as is notorious for accidents and deaths. The stats speak for themselves..</p> |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| (o91) Local resident, (Southmoor, Blandy Avenue) | <table border="1"> <tr> <td>50mph on A420 – Support</td> <td>40mph on Spring Hill – Support</td> </tr> <tr> <td>40mph on Charney Road – Support</td> <td>40mph on link road – Support</td> </tr> <tr> <td>40mph on Faringdon Road – Support</td> <td>40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |

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|--|--|--------------------------------|---------------------------------------|--|-------------------------------------|--|---|---|
| | <p>I fully support this plan, but feel it falls slightly short. The plans for the dual carriageway need to be extended. There is another pedestrian crossing point over the A420 from the 'dead end' of Draycott Road up to Longworth (old road) which is used a lot by walkers/dog walkers/children with bikes and (cyclists who cannot use the other crossing included in the plans as it has steps) which is not covered by this plan. Completing this further section would include this other much used crossing point and make it safer for pedestrians in line with the Zero Vision commitment that Oxford County Council has committed to. It would make sense to include this section at the same time as the current area planned. Motorbikes also use it this straight section as a 'speedway' doing well over the speed limit. One just went blasting past as I am completing this form - Sunday morning!)</p> | | | | | | | |
| <p>(o92) Local resident, (Southmoor, Blandy Avenue)</p> | <table border="1"> <tr> <td data-bbox="568 531 1348 592">50mph on A420 – Support</td> <td data-bbox="1348 531 2114 592">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="568 592 1348 652">40mph on Charney Road – Support</td> <td data-bbox="1348 592 2114 652">40mph on link road – Support</td> </tr> <tr> <td data-bbox="568 652 1348 713">40mph on Faringdon Road – Support</td> <td data-bbox="1348 652 2114 713">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | |
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| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
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| <p>(o93) Local resident, (Southmoor, Bullockspit Lane)</p> | <table border="1"> <tr> <td data-bbox="568 857 1348 917">50mph on A420 – Support</td> <td data-bbox="1348 857 2114 917">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="568 917 1348 978">40mph on Charney Road – Support</td> <td data-bbox="1348 917 2114 978">40mph on link road – Support</td> </tr> <tr> <td data-bbox="568 978 1348 1038">40mph on Faringdon Road – Support</td> <td data-bbox="1348 978 2114 1038">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | <p>There had been serious accidents already, at this junction. Secondly, these measures should reduce noise pollution in Southmoor.</p> |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o94) Local resident, (Southmoor, Draycott rd)</p> | <table border="1"> <tr> <td data-bbox="568 1214 1348 1275">50mph on A420 – Support</td> <td data-bbox="1348 1214 2114 1275">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="568 1275 1348 1335">40mph on Charney Road – Support</td> <td data-bbox="1348 1275 2114 1335">40mph on link road – Support</td> </tr> <tr> <td data-bbox="568 1335 1348 1396">40mph on Faringdon Road – Support</td> <td data-bbox="1348 1335 2114 1396">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | |
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| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |

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|--|---|--|--------------------------------|---------------------------------------|--|-------------------------------------|--|---|
| | <p>Dangerous fast traffic and dangerous junction. Too fast for a highly used residential risk area. Cars also don't stop at the main roundabout as they are going to fast and they brake too late. It would reduce road noise.</p> | | | | | | | |
| <p>(o95) Local resident, (Southmoor, Herald gardens)</p> | <table border="1" data-bbox="577 363 2107 550"> <tr> <td data-bbox="577 363 1357 424">50mph on A420 – Support</td> <td data-bbox="1357 363 2107 424">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 424 1357 485">40mph on Charney Road – Support</td> <td data-bbox="1357 424 2107 485">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 485 1357 545">40mph on Faringdon Road – Support</td> <td data-bbox="1357 485 2107 545">40mph on Pine Woods Road – Support</td> </tr> </table> <p data-bbox="577 587 1111 619">Safer roads, less deaths/ serious injuries.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o96) Local resident, (Southmoor, Latton Close)</p> | <table border="1" data-bbox="577 687 2107 874"> <tr> <td data-bbox="577 687 1357 748">50mph on A420 – Support</td> <td data-bbox="1357 687 2107 748">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 748 1357 809">40mph on Charney Road – Support</td> <td data-bbox="1357 748 2107 809">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 809 1357 869">40mph on Faringdon Road – Support</td> <td data-bbox="1357 809 2107 869">40mph on Pine Woods Road – Support</td> </tr> </table> <p data-bbox="577 911 1697 943">These look like sensible measures to reduce the problems turning on and off the A420.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o97) Local resident, (Southmoor, Laurel Drive)</p> | <table border="1" data-bbox="577 1011 2107 1198"> <tr> <td data-bbox="577 1011 1357 1072">50mph on A420 – Support</td> <td data-bbox="1357 1011 2107 1072">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 1072 1357 1133">40mph on Charney Road – Support</td> <td data-bbox="1357 1072 2107 1133">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 1133 1357 1193">40mph on Faringdon Road – Support</td> <td data-bbox="1357 1133 2107 1193">40mph on Pine Woods Road – Support</td> </tr> </table> <p data-bbox="577 1235 2078 1299">Hopefully make safer. A roundabout would be a much better and safer option. Probably cost more but can you put a price on life.</p> | | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
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| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |

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|--|--|--------------------------------|---------------------------------------|--|-------------------------------------|--|---|
| <p>(o98) Local resident, (Southmoor, Llme Grove)</p> | <table border="1"> <tbody> <tr> <td data-bbox="577 228 1357 284">50mph on A420 – Support</td> <td data-bbox="1357 228 2107 284">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 284 1357 339">40mph on Charney Road – Support</td> <td data-bbox="1357 284 2107 339">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 339 1357 395">40mph on Faringdon Road – Support</td> <td data-bbox="1357 339 2107 395">40mph on Pine Woods Road – Support</td> </tr> </tbody> </table> <p>Crossing the A420, and particularly when turning left of the A420, is hazadous. Speed limit reductions will help. However, the proposed road layout changes don't address the danger when turning left off the A420, and may actually increase risk. The left turns are 20mph tight turns, meaning that fast moving following traffic is surprised by the slow speed of a turning vehicle, with significant risk of a rear end collission. Constraining straight on and left turning traffic into the same lane increases this risk</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| <p>(o99) Local resident, (Southmoor, Stonehill lane)</p> | <table border="1"> <tbody> <tr> <td data-bbox="577 686 1357 742">50mph on A420 – Support</td> <td data-bbox="1357 686 2107 742">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 742 1357 798">40mph on Charney Road – Support</td> <td data-bbox="1357 742 2107 798">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 798 1357 853">40mph on Faringdon Road – Support</td> <td data-bbox="1357 798 2107 853">40mph on Pine Woods Road – Support</td> </tr> </tbody> </table> <p>It is a dangerous junction turning on to the A420 and something needs to be done.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| <p>(o100) Local resident, (Southmoor, Storksbill Lane)</p> | <table border="1"> <tbody> <tr> <td data-bbox="577 1010 1357 1066">50mph on A420 – Support</td> <td data-bbox="1357 1010 2107 1066">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 1066 1357 1121">40mph on Charney Road – Support</td> <td data-bbox="1357 1066 2107 1121">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 1121 1357 1177">40mph on Faringdon Road – Support</td> <td data-bbox="1357 1121 2107 1177">40mph on Pine Woods Road – Support</td> </tr> </tbody> </table> <p>I would like to see the proposal go further, with the 50mph extended to the A415/A420 roundabout. This would cover the pedestrian crossing on the Draycott Rd. Currently, the good visibility afforded to drivers on their approach to this roundabout enables them to carry a higher speed if the road is clear which is the root cause of the speeding that occurs later down the dual carriageway.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
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|---|--|--------------------------------|---------------------------------------|--|-------------------------------------|--|---|---|
| <p>(o101) Local resident, (Southmoor, Acacia Gardens)</p> | <table border="1"> <tr> <td data-bbox="568 225 1348 284">50mph on A420 – Support</td> <td data-bbox="1348 225 2105 284">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="568 284 1348 343">40mph on Charney Road – Support</td> <td data-bbox="1348 284 2105 343">40mph on link road – Support</td> </tr> <tr> <td data-bbox="568 343 1348 402">40mph on Faringdon Road – Support</td> <td data-bbox="1348 343 2105 402">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | <p>These roads need making safer to reduce accidents and fatalities. Also reducing the speed limit on springhill will hopefully focus drivers attention a little more before entering the village 30 mph zone. Might want to consider reducing Farringdon Road to 20mph</p> |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o102) Local resident, (Southmoor, CherryTree close)</p> | <table border="1"> <tr> <td data-bbox="568 620 1348 679">50mph on A420 – Support</td> <td data-bbox="1348 620 2105 679">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="568 679 1348 738">40mph on Charney Road – Support</td> <td data-bbox="1348 679 2105 738">40mph on link road – Support</td> </tr> <tr> <td data-bbox="568 738 1348 798">40mph on Faringdon Road – Support</td> <td data-bbox="1348 738 2105 798">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | <p>This stretch of A420 and nearby roads seen too many boy racers, accidents and even fatalities. I wholeheartedly support lowering speed limit on the above mentioned stretch of A420 and nearby roads, as proposed.</p> |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |
| <p>(o103) Local resident, (Southmoor, Draycott Road)</p> | <table border="1"> <tr> <td data-bbox="568 978 1348 1037">50mph on A420 – Support</td> <td data-bbox="1348 978 2105 1037">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="568 1037 1348 1096">40mph on Charney Road – Support</td> <td data-bbox="1348 1037 2105 1096">40mph on link road – Support</td> </tr> <tr> <td data-bbox="568 1096 1348 1155">40mph on Faringdon Road – Support</td> <td data-bbox="1348 1096 2105 1155">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | <p>I had hoped for more. For example a roundabout or traffic lights or other calming measures. This junction is lethal and cannot cope with the volume and speed of traffic. And more homes are on the way which will exacerbate.</p> |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | | |

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| <p>(o104) Local resident, (Southmoor, Stonehill Lane)</p> | <table border="1"> <tr> <td data-bbox="577 225 1357 284">50mph on A420 – Support</td> <td data-bbox="1357 225 2107 284">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 284 1357 343">40mph on Charney Road – Support</td> <td data-bbox="1357 284 2107 343">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 343 1357 402">40mph on Faringdon Road – Support</td> <td data-bbox="1357 343 2107 402">40mph on Pine Woods Road – Support</td> </tr> </table> <p>People drive too fast and numerous accidents have already happened. We use these roads on almost a daily basis and would feel safer with lower speed limits in place. Noise pollution can also be high and lower speed limits would reduce it. However, we feel that the proposed plans don't go far enough and that the 50 mph zone should begin at the roundabout to the east at the entrance to the village. Furthermore, robust measures to prevent speeding will be needed, as too many of the speed limits in and around the village are already ignored.</p> <p>As well as speed limit, creating a roundabout to avoid crossing the A420 to go to Longworth / Hinton Waldrist would be by far the safest solution.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – Support | 40mph on Spring Hill – Support | | | | | | |
| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| <p>(o105) Local resident, (Southmoor Abingdon, Laurel Drive)</p> | <table border="1"> <tr> <td data-bbox="577 788 1357 847">50mph on A420 – Support</td> <td data-bbox="1357 788 2107 847">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 847 1357 906">40mph on Charney Road – Support</td> <td data-bbox="1357 847 2107 906">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 906 1357 965">40mph on Faringdon Road – Support</td> <td data-bbox="1357 906 2107 965">40mph on Pine Woods Road – Support</td> </tr> </table> <p>I consider it very difficult to join the A420 at Spring Hill especially in the in the evening in winter months. The return journey is equally difficult as pulling across to take Spring Hill turning with traffic passing you like you are deliberately getting in their way.</p> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
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| 40mph on Charney Road – Support | 40mph on link road – Support | | | | | | |
| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |
| <p>(o106) Local resident, (Stanford in the Vale, Spencers Close)</p> | <table border="1"> <tr> <td data-bbox="577 1182 1357 1241">50mph on A420 – Support</td> <td data-bbox="1357 1182 2107 1241">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 1241 1357 1300">40mph on Charney Road – Support</td> <td data-bbox="1357 1241 2107 1300">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 1300 1357 1359">40mph on Faringdon Road – Support</td> <td data-bbox="1357 1300 2107 1359">40mph on Pine Woods Road – Support</td> </tr> </table> | 50mph on A420 – Support | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
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| 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support | | | | | | |

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|--|---|--|--|---------------------------------------|--|-------------------------------------|--|---|
| | <p>This is a horrible junction. The proposed solution is far from ideal, and I wonder how effective compliance with the new 50mph limit will be on the A420. However it is better than doing nothing. Other than a properly grade-separated junction, a safer option would be to close off the crossing of the central reservation and make the junction with adjoining roads left hand turn only - and build some proper length slip roads for these.</p> | | | | | | | |
| <p>(o107) Local resident, (Longworth, Springhill Lane)</p> | <table border="1" data-bbox="577 399 2110 587"> <tr> <td data-bbox="577 399 1357 459">50mph on A420 – No objection/No opinion</td> <td data-bbox="1357 399 2110 459">40mph on Spring Hill – Support</td> </tr> <tr> <td data-bbox="577 459 1357 520">40mph on Charney Road – Support</td> <td data-bbox="1357 459 2110 520">40mph on link road – Support</td> </tr> <tr> <td data-bbox="577 520 1357 587">40mph on Faringdon Road – Support</td> <td data-bbox="1357 520 2110 587">40mph on Pine Woods Road – Support</td> </tr> </table> <p data-bbox="577 619 2110 654">The junction is an accident black spot and speeding is endemic in Spring Hill</p> | | 50mph on A420 – No objection/No opinion | 40mph on Spring Hill – Support | 40mph on Charney Road – Support | 40mph on link road – Support | 40mph on Faringdon Road – Support | 40mph on Pine Woods Road – Support |
| 50mph on A420 – No objection/No opinion | 40mph on Spring Hill – Support | | | | | | | |
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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

OXFORD: VARIOUS LOCATIONS – FORMALISATION OF PROHIBITION OF DRIVING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the formalisation of existing physical vehicle closure points that are already in place throughout Oxford via 'Prohibition of Motor Vehicles' restrictions, at the following locations as advertised:
 - (a) Eastchurch – at a point 2 metres east of the eastern property boundary of No.89 Nowell Road,
 - (b) Ellesmere Road – at its junction with Tree Lane,
 - (c) Faulkner Street – from the common property boundary of Nos.3 & 4 Faulkner Street, southwards to its junction with Speedwell Street,
 - (d) Meadow Lane – from the southern property boundary of No.379 Meadow Lane, southwards for approx.109 metres,
 - (e) Tern Walk – at the southern property boundary of Nos.1-12 Robin Place,
 - (f) Tree Lane – at its junctions with Ellesmere Road, & Woodhouse Way,
 - (g) Tree Lane – at the western section, where it forms a junction with Woodhouse Way.

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to review and formalise existing physical features, that are in place throughout Oxford via 'Prohibition of Motor Vehicles' restrictions – as shown in Annexes 1 to 5.
3. Although physical barriers have been installed to restrict motor vehicle access on these routes, since the last century, no Traffic Regulation Order (TRO) authorizing these closures could be located, possibly due to various local government and agency changes. Therefore, new TROs are being proposed to regularize the current arrangements, to enable appropriate signage to be

provided, and ensure enforceability. This will support public safety and mitigate the risk of legal challenges that could require the removal of the barriers.

4. As two sections of Tree Lane are private roads with a bridleway running along them, there is no public right of way for motor vehicles on these. Consequently, two corresponding “gateway” prohibitions are being proposed, following complaints from residents about motorcycles inappropriately using the bridleways as a short cut particularly at night. However, the location will continue to allow access for permitted traffic from the opposite end of each section.
5. Similarly, the proposals for Eastchurch, Meadow Lane and Tern Walk are again being proposed following complaints from residents about motorcycles using them as a short cut particularly late at night.
6. Whilst at Faulkner Street, the proposals associated with the section of Faulkner Street forming the cycle path linking Littlegate Street and Speedwell Street is intended to prevent the inappropriate use by all classes of motor vehicle.

Corporate Policies and Priorities

7. If the TRO is approved, it will enable barriers to remain and/or be maintained or installed as necessary.
8. Of the nine priorities identified within the ‘Oxfordshire Strategic Plan 2022-2025’, the proposals support priority nos.3, 5 & 6, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit.

Financial Implications

9. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council’s Accessibility & Road Safety budget.

Legal Implications

10. The consultation that has been undertaken complies with the requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

12. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'Traffic & Road Safety' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

14. The proposals will help maintain and improve road safety in these roads, by Permitting the existing physical traffic controls to remain in place. It will also allow for potential enforcement particularly against motorcycles, and any other motor vehicle that finds a way of circumventing the existing barriers.

Risk Management

15. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

16. Formal consultation was carried out between 04 September and 03 October 2025. 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, relevant local City Cllrs, Blackbird Leys Parish Council, and the local

County Councillors representing the Isis, Rose Hill & Littlemore, Jericho & Osney, and the Leys divisions.

17. Letters were sent directly to approximately 750 properties in the immediate vicinity, and public notices were also displayed on site at the specific locations.
18. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
19. During the course of the formal consultation, 40 responses were received via the online survey, and these are summarised in the table below:

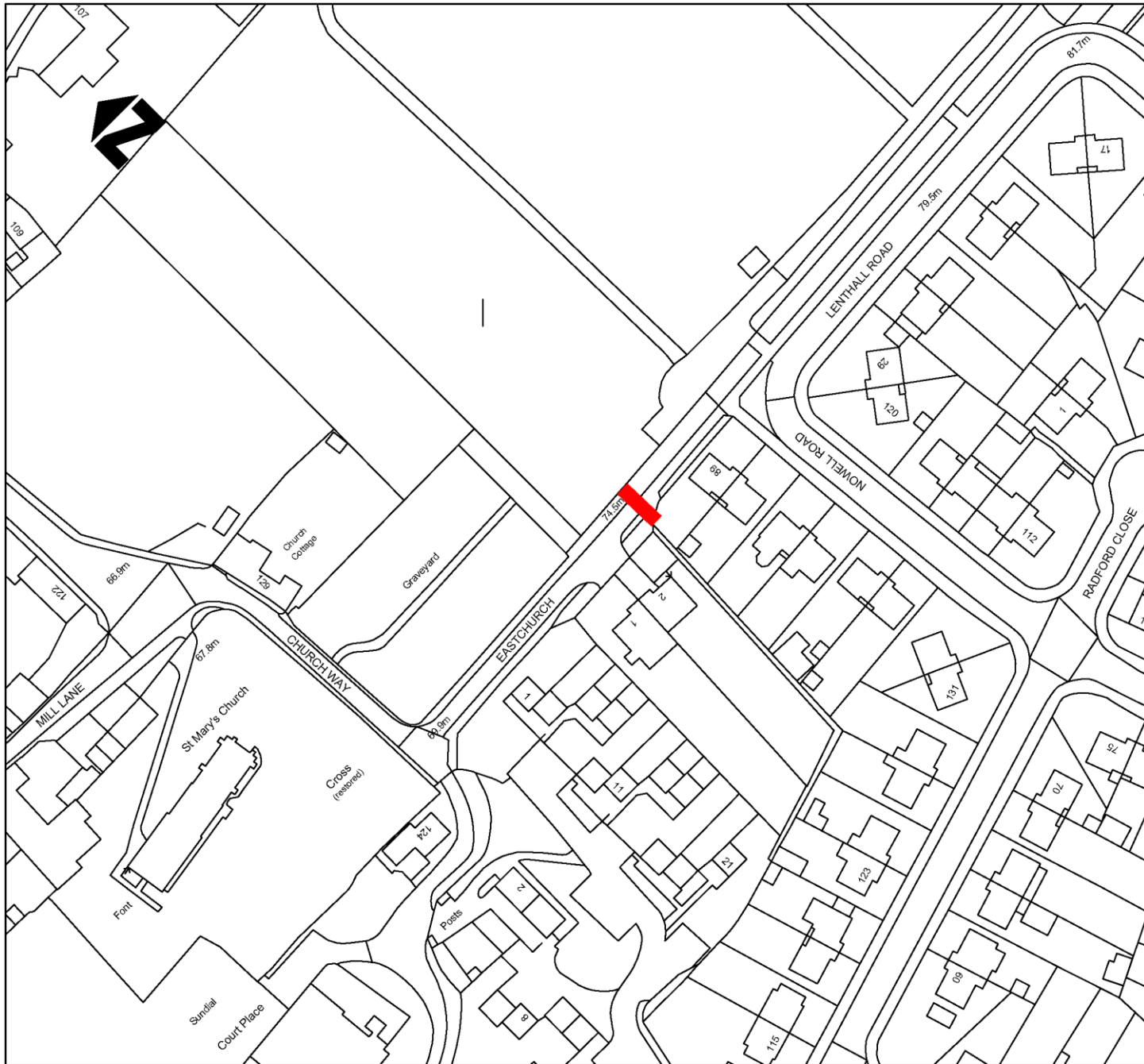
| Proposal | Object | Partially support | Support | No opinion /objection | Total |
|-----------------|--------|-------------------|---------|-----------------------|-------|
| Eastchurch | 5 | 2 | 22 | 11 | 40 |
| Ellesmere Road | 6 | 2 | 20 | 12 | 40 |
| Faulkner Street | 6 | 1 | 19 | 14 | 40 |
| Meadow Lane | 5 | 2 | 26 | 7 | 40 |
| Tern Walk | 6 | 2 | 18 | 14 | 40 |
| Tree Lane | 6 | 1 | 27 | 6 | 40 |
| Woodhouse Way | 6 | 1 | 25 | 8 | 40 |

20. Additionally, a further six emails were received directly – with Thames Valley Police not objecting, providing no expectation should be placed on the Police in terms of any future enforcement. Oxford Bus Company also submitted a non-objection, whilst the County Cllr representing the Jericho & Osney division offered their support to the Faulkner Street proposals, and ‘Oxfordshire Liveable Streets’ supported all of the proposals. The ‘MyVision Oxfordshire’ group had no objection – providing sufficient width to accommodate access for pedestrians who have a visual impairment is maintained, whilst a local resident of Eastchurch outlined their concerns regarding the need for the proposals.
21. The full responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.


Officer Response to Objections/Concerns

22. An objector was concerned that they would not be able to pick up or set down their child at their babysitter in Faulkner Street.

23. Within the section of Faulkner Street subject to closure, the sole residential property with an entrance within the prohibition, is situated directly adjacent to the existing gate. Furthermore, the newly constructed apartment buildings at the southern end of Faulkner Street have their main entrance on Speedwell Street, which also lies outside the proposed motor vehicle prohibition. Therefore, formalizing the current arrangements is unlikely to affect either setting down or picking up passengers in this area
24. A resident of Tern Walk was concerned that the proposals in that road would prevent him from parking outside his home. However no new parking prohibitions are being proposed as part of this TRO.
25. A resident of Eastchurch questioned the origin of the complaints that prompted the proposal in their road, noting that neither they nor their immediate neighbour have raised issues. The resident also assumes the restriction targets motorbikes but feels that cyclists, who often travel as fast as scooters, pose a more danger citing damage to a vehicle. They also seek clarification on whether e-bikes and e-scooters are included in the prohibition.
26. The scope of this report is to consider whether a TRO should be implemented to prohibit motor vehicles to ascertain if the existing barriers should remain or not, rather than providing a prohibition of cycling. Motorcycles were included, at all locations, following complaints from PCSOs, Councillors and/or members of the public.
27. However, E-scooters and pedal assisted cycles are not classed as motorcycles, under current national definitions, although electrically powered motorcycles are.
28. However, a solution to any issues caused by cycles etc. could be investigated in the future, subject to resources being available.
29. A key concern raised relates to the enforceability of the proposed prohibitions. However, the extent and mechanisms of enforcement are beyond the scope of this report. Although, if the proposed TRO is made, the existing physical barriers can be retained, thereby providing a form of physical enforcement against cars and larger vehicles.
30. Other objectors state that motor vehicles serve as an essential mode of transportation, and their appropriate use should be respected. Additionally, they state it is important to consider that unnecessary or overly restrictive measures may adversely affect mobility for those who rely on driving within Oxford.
31. However, it is not anticipated that the formalisation of these barriers will have any additional effect on motor vehicles, other than that outlined in paragraph 13 above
32. Another resident stated that the signing needed to be clear and requested additional signing to be provided at the western end of tree lane indicating that it was a private road, as the existing was not clear.




Notes

 Proposed prohibition of motor vehicles..

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
| | | | | | |

 **OXFORDSHIRE COUNTY COUNCIL**
 Bill Cotton
 Corporate Director for Environment and Place
 Communities
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 Oxford OX1 1ND
 Tel: 0345 310 11 11
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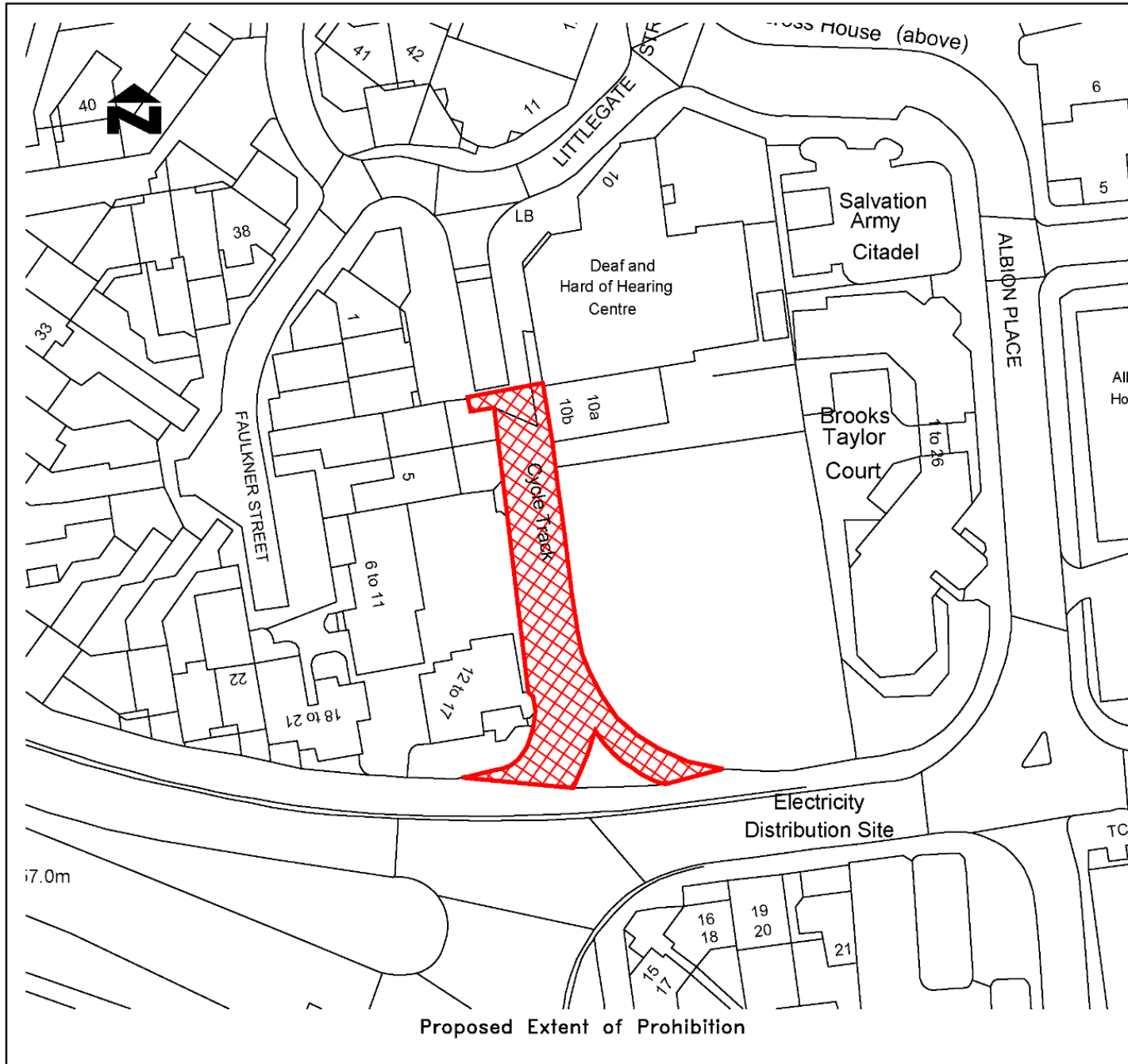
Client

Project
 Eastchurch
 Prohibition of Motor Vehicles
 2025


Title
 Location of Traffic Control

| | | | | | | | |
|----------------|--------|----------|----------|------------|--|-------------|--|
| Scale | 1:1000 | Drawn By | SMA | Checked By | | Approved By | |
| Drawing Number | | Date | 13.06.25 | Date | | Date | |

Drawing Number Eastchurch 001-25 **Rev** -




Notes

 Proposed prohibition of motor and horse drawn vehicles.

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
| | | | | | |

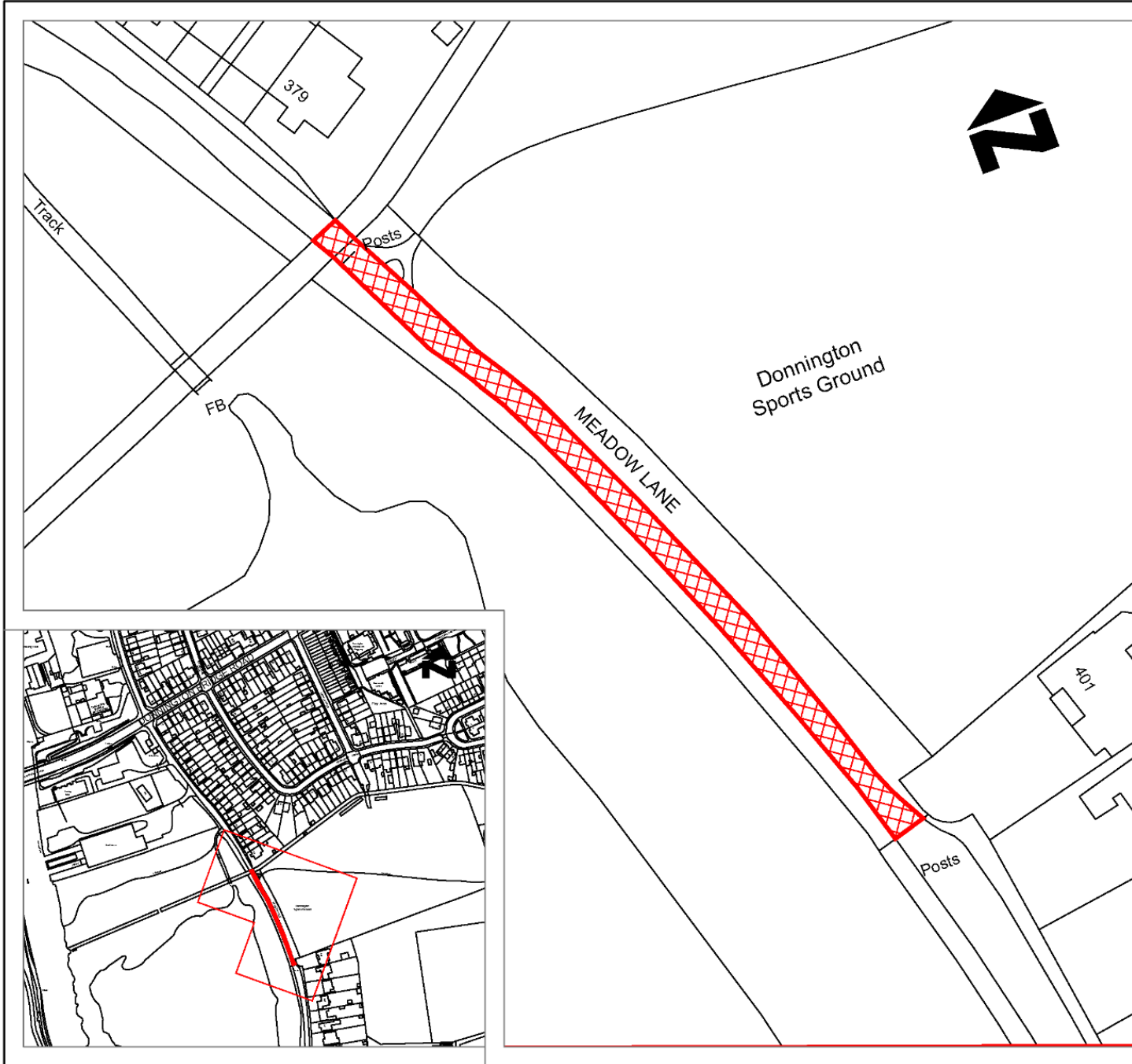
 **OXFORDSHIRE COUNTY COUNCIL**
 Paul Farmer
 Director of Environment and Highways
 Oxfordshire County Council
 County Hall
 Oxford OX1 1ND
 Tel: 0345 310 11 11
 Fax: (01865) 241577

Client: _____


Project: **Oxford
 Faulkner Street
 Prohibition of Motor
 Vehicles 2025**

Title: **Extent of
 Prohibition**

| | | | | | | | |
|----------------|------------------------|----------|----------|------------|--|-------------|--|
| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| Drawing Number | Faulkner Street 001-25 | Date | 05.03.25 | Date | | Date | |
| Rev | | | | | | | |




Notes

 Proposed prohibition of motor and horse drawn vehicles.

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
| | | | | | |

 **OXFORDSHIRE COUNTY COUNCIL**
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Client

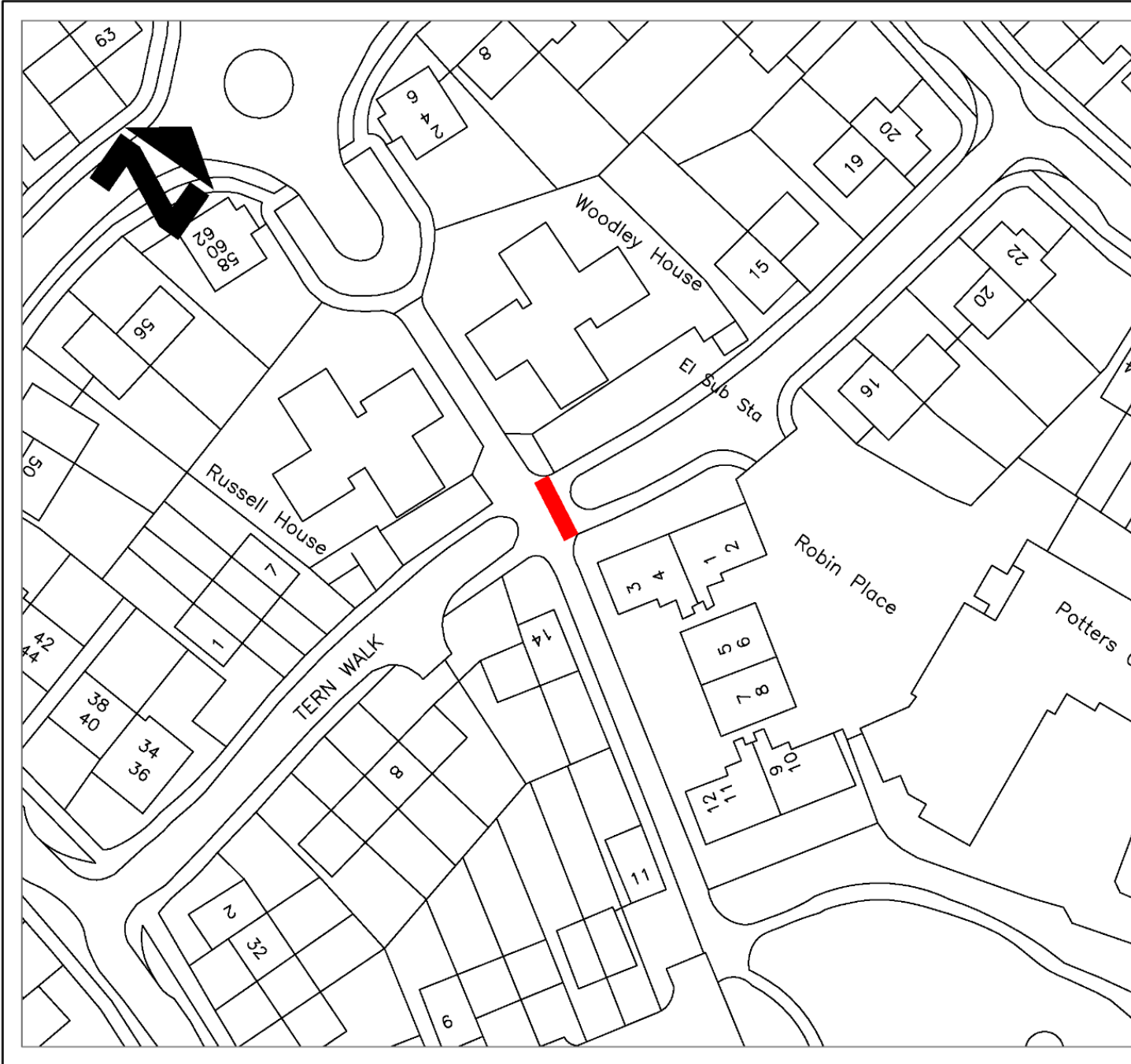
Project

Meadow Lane Prohibition of Motor Vehicles 2025


Title

Location of Traffic Controls

| | | | | | | | |
|----------------|--------------------|----------|-----|------------|----------|-------------|--|
| Scale | 1:500 | Drawn By | SMA | Checked By | | Approved By | |
| Drawing Number | Meadow Lane 001-25 | | | Date | 28.04.25 | Date | |
| Rev | | | | | | | |




Notes

 Proposed prohibition of motor vehicles..

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
| | | | | | |

 **OXFORDSHIRE COUNTY COUNCIL**
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Client

Project

**Tern Walk
Prohibition of Motor Vehicles
2025**

Title

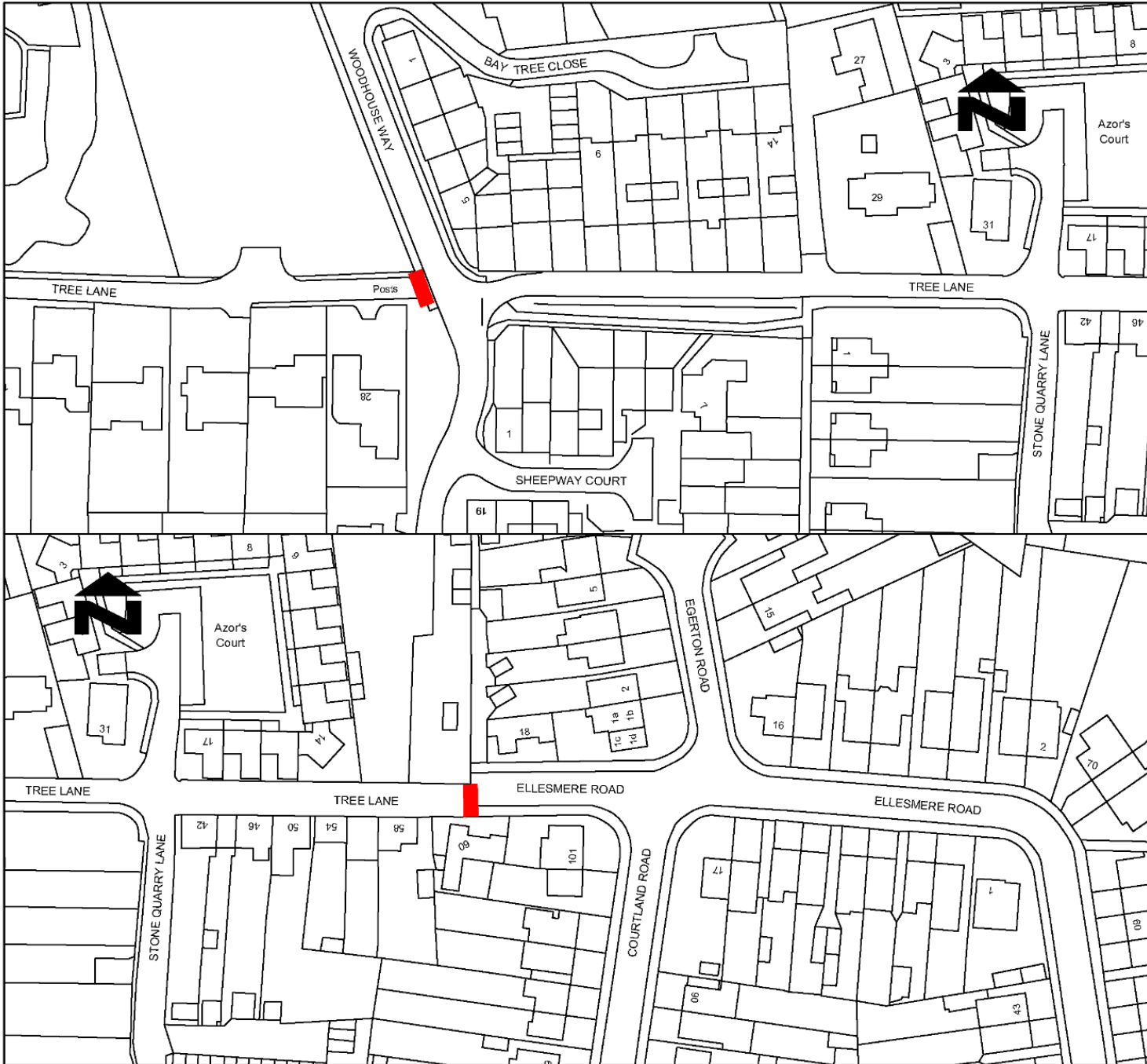
Location of Traffic Controls

| | | | |
|-------|----------|------------|-------------|
| Scale | Drawn By | Checked By | Approved By |
| 1:500 | SMA | | |
| | Date | Date | Date |
| | 24.06.25 | | |


Drawing Number

Tern Walk 001-25

| | |
|-----|---|
| Rev | |
| | - |




Notes

 Proposed prohibition of motor vehicles..

Do not scale this drawing

| Rev | Description | By | Date | Chk'd | Auth |
|-----|-------------|----|------|-------|------|
| | | | | | |

 **OXFORDSHIRE COUNTY COUNCIL**

Bill Cotton
Corporate Director for
Environment and Place
Communities
Oxfordshire County Council
County Hall
Oxford OX1 1ND
Tel: 0345 310 11 11
Fax: (01865) 241577

Client

Project

**Tree Lane
Prohibition of Motor Vehicles
2025**

Title

Location of Traffic Controls

| | | | | | | | |
|-------|--------|----------|----------|------------|--|-------------|--|
| Scale | 1:1000 | Drawn By | SMA | Checked By | | Approved By | |
| | | Date | 12.06.25 | Date | | Date | |

Drawing Number Tree Lane 001-25

| | |
|-----|--|
| Rev | |
|-----|--|

A. Email responses:

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | <p>No objection – Can I assume that all of these restrictions have been lacking the necessary Traffic Regulation Order .</p> <p>All I will say is there must be NO expectation placed on the Police in terms of any future enforcement despite a TRO being introduced.</p> <p>Going forward I would expect enforcement to be carried out by yourselves using your own powers under the Traffic Management Act or the routes are suitably engineered already to be self-enforcing .</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> |
| (e2) Head of Built Environment and Infrastructure, (Oxford Bus Company) | <p>No objection – Thanks for these comprehensive documents which do assist us in being able to respond swiftly and accurately – always appreciated. We do review everything that you send through, however briefly.</p> |
| (e3) Local County Cllr, (Jericho & Osney division) | <p>Support – I'm writing to comment on the proposal for Faulkner Street, which is in my division. Residents and I have been asking for this change for years. Cars and vans often park on the footway/cycle way in such a way as to make things dangerous for both pedestrians and cyclists and above all for wheelchair users, who sometimes can't even get past.</p> <p>This has got even worse since the building of Bridges Cross, the new residential block in Thames Street. It has about 40 flats and no parking.</p> <p>It is essential that the CEOs are able to enforce no parking in this area, so please bring in this change.</p> |

| | |
|--|--|
| <p>(e4) Local group/organisation, (Oxfordshire Liveable Streets)</p> | <p>Support – We support all of these changes. They simply provide legal backing to existing measures to restrict motor traffic, and will allow enforcement against use by mopeds and motorcycles.</p> |
| <p>(e5) Local resident, (Oxford, Eastchurch)</p> | <p>Concerns – As one of only two houses in Eastchurch, we are somewhat mystified as to who has been complaining, as I'm sure neither we nor our neighbour have? The [REDACTED] Friends of Iffley village I suspect! And this seems very much a simplistic, knee-jerk and ill thought-out response to the perceived problem.</p> <p>Firstly, I assume that the motor vehicles that will be prohibited are motor scooters, and the reason is the speed that some of them travel at. The problem here is that actually, in our experience, irresponsible cyclists travelling too fast down the hill (and certainly travelling as fast as any scooter) are a more frequent and dangerous problem. In fact, one hit the car of someone visiting us as it was coming round the blind bend with Church Way, causing not inconsiderable damage. And what about the growing number of e-bikes and e-scooters? Are they to be considered motor vehicles for the purpose of this restriction?</p> <p>Secondly, and probably more importantly, there is the issue of enforcement. As the police seem incapable of doing anything about the drug deals that are frequently carried out by the Eastchurch barrier, how is this prohibition going to be enforced and by whom? And obviously if it is not enforced, the prohibition is pointless.</p> |
| <p>(e6) Local group/organisation, (MyVision Oxfordshire)</p> | <p>No objection – We've reviewed the plans and overall can raise no objections to the proposals for motor vehicle prohibition.</p> <p>However, I may have missed it somewhere in the documentation, but I can see no mention of how these restrictions are to be implemented. I understand that most of these sites already have bollards and/ or gates in place, but are further restrictions going to be enforced? If so, how? My concern with additional restrictions is that there may not be sufficient width to accommodate access for pedestrians who have a visual impairment.</p> |

B. Online responses:

| RESPONDENT | COMMENTS | |
|---|--|-------------------------------|
| (o1) Local resident, (Iffley, Donnington bridge Road) | Eastchurch – Object | Tern Walk – Object |
| | Ellesmere Road – Object | Tree Lane – Object |
| | Faulkner Street – Object | Woodhouse Way – Object |
| | Meadow Lane – Object | |
| | Driving in Oxford is already getting convoluted, with unbearable traffic. All the restrictions are taking away freedom from Oxford locals. | |
| (o2) Local resident, (Iffley, East Church) | Eastchurch – Object | Tern Walk – Object |
| | Ellesmere Road – Object | Tree Lane – Object |
| | Faulkner Street – Object | Woodhouse Way – Object |
| | Meadow Lane – Object | |
| | Vehicles are an important means of transportation, and their proper use should be respected. | |
| (o3) Local resident, (Headington, London Rd) | Eastchurch – Object | Tern Walk – Object |
| | Ellesmere Road – Object | Tree Lane – Object |
| | Faulkner Street – Object | Woodhouse Way – Object |

| | | |
|---|--|--|
| | Meadow Lane – Object | |
| | Unnecessary and damaging | |
| (o4) Local resident, (Oxford, Speedwell street) | Eastchurch – Object | Tern Walk – Object |
| | Ellesmere Road – Object | Tree Lane – Object |
| | Faulkner Street – Object | Woodhouse Way – Object |
| | Meadow Lane – Object | |
| | Objecting Faulkner street as a single mother resident I rely on my family member to support with caring with my dad if this is in place my family member will not be able to drive to drop off and pick up my son making me have to make other arrangements and more costly. | |
| (o5) Member of public, (Abingdon, Bridge St) | Eastchurch – Object | Tern Walk – Object |
| | Ellesmere Road – Object | Tree Lane – Object |
| | Faulkner Street – Object | Woodhouse Way – Object |
| | Meadow Lane – Object | |
| | I often need to drive in Oxford, these measures would cause issues in mobility. | |
| (o6) Local resident, (Oxford, Courtland rdox44) | Eastchurch – Partially support/concerns | Tern Walk – No objection/No opinion |
| | Ellesmere Road – Partially support/concerns | Tree Lane – Support |

| | | |
|--|--|---|
| | Faulkner Street – No objection/No opinion | Woodhouse Way – Support |
| | Meadow Lane – No objection/No opinion | |
| | <p>With out a CPZ on the adjoining roads to Ellesmere, those being Courtland, and Annesley rd, vehicles will simply move around the corner and fill those areas. We will need a CPZ to enforce these plans.</p> | |
| (o7) Local resident, (Iffley, Tree lane) | Eastchurch – Partially support/concerns | Tern Walk – Partially support/concerns |
| | Ellesmere Road – Partially support/concerns | Tree Lane – Partially support/concerns |
| | Faulkner Street – Partially support/concerns | Woodhouse Way – Partially support/concerns |
| | Meadow Lane – Partially support/concerns | |
| | <p>I'd like to still be able to park outside my house. Also unsure what the formalisation will look like? Would need to be attractive looking to fit in with the local area. Also concerned cyclists might not be able to get through.</p> | |
| (o8) Local resident, (Iffley, Tree Lane) | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – Support |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – No objection/No opinion | |
| | <p>I live next to the barrier at the end of Tree Lane and motorised vehicles need to be restricted to access only even more than at present. The slowing down of motor bikes is essential, short of stopping them altogether.</p> | |

| | | |
|--|--|--|
| (o9) Local resident, (Oxford, Teen walk) | Eastchurch – No objection/No opinion | Tern Walk – Object |
| | Ellesmere Road – No objection/No opinion | Tree Lane – No objection/No opinion |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – No objection/No opinion | |
| <p>No problems in tern walk we have 3 cars on our drive so don't want a ban incase we use the space in front of our drive</p> <p>Never have any problems in our street no need to do anything I don't use the other areas so don't have an opinion on them</p> | | |
| (o10) Local resident, (Oxford, Tern Walk) | Eastchurch – No objection/No opinion | Tern Walk – Support |
| | Ellesmere Road – No objection/No opinion | Tree Lane – No objection/No opinion |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – No objection/No opinion | |
| <p>Have three young children who go to primary school and this will make road safer</p> | | |
| (o11) Local resident, (Oxford, Meadow Lane) | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – No objection/No opinion |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – Support | |

| | | |
|---|---|--|
| | My daughter regularly almost gets hit by speeding delivery mopeds | |
| (o12) Local resident, (Oxford, Meadow Lane) | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – No objection/No opinion |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – Support | |
| These seem reasonable. I don't think they will make any difference, but I have no objections. That said, I have seen one or two motorbikes, but not enough to cause a nuisance. | | |
| (o13) Local resident, (Oxford, Cordrey Green OX4 4) | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – Support |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| Existing rules/ regulations need to be enforced. Lack of enforcement leads to deliberate misinterpretation and conflict. If rules are not enforceable they are of no use. | | |
| (o14) Local resident, (Iffley, Tree Lane) | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – Support |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – Support |

| | | |
|---|---|--|
| | Meadow Lane – Support | |
| | Occasionally motorised bicycles and motorcycles used by non resident go up the lane and through the barriers and can constitute a risk to pedestrians and noise nuisance. | |
| (o15) Local resident, (Oxford, Speedwell Street) | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – No objection/No opinion |
| | Faulkner Street – Support | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – No objection/No opinion | |
| | Multiple cars park the pedestrian walkway and bike lane everyday and they are not affected by multiple PCNs. This should hopefully deter people from parking their car on this area. | |
| (o16) Local resident, (Oxford, Faulkner Street) | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – No objection/No opinion |
| | Faulkner Street – Support | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – No objection/No opinion | |
| | <p>I have lived in Faulkner Street for 12 years, adjacent to the end of the cycle and pedestrian path, I am a wheelchair user and I do not own a car, I frequently use the stretch of path/cycle path in question, but over the last few years this space has effectively become a road/car park.</p> <p>There are three main factors that contributed to this: 1. the railings that ran from the pedestrian crossing (on Speedwell Street next to the Westgate) were removed around the time of the Westgate Centre being completed, these had previously protected this area from being used by motor vehicles along with a locked gate at the other end (outside no 3/4 Faulkner Street), 2. a temporary dropped kerb was installed so that plant machinery could access the</p> | |

| | | | | | | | | | | |
|--|---|--|---|--|--------------------------------|---------------------------|--|-------------------------------|--|--|
| | <p>old Lucy Faithful site for the demolition of the old building and building of new flats (Bridges Cross) this temporary dropped kerb has never been removed. Drivers use this dropped kerb to access the path/cycle path, others just bump up the kerb where the railings used to be, 3. the new Bridges Cross development is supposed to be car free but predictably has increased the number of cars in the area with some visitors and residents expecting to be able to park adjacent to this building.</p> <p>In requesting that these issues were addressed I became aware that a TRO was required banning motor vehicles from using this area before even a single bollard could be installed. This has been extremely frustrating. Traffic wardens sometimes ticket the cars parked on the path/cycle path, but generally enforcement seems a very grey area with different wardens feeling unclear whether this is private property, no mans land etc. The stretch of path/cycle path in question has been marked as a pedestrian and cycle path for decades so it is understandable that cyclists are not expecting to be met with cars driving towards them as the cycle path turns away from Speedwell Street, the same applies to pedestrians albeit at a lower speed. Children living in flats in Faulkner Street like to ride their bicycles up and down this stretch of cycle path but are now prevented from doing so safely by parked cars and cars entering this area to park. With cars frequently using this area Deliveroo riders have also started using this stretch of path as a cut through on motorbikes and mopeds. Cars that enter the area via the dropped kerb on Speedwell Street travel a distance along the pavement, past the raised bedding area before turning right in to the area in question, this is so dangerous especially at night. This stretch of cycle path is part of the National Cycle Network route 5 which is great for encouraging cycling, but not great when it is used by cars instead. The path also forms one of the main routes that pedestrians take in to the city centre when walking from south of the river Thames, tourists also walk this way when they are dropped off by coach on Speedwell Street. In summary the area of path and cycle path in question have been used appropriately by bicycles and pedestrians for many many years and I am strongly in favour of formally prohibiting motor vehicles.</p> | | | | | | | | | |
| <p>(o17) Local resident, (Iffley, Tree Lane)</p> | <table border="1"> <tr> <td data-bbox="575 1038 1357 1102">Eastchurch – No objection/No opinion</td> <td data-bbox="1357 1038 2107 1102">Tern Walk – No objection/No opinion</td> </tr> <tr> <td data-bbox="575 1102 1357 1166">Ellesmere Road – Object</td> <td data-bbox="1357 1102 2107 1166">Tree Lane – Object</td> </tr> <tr> <td data-bbox="575 1166 1357 1230">Faulkner Street – No objection/No opinion</td> <td data-bbox="1357 1166 2107 1230">Woodhouse Way – Object</td> </tr> <tr> <td data-bbox="575 1230 1357 1294">Meadow Lane – No objection/No opinion</td> <td data-bbox="1357 1230 2107 1294"></td> </tr> </table> | | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion | Ellesmere Road – Object | Tree Lane – Object | Faulkner Street – No objection/No opinion | Woodhouse Way – Object | Meadow Lane – No objection/No opinion | |
| Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion | | | | | | | | | |
| Ellesmere Road – Object | Tree Lane – Object | | | | | | | | | |
| Faulkner Street – No objection/No opinion | Woodhouse Way – Object | | | | | | | | | |
| Meadow Lane – No objection/No opinion | | | | | | | | | | |

| | | | | | | | | | | |
|---|--|--|---|--|---|----------------------------|--|--------------------------------|------------------------------|--|
| | <p>I don't think it will resolve the problem. It isn't just motor bikes but electric bikes and electric scooters also cyclists who go faster than any resident in a car. Prior to the bollards there was a gate and this had a better impact at slowing people down.</p> <p>Also access can be used currently for emergencies if Woodhouse way were to become impassable which has happened on several occasions in the past.</p> | | | | | | | | | |
| (o18) Local resident, (Oxford, Ellesmere Road) | <table border="1" data-bbox="577 467 2107 715"> <tr> <td data-bbox="577 467 1359 528">Eastchurch – No objection/No opinion</td> <td data-bbox="1359 467 2107 528">Tern Walk – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 528 1359 588">Ellesmere Road – Support</td> <td data-bbox="1359 528 2107 588">Tree Lane – Support</td> </tr> <tr> <td data-bbox="577 588 1359 649">Faulkner Street – No objection/No opinion</td> <td data-bbox="1359 588 2107 649">Woodhouse Way – Support</td> </tr> <tr> <td data-bbox="577 649 1359 715">Meadow Lane – Support</td> <td data-bbox="1359 649 2107 715"></td> </tr> </table> <p>Providing there are still physical barriers in place (ie posts) hopefully it will deter unauthorised vehicles from using these roads. I walk my dog every day from Ellesmere Road, down Tree Lane and along Meadow Lane to the fields or recreation ground and regularly see mopeds and motorcycles passing through the barriers along what is normally a quiet and safe lane.</p> | | Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – No objection/No opinion | Woodhouse Way – Support | Meadow Lane – Support | |
| Eastchurch – No objection/No opinion | Tern Walk – No objection/No opinion | | | | | | | | | |
| Ellesmere Road – Support | Tree Lane – Support | | | | | | | | | |
| Faulkner Street – No objection/No opinion | Woodhouse Way – Support | | | | | | | | | |
| Meadow Lane – Support | | | | | | | | | | |
| (o19) Local resident, (Oxford, Mill Lane) | <table border="1" data-bbox="577 954 2107 1201"> <tr> <td data-bbox="577 954 1359 1015">Eastchurch – Support</td> <td data-bbox="1359 954 2107 1015">Tern Walk – No objection/No opinion</td> </tr> <tr> <td data-bbox="577 1015 1359 1075">Ellesmere Road – No objection/No opinion</td> <td data-bbox="1359 1015 2107 1075">Tree Lane – Support</td> </tr> <tr> <td data-bbox="577 1075 1359 1136">Faulkner Street – No objection/No opinion</td> <td data-bbox="1359 1075 2107 1136">Woodhouse Way – Support</td> </tr> <tr> <td data-bbox="577 1136 1359 1201">Meadow Lane – Support</td> <td data-bbox="1359 1136 2107 1201"></td> </tr> </table> <p>I have been impressed with the changes brought to the Florence Park area by LTZs and prefer policies which nudge us away from car use.</p> | | Eastchurch – Support | Tern Walk – No objection/No opinion | Ellesmere Road – No objection/No opinion | Tree Lane – Support | Faulkner Street – No objection/No opinion | Woodhouse Way – Support | Meadow Lane – Support | |
| Eastchurch – Support | Tern Walk – No objection/No opinion | | | | | | | | | |
| Ellesmere Road – No objection/No opinion | Tree Lane – Support | | | | | | | | | |
| Faulkner Street – No objection/No opinion | Woodhouse Way – Support | | | | | | | | | |
| Meadow Lane – Support | | | | | | | | | | |

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| (o20) Local resident, (Iffley, Meadow lane) | Eastchurch – Support | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – Support |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| Danger to life from motor bikes and scooter and ebikes driving fast through the barriers on footpaths | | |
| (o21) As part of a group/organisation, (Iffley, Iffley community group) | Eastchurch – Support | Tern Walk – No objection/No opinion |
| | Ellesmere Road – No objection/No opinion | Tree Lane – Support |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| On behalf of Friends of Iffley Village (residents group) we strongly support your proposals to enable the police to enforce safety on our lanes and prevent dangerous running of pedestrian areas by motor scooters and illegal e-bikes. Kindly also confirm that red rather than blue signage will also be installed, we understand red signage is required for enforcement action to be taken. | | |
| (o22) Local resident, (Oxford, Meadow Lane) | Eastchurch – Support | Tern Walk – No objection/No opinion |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – No objection/No opinion | Woodhouse Way – No objection/No opinion |
| | Meadow Lane – Support | |

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|---|---|--|-----------------------------|---|---------------------------------|----------------------------|----------------------------------|--------------------------------|---|--|
| | I would like the existing traffic restrictions to continue to be in force. | | | | | | | | | |
| (o23) Local resident, (Oxford, Faulkner Street) | <table border="1" data-bbox="577 339 2107 592"> <tr> <td data-bbox="577 339 1357 400">Eastchurch – Support</td> <td data-bbox="1357 339 2107 400">Tern Walk – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 400 1357 464">Ellesmere Road – Support</td> <td data-bbox="1357 400 2107 464">Tree Lane – Support</td> </tr> <tr> <td data-bbox="577 464 1357 528">Faulkner Street – Object</td> <td data-bbox="1357 464 2107 528">Woodhouse Way – Support</td> </tr> <tr> <td data-bbox="577 528 1357 592">Meadow Lane – Partially support/concerns</td> <td data-bbox="1357 528 2107 592"></td> </tr> </table> <p data-bbox="577 627 2107 759">Faulkner Street is okay just by the new high-rise building , having issues with people parking on double yellow lines or not parking . Resident know should check if theres parking before moving into an area, this issue with Faulkner Street is got worse since the Bridges Cross resident moved in . The rest of Faulkner Street has been okay for the last Decade</p> | | Eastchurch – Support | Tern Walk – Partially support/concerns | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – Object | Woodhouse Way – Support | Meadow Lane – Partially support/concerns | |
| Eastchurch – Support | Tern Walk – Partially support/concerns | | | | | | | | | |
| Ellesmere Road – Support | Tree Lane – Support | | | | | | | | | |
| Faulkner Street – Object | Woodhouse Way – Support | | | | | | | | | |
| Meadow Lane – Partially support/concerns | | | | | | | | | | |
| (o24) Local resident, (Oxford, Church Cowley Road) | <table border="1" data-bbox="577 829 2107 1082"> <tr> <td data-bbox="577 829 1357 890">Eastchurch – Support</td> <td data-bbox="1357 829 2107 890">Tern Walk – Support</td> </tr> <tr> <td data-bbox="577 890 1357 954">Ellesmere Road – Support</td> <td data-bbox="1357 890 2107 954">Tree Lane – Support</td> </tr> <tr> <td data-bbox="577 954 1357 1018">Faulkner Street – Support</td> <td data-bbox="1357 954 2107 1018">Woodhouse Way – Support</td> </tr> <tr> <td data-bbox="577 1018 1357 1082">Meadow Lane – Support</td> <td data-bbox="1357 1018 2107 1082"></td> </tr> </table> <p data-bbox="577 1117 2107 1318">With the exception of Tern Walk, I routinely use all of these routes as part of my daily commute and when dropping off/picking up children from nursery and childminder. All are sensible long-established restrictions but are frequently blighted by misuse by motor vehicles, especially mopeds and often unregistered electric motorbikes, often travelling at high speed, but also parked cars, making these routes unsafe. Pedestrians and cyclists have no safe alternative, so it's not fair to be squeezed out of this space by motor vehicles. Formalising and enforcing the traffic restrictions would be very welcome indeed.</p> | | Eastchurch – Support | Tern Walk – Support | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – Support | Woodhouse Way – Support | Meadow Lane – Support | |
| Eastchurch – Support | Tern Walk – Support | | | | | | | | | |
| Ellesmere Road – Support | Tree Lane – Support | | | | | | | | | |
| Faulkner Street – Support | Woodhouse Way – Support | | | | | | | | | |
| Meadow Lane – Support | | | | | | | | | | |

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|---|---|--------------------------------|
| (o25) Member of public, (Oxford, Stratfield) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | These routes are not intended to be used by motor vehicles, and this just provides the legal backing to allow enforcement against mopeds and motorcycles. | |
| (o26) Local resident, (Oxford, Morrell) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | I already thought this was the case, and surprised it needs formalizing, but if so, let's do it! | |
| (o27) Local resident, (Oxford, James st) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | These routes are unsuitable for motor vehicles and would become unsafe for pedestrians if opened to motor vehicles | |

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|---|--|--------------------------------|
| (o28) Local resident, (Oxford, Oxford) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | I would like to see more enforcement of vehicles that shouldn't be on these routes to make it safer for pedestrians and cyclists | |
| (o29) Local resident, (Oxford, Glanville Road) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | These are all prohibitions which are proven to enhance safety and encourage active travel. It makes perfect sense to formalise them. | |
| (o30) Local resident, (Oxford, Tree Lane) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
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|--|---|-----------------------------|----------------------------|---------------------------------|----------------------------|----------------------------------|--------------------------------|------------------------------|--|--|
| | It would be very dangerous to lift the current restrictions on motor vehicles and would cause a great deal of congestion and pollution. | | | | | | | | | |
| (o31) Local resident, (Iffley, Cordrey Green) | <table border="1"> <tr> <td>Eastchurch – Support</td> <td>Tern Walk – Support</td> </tr> <tr> <td>Ellesmere Road – Support</td> <td>Tree Lane – Support</td> </tr> <tr> <td>Faulkner Street – Support</td> <td>Woodhouse Way – Support</td> </tr> <tr> <td>Meadow Lane – Support</td> <td></td> </tr> </table> | Eastchurch – Support | Tern Walk – Support | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – Support | Woodhouse Way – Support | Meadow Lane – Support | | |
| Eastchurch – Support | Tern Walk – Support | | | | | | | | | |
| Ellesmere Road – Support | Tree Lane – Support | | | | | | | | | |
| Faulkner Street – Support | Woodhouse Way – Support | | | | | | | | | |
| Meadow Lane – Support | | | | | | | | | | |
| | I'm keen to make Oxford safer for pedestrians and cyclists and to reduce pollution | | | | | | | | | |
| (o32) Local resident, (Iffley, Fitzherbert Close) | <table border="1"> <tr> <td>Eastchurch – Support</td> <td>Tern Walk – Support</td> </tr> <tr> <td>Ellesmere Road – Support</td> <td>Tree Lane – Support</td> </tr> <tr> <td>Faulkner Street – Support</td> <td>Woodhouse Way – Support</td> </tr> <tr> <td>Meadow Lane – Support</td> <td></td> </tr> </table> | Eastchurch – Support | Tern Walk – Support | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – Support | Woodhouse Way – Support | Meadow Lane – Support | | |
| Eastchurch – Support | Tern Walk – Support | | | | | | | | | |
| Ellesmere Road – Support | Tree Lane – Support | | | | | | | | | |
| Faulkner Street – Support | Woodhouse Way – Support | | | | | | | | | |
| Meadow Lane – Support | | | | | | | | | | |
| | They have proved to be very effective and essential. | | | | | | | | | |
| (o33) Local resident, (Iffley, Tree Lane) | <table border="1"> <tr> <td>Eastchurch – Support</td> <td>Tern Walk – Support</td> </tr> <tr> <td>Ellesmere Road – Support</td> <td>Tree Lane – Support</td> </tr> <tr> <td>Faulkner Street – Support</td> <td>Woodhouse Way – Support</td> </tr> <tr> <td>Meadow Lane – Support</td> <td></td> </tr> </table> | Eastchurch – Support | Tern Walk – Support | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – Support | Woodhouse Way – Support | Meadow Lane – Support | | |
| Eastchurch – Support | Tern Walk – Support | | | | | | | | | |
| Ellesmere Road – Support | Tree Lane – Support | | | | | | | | | |
| Faulkner Street – Support | Woodhouse Way – Support | | | | | | | | | |
| Meadow Lane – Support | | | | | | | | | | |

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| | I understand this is simply a process to formalise the existing regulations that are in place on the ground | |
| (o34) Local resident, (Iffley, Meadow Lane) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | Mopeds frequently use the pedestrian/cycle path called Willow Walk on Meadow Lane to cut through from Donnington to Iffley Village, endangering pedestrians and cyclists. The noise of the mopeds is also disturbing to residents. I'm told that the current signage is not enforceable by the police, so the prohibition of motor vehicles needs to be formalized. | |
| (o35) Local resident, (Iffley, Meadow Lane) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | There is increasingly a problem with mopeds cutting through inappropriately. This is quite dangerous and I'm sure there will be a serious accident if it is not addressed. | |
| (o36) Local resident, (Iffley, Mill Lane) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |

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| | Meadow Lane – Support | |
| To comply with legal use and safety requirements. | | |
| (o37) Local resident, (Iffley, Meadow Lane) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | Formalising these features may make it less likely that motorcyclists consider themselves allowed to ride through the barriers. This will improve safety for pedestrians and pedal cyclists. | |
| (o38) Local resident, (Iffley, Tree Lane) | Eastchurch – Support | Tern Walk – Support |
| | Ellesmere Road – Support | Tree Lane – Support |
| | Faulkner Street – Support | Woodhouse Way – Support |
| | Meadow Lane – Support | |
| | Misuse of these especially by motorbikes causing danger to pedestrians and cyclists Regarding Tree Lane the lower end at the Tree Hotel also needs clearer signing of restrictions as many motorbikes and other vehicles ignore the no through way sign and the notice regarding entry right for residents and visitors only. Recently there have been cars using the turning area at the top of the lane as parking, with no legitimate reason to be there and causing difficulties. Can a suitable notice be installed there please | |

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|--|---|--------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|--------------------------------|------------------------------|--|
| <p>(o39) Member of public, (Oxford, Speedwell)</p> | <table border="1"> <tr> <td>Eastchurch – Support</td> <td>Tern Walk – Support</td> </tr> <tr> <td>Ellesmere Road – Support</td> <td>Tree Lane – Support</td> </tr> <tr> <td>Faulkner Street – Support</td> <td>Woodhouse Way – Support</td> </tr> <tr> <td>Meadow Lane – Support</td> <td></td> </tr> </table> | Eastchurch – Support | Tern Walk – Support | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – Support | Woodhouse Way – Support | Meadow Lane – Support | |
| | Eastchurch – Support | Tern Walk – Support | | | | | | | |
| | Ellesmere Road – Support | Tree Lane – Support | | | | | | | |
| | Faulkner Street – Support | Woodhouse Way – Support | | | | | | | |
| | Meadow Lane – Support | | | | | | | | |
| <p>Better to invest in public transport and reduce the number of cars I live in speedwell street and is so noise the street seems I live near a high way rather than in the city center. I which the traffic and particularly the speed of the car in my street could also be resolved . Oxford is easy to navigate with a bike or walking . Some public transport bus routes need to be improve to serve better , is not justifiable so many cars and noise and pollution. Outsiders have at least 4 parks and rides. Well done for the initiative and I hope there will be more streets. So we can live better and with the least noise possible</p> | | | | | | | | | |
| <table border="1"> <tr> <td>Eastchurch – Support</td> <td>Tern Walk – Support</td> </tr> <tr> <td>Ellesmere Road – Support</td> <td>Tree Lane – Support</td> </tr> <tr> <td>Faulkner Street – Support</td> <td>Woodhouse Way – Support</td> </tr> <tr> <td>Meadow Lane – Support</td> <td></td> </tr> </table> | Eastchurch – Support | Tern Walk – Support | Ellesmere Road – Support | Tree Lane – Support | Faulkner Street – Support | Woodhouse Way – Support | Meadow Lane – Support | | |
| Eastchurch – Support | Tern Walk – Support | | | | | | | | |
| Ellesmere Road – Support | Tree Lane – Support | | | | | | | | |
| Faulkner Street – Support | Woodhouse Way – Support | | | | | | | | |
| Meadow Lane – Support | | | | | | | | | |
| <p>I use these areas frequently as a pedestrian and a cyclist and feel significantly safer without motorised traffic. These motorised restriction will help me to continue to use these areas through walking and cycling</p> | | | | | | | | | |
| <p>(o40) Local resident, (Oxford, Botley Toad)</p> | | | | | | | | | |

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

BANBURY: A361 & B4100 – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the new 20mph speed limits on the following roads in Banbury, as advertised:

- (a) A361 Southam Road,
- (b) A361 North Bar/Horsefair/South Bar,
- (c) B4100 Oxford Road, and
- (d) A361 Bloxham Road.

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to replace the existing 30mph speed limit with new 20mph limits on the A361 Southam Road (from just north of its junction with Coopers Gate, southwards), the full lengths of North Bar, Horsefair and South Bar Street, and also on the lengths of the A361 Bloxham Road (to just north east of its junction with Beargarden Road) and B4100 Oxford Road (to the south of its junction with Old Parr Road) from their junction with A361 South Bar, in Banbury – as shown in **Annex 1**.
3. The proposals have been put forward for road safety reasons following reviews by Officers of the speed limits in the area after recommendation made by the HM Coroner – as a result of a fatal collision in 2023 – and subsequent engagement with local Councillors.

Corporate Policies and Priorities

4. The proposals are in accordance with the 20mph Transformation Programme as approved by Cabinet in October 2021, the Local Transport and Connectivity Plan adopted in July 2022, and the Vision Zero strategy as approved by Cabinet in April 2024.

5. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
- (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

Legal Implications

7. 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 relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

9. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'Vision Zero' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

11. The proposals aim to reduce vehicle speeds to safer levels for all motorists & road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

13. Formal consultation was carried out between 11 September and 10 October 2025. A notice was published in the Banbury Guardian 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, Cherwell District Council, relevant local District Cllrs, Banbury Town Council, and the local County Councillors representing the Banbury Calthorpe, Banbury Easington, Banbury Grimsbury & Castle, Banbury Hardwick, and Banbury Ruscote divisions.
14. During the course of the formal consultation, 272 responses were received via the online survey, and these are summarised in the table below:

| Proposal | Object | Partially support / concerns | Support | No opinion /objection | Total |
|--------------------------------------|-----------|------------------------------|----------|-----------------------|-------|
| A361 Southam Road | 228 (84%) | 9 (3%) | 35 (13%) | - | 272 |
| A361 North Bar/ Horsefair /South Bar | 227 (84%) | 7 (3%) | 37 (14%) | 1 | 272 |
| A361 Bloxham Road | 228 (84%) | 13 (5%) | 30 (11%) | 1 | 272 |
| B4100 Oxford Road | 234 (86%) | 9 (3%) | 29 (11%) | - | 272 |

15. Additionally, a further eight emails were received directly – with Thames Valley Police & Oxford Bus Company submitting a non-objection.
16. The local County Cllrs representing the Banbury Calthorpe & Banbury Ruscote divisions, and the 'Oxfordshire Liveable Streets' group offered their support,

whilst the Development Management team at Cherwell District Council provided a non-objection, the latter acknowledging the sad reasons that have prompted it, and would observe that 20mph is already/the natural (maximum) safe speed for much if not all of the area subject of the proposal.

17. In addition to the online responses two emails were received from members of the public objecting to the proposals, claiming the proposals are a 'waste of money' and existing limits aren't adhered to, amongst other things.
18. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

19. The objections and concerns focussed on the lack of need for the proposed 20mph limit, increased congestion and pollution, adverse impact on bus services, lack of compliance with and enforcement of existing speed limits and other traffic regulations, and the proposals being a waste of public funding which would be better directed to other areas including improved road maintenance. Some responses cited concerns over a reduction in safety, including due to close passing of cyclists and pedestrians exercising less care when crossing roads.
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, taking account of the established safety benefits of 20mph speed limits and noting also the authority's commitment to evaluating the effects of the 20mph programme - including the roads within the scope of the current proposals -on vehicle speeds and safety, and also on the choice of travel modes.
21. Additionally, the views of the local councils participating in the project will be sought. This information will be used to shape further work to achieve the best possible long-term outcome of the project. In some cases, if a limit is not judged to be working, a change to the speed limit may be proposed, including increasing a limit from 20mph to 30mph - any such changes would be subject to a further statutory consultation.

Paul Fermer
Director of Environment and Highways

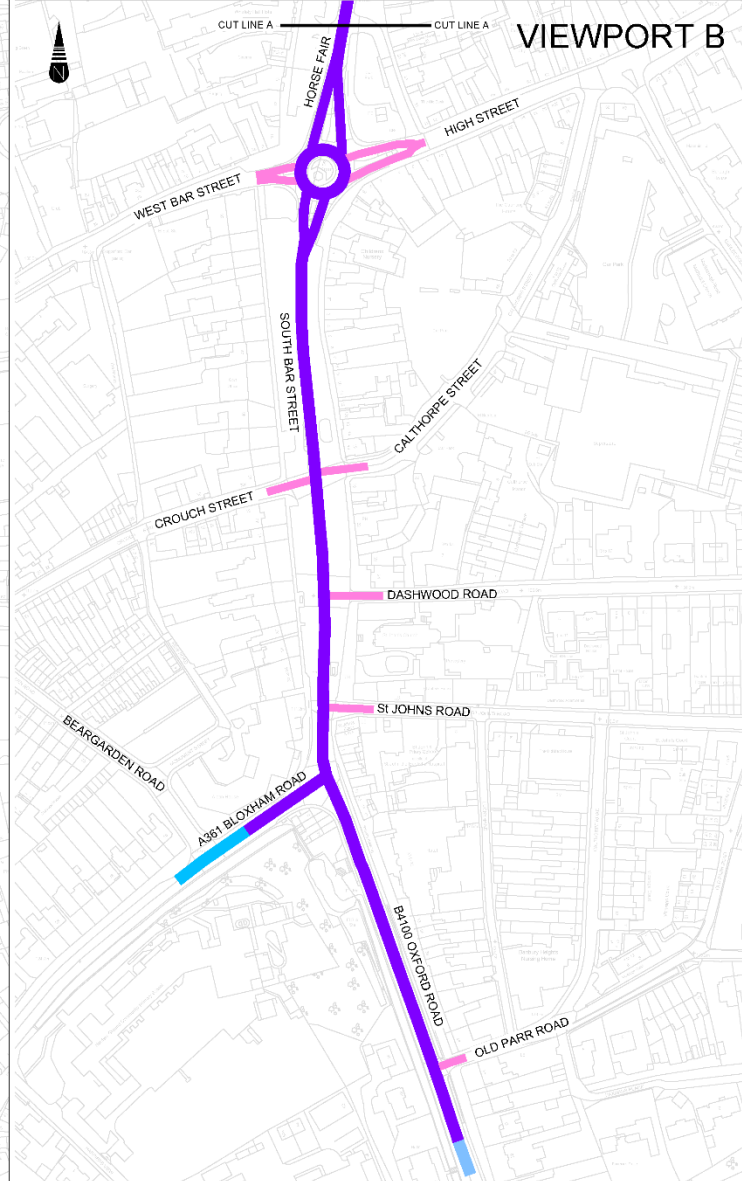
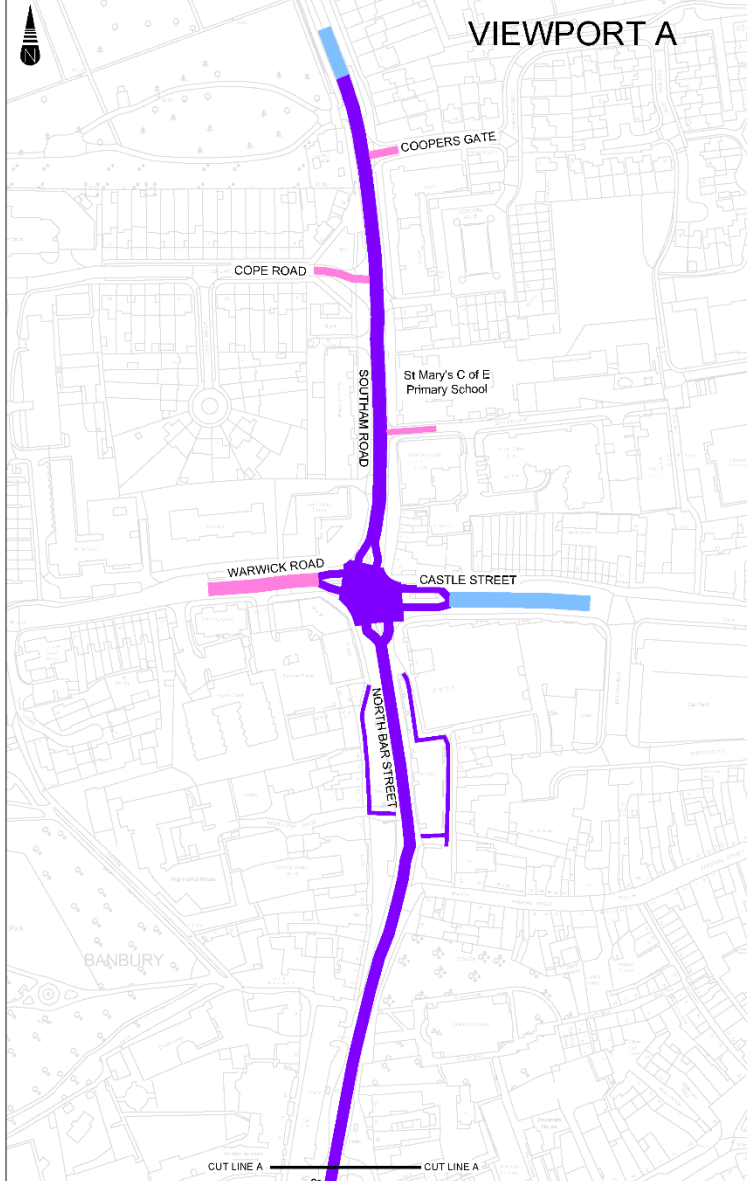
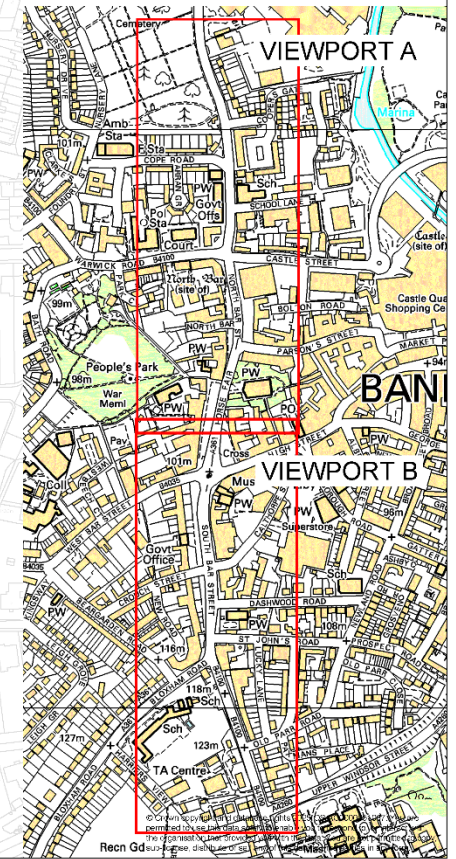
Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officer(s): Anthony Kirkwood (Team Leader – Vision Zero)
Daron Mizen (Operational Manager - Highway Schemes)

November 2025

PROPOSED 20MPH SPEED LIMIT TO REPLACE EXISTING 30MPH SPEED LIMIT ON A361 NORTH BAR, HORSEFAIR, SOUTH BAR, BLOXHAM ROAD and SOUTHAM ROAD AND B4100 OXFORD ROAD, BANBURY

LOCATION PLAN



KEY:
 PROPOSED 20MPH SPEED LIMIT
 EXISTING 20MPH SPEED LIMIT TO REMAIN
 EXISTING 30MPH SPEED LIMIT TO REMAIN

Notes:
 1. Do not scale from this drawing.
 2. Report all discrepancies to the Drawing Originator immediately.
 3. This drawing is to be read in conjunction with all relevant documents and drawings.

| Rev | Date | Description | By | Check | Appr |
|-----|------|-------------|----|-------|------|
| | | | | | |



Project Name:
 FOR CONSULTATION
 A361 SOUTH BAR / NORTH BAR
 BANBURY
 PROPOSED 20MPH SPEED LIMIT

Project Name:
 VISION ZERO - CORRIDOR

| Sheet No. | Scale | Drawn by | Checked by | Approved by |
|-----------|-------|----------|------------|-------------|
| A1 | NTS | NBS | | |

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A. Email responses:

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (e2) Head of Built Environment and Infrastructure, (Oxford Bus Company) | <p>No objection – In principle, while we are not the operator, we are concerned that the 20mph strategy agreed for Banbury is being revisited so soon.</p> <p>We note the Coroner’s Report into a single fatal Road Traffic Accident. However, it is also the case that very few bus services pass through the length of this area. We thus present no objection, but we urge officers and the Council to consider any comments raised by Stagecoach carefully.</p> |
| (e3) Local County Cllr, (Banbury Calthorpe division) | Support – I am just sending an email to reiterate my support for the 20 mile an hour scheme in horse fair that is across Calthorpe and Ruscote division. |
| (e4) Local County Cllr, (Banbury Ruscote division) | Support – Can it be noted as local member for Banbury Ruscote that support the proposal of lower speed limit for this consultation. |
| (e5) Cherwell District Council, (Development Management) | No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no objections to the proposal, particularly in light of the sad reasons that have prompted it, and would observe that 20mph is already/the natural (maximum) safe speed for much if not all of the area subject of the proposal. |
| (e6) Local group/organisation, (Oxfordshire Liveable Streets) | Support – I spoke at a decisions meeting a year ago, urging that the 20mph speed limit scheme for Banbury cover a wider area, so I am most pleased to see this new proposal to extend 20mph speed limits to cover the A361 and B4100 through central Banbury. We support this scheme wholeheartedly. |

| | |
|-----------------------------------|---|
| | <p>The stretches of road involved have sections of high street, sections with housing, many crossings and many places people cross the road without a formal crossing. There are two schools and three nurseries along it. It is a core part of the cycling network in the LCWIP, but much of it is currently too hostile for accessible cycling. And ambient noise pollution, especially at night, is an invisible killer. Lowering speeds won't fix all the problems here, but it would be a big step in the right direction.</p> <p>But if the Oxford Rd in Banbury is to get 20mph speed limits, how long do we have to wait for 20mph speed limits on the Banbury Rd in Oxford? We urge that reducing the speed limit on at least the southern stretch of this, with six schools along it or not far from it, be expedited as a basic public health and road danger reduction measure.</p> |
| (e7) Local resident, (Banbury) | <p>Object – I know very well that Democracy is dead in the UK and that all objections will be ignored as there seems to be an agenda. I don't pay all these different types of taxes to be hindered and my life made harder. Speed changes do nothing to stop bad drivers. We need more police to catch those that are on there phones whilst driving to which I Observed an occ employee on his phone whilst driving. More police to catch those driving recklessly.</p> <p>The police have even said they will not enforce the speed changes. What the council are doing is against what the people want.</p> <p>You are spending public taxes on the wrong things. The sings are dirty and cacing the wrong way. The signs are old and hardly visible due to overgrowth. The roads are full of potholes. Southam road should have been resurfaced a long time ago. The debris on road and roundabouts is disgusting. I think it's time the council got the priorities right for the people. That is who the council works for??</p> |
| (e8) Email response, (Unknown) | <p>Object – It's a waste of time and money because the motorists don't abide the 20 limit That's in place in banbury as it is.</p> <p>Sleeping police men 10ft apart would be Better.</p> |

B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection” or “No opinion” having been provided)

| RESPONDENT | COMMENTS | | | | |
|---|---|-----------------------------------|-----------------------------------|---|-----------------------------------|
| (o1) Local resident, (Adderbury, Sydenham Close) | <table border="1" data-bbox="577 411 2107 536"> <tr> <td data-bbox="577 411 1357 472">A361 Southam Road – Object</td> <td data-bbox="1359 411 2107 472">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 474 1357 534">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 474 2107 534">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 571 2107 703">This has already been voted on and an objection decision was already reached. There is no need for this, these roads would be safer if they were properly maintained, with hedges trimmed, signs cleaned and damaged surfaces repaired. Reducing the limit to 20 is a permanent solution to a problem that does not exist and will only cause massive disruption to all road users at all times. It's a blanket restriction where it is totally not necessary.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o2) Local resident, (Adderbury, Walton Avenue) | <table border="1" data-bbox="577 777 2107 901"> <tr> <td data-bbox="577 777 1357 837">A361 Southam Road – Object</td> <td data-bbox="1359 777 2107 837">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 839 1357 900">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 839 2107 900">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 936 2107 973">20mph zones are just not needed in so many places. Outside schools I get but not on main roads in the area.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o3) Member of public, (Adderbury, Aynho rd) | <table border="1" data-bbox="577 1038 2107 1163"> <tr> <td data-bbox="577 1038 1357 1099">A361 Southam Road – Object</td> <td data-bbox="1359 1038 2107 1099">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1101 1357 1161">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 1101 2107 1161">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1198 2107 1369">20 mph is not realistic on these roads. I accept that it should be in place near schools but not just for the sake of it. Why do you want the limit lowered. As drivers it's becoming a nightmare to keep to all these restrictions and to be honest most drivers don't. it is causing road rage in certain instances which can be dangerous to other drivers and pedestrians. Please put any monies into fixing pot holes.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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|--|--|-----------------------------------|-----------------------------------|---|-----------------------------------|
| <p>(o4) Local resident, (Adderbury, Dog close)</p> | <table border="1"> <tr> <td data-bbox="577 225 1357 284">A361 Southam Road – Object</td> <td data-bbox="1357 225 2107 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1357 343">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 284 2107 343">B4100 Oxford Road – Object</td> </tr> </table> <p>These speed restrictions are completely unnecessary. They will lead to further problems with traffic. They will lead to further loss of business as Banbury will become even more of a town to avoid than it already is</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o5) Local resident, (Banbury, Waller Drive)</p> | <table border="1"> <tr> <td data-bbox="577 523 1357 582">A361 Southam Road – Object</td> <td data-bbox="1357 523 2107 582">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 582 1357 641">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 582 2107 641">B4100 Oxford Road – Object</td> </tr> </table> <p>The existing speed limits are perfectly adequate: lowering speeds encourages impatient motorists and cyclists to overtake and thus endanger lives, moreover pedestrians and other pavement-users will take greater risks in crossing the road. Educate ALL road-users rather than persecuting the motorist. Teach ALL road-users common sense and stop this utter nonsense.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o6) Local resident, (Banbury, Juniper Close)</p> | <table border="1"> <tr> <td data-bbox="577 887 1357 946">A361 Southam Road – Object</td> <td data-bbox="1357 887 2107 946">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 946 1357 1005">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 946 2107 1005">B4100 Oxford Road – Object</td> </tr> </table> <p>If the so called brains at OCC actually visited Banbury, they would see that the traffic , during the daytime , rarely moves faster than 20mph anyway!!!</p> <p>Instead of frittering money on useless signage, repair the roads themselves. It's about time OCC realised that their remit fir the county doesn't end at Kidlington!!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o7) Local resident, (Banbury, Alma Road)</p> | <table border="1"> <tr> <td data-bbox="577 1286 1357 1345">A361 Southam Road – Object</td> <td data-bbox="1357 1286 2107 1345">A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | there is no evidence to suggest that this will change any existing problematic behaviours and will just result in more congestion and the poor environment impact that more congestion will bring. This has already been proposed twice already, and rejected by the public twice already. it would be appreciated if the Local Authority would cease and desist trying to force this through by continuously raising it. | |
| (o8) Local resident, (Banbury, Arbury Close) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | There is no evidence in support of lowering the speed limits. The traffic is flowing well at the current limits. | |
| (o9) Local resident, (Banbury, Asmead) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | Banbury regularly and all too frequently gets clogged with traffic as it is now. To slow the traffic will simply exacerbate an already intolerable situation. There has long been an argument by Banbury residents for creating a new junction onto the M40 at the south of Banbury, but planners have steadfastly ignored this. If it were created then there would be considerably less traffic through the roads mentioned. | |
| (o10) Local resident, (Banbury, Balmoral Avenue) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | I do not believe any change is necessary or justifiable on these main routes. Congestion is already bad in the town centre and I don't believe reducing the speed limit will make this any easier. | |

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| <p>(o11) Local resident, (Banbury, Banbury)</p> | <table border="1"> <tr> <td data-bbox="577 226 1357 284">A361 Southam Road – Object</td> <td data-bbox="1357 226 2105 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1357 341">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 284 2105 341">B4100 Oxford Road – Object</td> </tr> </table> <p>It has been 30 for year, car are getting safer, but roads are getting slower. We as a country are going backwards</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o12) Local resident, (Banbury, Bath Road)</p> | <table border="1"> <tr> <td data-bbox="577 489 1357 547">A361 Southam Road – Object</td> <td data-bbox="1357 489 2105 547">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 547 1357 604">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 547 2105 604">B4100 Oxford Road – Object</td> </tr> </table> <p>A 20mph limit will create more congestion, will have excessive costs of implementation and is completely unnecessary.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o13) Local resident, (Banbury, Beaulieu Close)</p> | <table border="1"> <tr> <td data-bbox="577 785 1357 842">A361 Southam Road – Object</td> <td data-bbox="1357 785 2105 842">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 842 1357 900">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 842 2105 900">B4100 Oxford Road – Object</td> </tr> </table> <p>20mph is inconvenient, unnecessary on those kind of roads, especially Southam Road and Bloxham Road, it's bad for engines which reduces fuel economy therefore causing more pollution. I think it would create traffic and also, people don't like the 20 mph already in place so they don't listen to it, making it pointless anyway. I believe that a lot of pedestrian accidents are not due to speed of drivers, but due to lack of awareness of pedestrians, the amount of times I have seen people cross roads without waiting for the green man, or they cross them meters away from a zebra crossing. At night a lot of them don't have any kind of light clothing or hi vis, and they don't bother to look where they're going. 30 mph is a much more reasonable town speed. I can agree with 20mph on residential estates like the ones in Bretch Hill and down my own estate in Grimsbury where there's a lot of bends and parked cars.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o14) Local resident, (Banbury, Beechfield Crescent)</p> | <table border="1"> <tr> <td data-bbox="577 1287 1357 1345">A361 Southam Road – Object</td> <td data-bbox="1357 1287 2105 1345">A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | Absolutely ridiculous. No reason to reduce from 30mph. Traffic already bad enough without slowing everything down again. Pavements far enough from traffic already. No need for this, no gains to be had! | |
| (o15) Local resident, (Banbury, Bidwell Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | I do not think 20mph speed limits enhance road safety, they only seem to frustrate motorists | |
| (o16) Local resident, (Banbury, Bird close) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | Reducing the speed limit won't help. As a matter of fact, most likely it will do the opposite. Drivers will be more pushy towards slower traffic, and will do more and more dangerous overtakes. How about spending some money in teaching the public how to and were to cross the road safely so that accidents don't happen | |
| (o17) Local resident, (Banbury, Bismore Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | There are enough 20mph roads around. Creating more will not improve safety, just cause more people to speed | |
| (o18) Local resident, (Banbury, Bloxham Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>The 20mph restrictions that have been put in place already are a complete frustration as a motorist. I am unable to see any benefits, most cars now have far superior braking system, automatic braking, alerts etc. For a manual driver, I am now in a higher rev range which is causing more pollution. I am convinced spending the money on drain clearance, road sweeping, pot hole repairs, cutting back on greenery is a far more efficient use of the budget.</p> | | |
| (o19) Local resident, (Banbury, Bloxham Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| <p>Stop this ridiculous process - am so fed up of the determination to ruin any journey by local councils, if you are going to speed you will speed regardless of the limit. And I would t mind but drive into any 29 zone, there's 29 in the floor, 39 in the electric signs and people doing 40 upwards So no, I object strongly to this terrible policy.</p> | | |
| (o20) Local resident, (Banbury, Bramble crescent) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| <p>Because 20mph is a ridiculous limit that causes drivers to spend more time looking at their Speedo than the road ahead</p> | | |
| (o21) Local resident, (Banbury, Bretch Hill) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| <p>There is no evidence that it needs to be 20mph. Traffic is already slowed down and built up on those areas so by making it slower, there will be a larger amount of traffic.</p> | | |

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| <p>(o22) Local resident, (Banbury, Bretch Hill)</p> | <table border="1"> <tr> <td data-bbox="568 336 1348 400">A361 Southam Road – Object</td> <td data-bbox="1348 336 2112 400">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="568 400 1348 464">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1348 400 2112 464">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>There is no need to reduce the speed on the roads outlined. These are main roads through the town and will just cause additional congestion. A lot of the traffic will not travel much higher than the proposed limit during peak time anyway. If the council were seriously looking at improving safety on these main roads then they would spend the money on repairing potholes, resurfacing the roads and cutting back trees and vegetation as these contribute more to any accidents than speed.</p> <p>If anything, lowering the speed limits will cause issues whereby impatient drivers will attempt to take unnecessary risks by overtaking drivers keeping to this pointless low limit. You only need to look at traffic around Deddington School to see examples of this on a daily basis</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o23) Local resident, (Banbury, BRITANNIA)</p> | <table border="1"> <tr> <td data-bbox="568 871 1348 935">A361 Southam Road – Object</td> <td data-bbox="1348 871 2112 935">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="568 935 1348 999">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1348 935 2112 999">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Banbury needs to flow with traffic</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o24) Local resident, (Banbury, Bullers Street)</p> | <table border="1"> <tr> <td data-bbox="568 1134 1348 1198">A361 Southam Road – Object</td> <td data-bbox="1348 1134 2112 1198">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="568 1198 1348 1262">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1348 1198 2112 1262">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>1. There is a cost to the taxpayer for this, and yet the limits are widely disregarded anyway.</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| <p>(o25) Local resident, (Banbury, Calthorpe)</p> | <table border="1" data-bbox="577 228 2107 352"> <tr> <td data-bbox="577 228 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 228 2107 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2107 352">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 387 2107 687">The planned changes attempt to impose a constraint on key routes through Banbury causing potential further congestion and stop/start of vehicles (particularly heavies) which you know full well impacts on air quality, noise and health. The changes you made around 18 months ago are not being enforced and do not seem to have caused any change to driver behaviour on the other roads. The incident on which you base the need was an elderly pedestrian who didnt wait for a red light at a pelican crossing. The same pelican crossing had its traffic lights obscured by trees at the church for many months where OCC completley ignored fix my street reports notifying this hazard to use of the crossing. There are far more effective things you could do to improve road safety on these important routes through Banbury. I therefore object to the changes which waste money and will bring little benefit, and are unlikey to have made any impact to the outcome of the incident on which the need is based</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o26) Local resident, (Banbury, Calthorpe Road)</p> | <table border="1" data-bbox="577 759 2107 884"> <tr> <td data-bbox="577 759 1357 820">A361 Southam Road – Object</td> <td data-bbox="1357 759 2107 820">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 820 1357 884">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 820 2107 884">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 919 2107 954">As if traffic isn't bad enough already through town you want to slow it down?? The most ridiculous thing I've heard</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o27) Local resident, (Banbury, Causeway)</p> | <table border="1" data-bbox="577 1023 2107 1147"> <tr> <td data-bbox="577 1023 1357 1083">A361 Southam Road – Object</td> <td data-bbox="1357 1023 2107 1083">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1083 1357 1147">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1083 2107 1147">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1182 2107 1217">See no need to reduce to 20, do not see any benefits</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o28) Local resident, (Banbury, Chaffinch Way)</p> | <table border="1" data-bbox="577 1286 2107 1347"> <tr> <td data-bbox="577 1286 1357 1347">A361 Southam Road – Object</td> <td data-bbox="1357 1286 2107 1347">A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | <table border="1"> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Completely unnecessary and unwanted changes. Stop making everywhere 20mph. Listen to residents, you are here to serve the public, not your own interests.</p> | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o29) Local resident, (Banbury, Chaffinch Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Lower speed limits will increase travel time, increase CO2 emissions, deteriorate vehicle engines, cause longer queues & congestion, impact local businesses & cause frustration to drivers which can eventually lead to road rage. All of this is unwanted!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o30) Local resident, (Banbury, Church Street) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>The evidence for proposing these changes is severely lacking. A single event with several other contributory factors, followed by a coroner's recommendation, does not constitute significant evidence. In the absence of a full impact assessment on residents and businesses, these changes (and the costs associated with them) cannot be justified.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o31) Local resident, (Banbury, Clarke's court) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>The current road infrastructure needs improving, adding a reduced speed limit will cause even more traffic issues at rush hour. What's needed is a full review of Banbury as the road infrastructure doesn't support all the new house being built. Also the money it would cost to make the changes would be better off used to resurface the class that currently are full of pot holes!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| | | |
| <p>(o32) Local resident, (Banbury, Dean Close)</p> | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>Action must be taken to repair the roads instead of forcing everyone to drive at snails pace, if speed is your concern install speed cameras, if safety is your concern install lights and crossings, this anti car campaign will only end in people breaking laws and limits that they feel don't make sense or are unenforceable because our emergency services are already underfunded and overstretched</p> | |
| | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| <p>(o33) Local resident, (Banbury, Dorchester Grove)</p> | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>There are plenty of pedestrian crossings along the road, emissions from stop/start cars will be higher, the traffic flows well at the moment and is managed by the current traffic lights and crossing lights. There is no need to cripple the town by inflicting unnecessary constraints on traffic</p> | |
| | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| <p>(o34) Local resident, (Banbury, Dunlin court)</p> | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>Will cause unnecessary hold ups along major routes. Better upkeep of road surfaces and signage would be a more sensible use of taxpayers money</p> | |

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|---|--|-----------------------------------|-----------------------------------|---|-----------------------------------|
| <p>(o35) Local resident, (banbury, easington)</p> | <table border="1" data-bbox="577 225 2107 349"> <tr> <td data-bbox="577 225 1357 285">A361 Southam Road – Object</td> <td data-bbox="1357 225 2107 285">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 285 1357 349">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 285 2107 349">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 384 2107 520">objecting, stop imposing these stupid 20mph speed limits and spend it instead on improving the roads in banbury and maybe looking at an alternative road from the motorway. There are 2 ways into banbury from the motorway hennef way and Middleton road. once these are congested banbury is gridlocked causing more pollution than driving 20mph. I do not think that anybody who comes up with these plans use the roads they are happening on</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o36) Local resident, (Banbury, Edinburgh Way)</p> | <table border="1" data-bbox="577 590 2107 715"> <tr> <td data-bbox="577 590 1357 651">A361 Southam Road – Object</td> <td data-bbox="1357 590 2107 651">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 651 1357 715">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 651 2107 715">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 750 2107 1225">20 mph speed limits are completely unnecessary. Accidents happen due to bad drivers. The quality of these people's driving remains poor whether at a lower speed limit or higher. For those who pose a threat from excessive speed, a decreased speed limit will make no difference to their use of excessive speed. If they are breaking current speed limits, they will do so with newly implemented speed limits. There is no common sense used on any of your road safety propositions and it is infuriating. Using your logic, speed limits will continuously be reduced until cars are banned, which I suspect may be your ultimate goal. Modern cars have vastly improved safety features than those available when the initial speed limits were put in place. There is the obvious issue of increased vehicle numbers on the roads. These speed limits will just cause further delays and frustration to the ever increasing number of drivers and frustrated drivers are more likely to be involved in road rage incidents. Perhaps you should have thought of these consequences before allowing planning permission on beautiful countryside around the town and destroying it, including the habitats of many native species, with "affordable" homes (I'm not sure who is meant to be able to afford these!) crammed into ugly and unsustainable housing estates. Perhaps your focus should be on improving infrastructure for the massively increased volume using the town due to your greedy and poorly thoughts through house building projects.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o37) Local resident, (Banbury, Edmunds Road)</p> | <table border="1" data-bbox="577 1294 2107 1361"> <tr> <td data-bbox="577 1294 1357 1361">A361 Southam Road – Object</td> <td data-bbox="1357 1294 2107 1361">A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | <p>I am against this proposal due to what I have seen so far on roads that were changed to 20mph limits. I think that especially in the bussier time of the day the 20 mph limit cause slow moving traffic making it almost impossible to move out the junctions thus creating actual dangerous situations. This is can mostly be observed on Warwick road. Did the side in support of these chanages ever go out to experience the real life traffic and what their decisions are causing? The roads which have 30mph limit are safe...how dangerous was Warwick road that it needed to change to 20mph? If something is working and it has worked for decades then maybe it doesn't need changing.</p> | |
| (o38) Local resident, (BANBURY, Elton Rd) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| (o39) Local resident, (Banbury, Fairview Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | <p>I think that a blanket 20mph approach does not work. Drivers ignore the signs, when they can be seen. The signs are small and can be obscured by vegetation. Also, not always placed in the best location. To make roads safer, cut trees where they are obscuring signs and clean drains that are filled with silt and vegetation thereby being rendered useless. Excess water on roads is a hazard. Clear the edges of roads where leaves have accumulated, becoming slippery sludge when rotting. Surely, other safety measures ought to be address before spending money on this project.</p> | |
| (o40) Local resident, (Banbury, Fosote) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |

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| | Pointless waste of money. The money spent implementing, enforcing and drafting could and should be spent on other road related things like fixing the road. | | | | | |
| (o41) Local resident, (Banbury, Frensham close) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | 20mph is too slow for the roads |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o42) Local resident, (Banbury, Hampden Close) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Ridiculous, unnecessary, and will result in people spending more time watching their speedometers than the road. 20mph limits are fine for purely residential streets, but idiotic on thoroughfares. Banbury's roads are already a complete nightmare because of the lack of connecting roads between various estates, causing everything to have to pass through various bottlenecks, and the lack of a second access to the M40. Please concentrate on sorting out these issues. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o43) Local resident, (Banbury, Hereford Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Changing the speed limit is unnecessary and a waste of tax payer money. This was clearly rejected last time and hopefully will be again. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o44) Local resident, (Banbury, Hereford Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | The 20mph cost to implement is not justified and bring no benefits. Climate tackling issue is excessively use when in true amount of money spend on it have minimal impact on environment. | |
| (o45) Local resident, (Banbury, Highclere gardens) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | I regularly travel these roads and I think they are safe with the current limits in place. The proposed new limit would impact travel adversely and not give any appreciable benefit. . | |
| (o46) Local resident, (Banbury, Huckins Close) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | The 20mph speed limits already implemented in Banbury and the surrounding area only cause more congestion and has resulted in impatient drivers overtaking those driving within the speed limit so actually causing more risks. Also, a complete waste of tax payers money. A lot of the roads in the area are full of pot holes and needs resurfacing. The money could be better spent on other more needed services. | |
| (o47) Local resident, (BANBURY, Lansdown close) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |

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| | Not necessary. We have survived for years with the existing limits with virtually no problems. | | | | | |
| (o48) Local resident, (Banbury, Lansdown Closer) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | There are traffic problems on these roads, school time etc but we can never travel at 30mph anyway so 20mph limit would be pointless |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o49) Local resident, (Banbury, Lansdown Closer) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | The present speed limitations are adequate. It is the road surfaces that need attention. Bloxham Road, southbound, is a disgrace. Southam Road , likewise. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o50) Local resident, (Banbury, Lapsley Drive) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | The speed reduction will cause more congestion and in I crese pollution. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o51) Local resident, (Banbury, Lime Avenue) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| | <p>Utterly ridiculous. This will only slow traffic and increase congestion in areas that have absolutely no need for a 20mph speed limit. This does nothing to increase safety.</p> | | | | | |
| <p>(o52) Local resident, (Banbury, Longfellow Road)</p> | <table border="1" data-bbox="577 341 2107 467"> <tr> <td data-bbox="577 341 1357 403">A361 Southam Road – Object</td> <td data-bbox="1357 341 2107 403">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 403 1357 467">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 403 2107 467">B4100 Oxford Road – Object</td> </tr> </table> <p>Objecting because:</p> <p>a) traffic along Horsefair etc is already less than 30 mph most of the day, and there are pedestrian crossings to enable people to cross safely;</p> <p>b) 30mph is quite slow enough already on roads like Bloxham Road and Oxford Road which generally have good visibility and are not dangerous to cross. Children don't play in these main roads, unlike the residential estates where 20mph does make some sense in reducing danger to children;</p> <p>c) a further speed reduction beyond those in Bloxham, Deddington etc will worsen the already stretched bus timetables. Buses are nearly always late nowadays, and speed restrictions are part of the problem.</p> <p>d) yet more signage and road marking is taking money from more useful activities such as pothole repair and verge trimming, problems which are endangering motorists and cyclists alike.</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o53) Member of public, (Banbury, Longlandes)</p> | <table border="1" data-bbox="577 1043 2107 1169"> <tr> <td data-bbox="577 1043 1357 1106">A361 Southam Road – Object</td> <td data-bbox="1357 1043 2107 1106">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1106 1357 1169">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1106 2107 1169">B4100 Oxford Road – Object</td> </tr> </table> <p>There is no real proof that 20mph saves lives when the majority of accident statistics for Oxfordshire include the M40 and A34. We no longer teach 'road sense' to children.</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| <p>(o54) Local resident, (Banbury, Longford Park Road)</p> | <table border="1" data-bbox="577 225 2107 347"> <tr> <td data-bbox="577 225 1357 284">A361 Southam Road – Object</td> <td data-bbox="1357 225 2107 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1357 347">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 284 2107 347">B4100 Oxford Road – Object</td> </tr> </table> <p>I strongly object to the proposed 20mph speed limit, as I believe it is unnecessary, disproportionate, and ultimately ineffective. Reducing the limit to such a low speed across wider areas is, quite frankly, ridiculous. It risks causing more frustration than safety benefits.</p> <p>Unrealistic enforcement: Drivers will struggle to constantly adhere to 20mph, especially on wider or straighter roads where it feels unnaturally slow. This will inevitably create situations where otherwise safe, law-abiding motorists are penalised.</p> <p>Driver frustration: An excessively low limit can lead to irritation, loss of concentration, and risky manoeuvres such as sudden overtaking, which may increase the danger rather than reduce it.</p> <p>Economic and environmental impact: For many vehicles, driving at 20mph is inefficient, leading to higher fuel consumption and emissions compared with smoother driving at 30mph.</p> <p>Disproportionate measure: A blanket restriction fails to distinguish between genuinely hazardous areas (e.g. outside schools) where slower speeds are reasonable, and roads where 30mph is entirely appropriate and safe.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o55) Local resident, (Banbury, masefield)</p> | <table border="1" data-bbox="577 997 2107 1120"> <tr> <td data-bbox="577 997 1357 1056">A361 Southam Road – Object</td> <td data-bbox="1357 997 2107 1056">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1056 1357 1120">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1056 2107 1120">B4100 Oxford Road – Object</td> </tr> </table> <p>1 accident in the last 5 years which wasn't due to speed of the driver but pedestrian error does not justify slowing the main routes of the entire town. Most days due to traffic you cannot go above 20 anyway so therefore it would also be a waste of public money to change signage. Please consider spending this on clearing and cleaning current signage, clearing gutters and drainage which currently resemble wildflower meadows!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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|--|---|-----------------------------------|-----------------------------------|---|-----------------------------------|---|
| <p>(o56) Local resident, (banbury, Merton Street)</p> | <table border="1"> <tr> <td data-bbox="573 225 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 225 2110 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="573 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2110 352">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>The roads are congested enough most of the day so this will only increase this problem meaning more delays and more pollution</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o57) Local resident, (Banbury, Noral)</p> | <table border="1"> <tr> <td data-bbox="573 520 1357 584">A361 Southam Road – Object</td> <td data-bbox="1357 520 2110 584">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="573 584 1357 647">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 584 2110 647">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>I am a delivery driver. Drive these roads multiple times per day. Absolutely not needed for 20mph. Complete waste of my tax money doing this. Strongly object</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o58) Member of public, (Banbury, North bar)</p> | <table border="1"> <tr> <td data-bbox="573 815 1357 879">A361 Southam Road – Object</td> <td data-bbox="1357 815 2110 879">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="573 879 1357 943">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 879 2110 943">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>You the council work for us the public. It's about time you stopped your war on cars and messing up our roads. We rejected the overall 20mph throughout Banbury and yet you went ahead with it despite the overwhelming opposition to it. If you want drivers of the road have more police out to catch people on there phones or driving dangerously. I even caught one of your council workers driving along South Bar on his phone not paying attention to the road in a council vehicle. These proposals should be thrown out and any other idiotic idea you lot seem to have. Instead invest in the infrastructure for the surroundings area's and fix the damn potholes and paint the lines!</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o59) Local resident, (Banbury, Not applicable)</p> | <table border="1"> <tr> <td data-bbox="573 1254 1357 1318">A361 Southam Road – Object</td> <td data-bbox="1357 1254 2110 1318">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="573 1318 1357 1372">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1318 2110 1372">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| | Its not needed, its not wanted. How can you try to enforce a 20mph zone when you can still drive at 30mph legally?? | | | | |
| (o60) Member of public, (Banbury, Orchard Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>The roads already get bad traffic at peak times and implementing the 20mph will only cause more delay and quite frankly the 20mph roads should only be in residential areas such as roads within Bretch Hill/Hanwell fields, reason being the roads aren't all long enough, nor wide enough or even straight and full of bends, so slower speed limits make sense but certainly not Warwick road, main roads and the areas discussed.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o61) Local resident, (Banbury, Oxford Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>I object to the proposals as, having read the evidence for 20mph limits on safety grounds, I feel the benefits do not apply in this area and there are many other initiatives which have a better safety benefit. Improved signage, barriers, tree maintenance and road repairs offer more benefit and less frustration for locals.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o62) Local resident, (Banbury, Oxford Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Not necessary, too slow.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o63) Local resident, (Banbury, Oxford Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | Not at all necessary for this to be a 20mph zone. Already major issues with congestion at rush hour times as it is! I do not want to be stuck in any more traffic on my way to and from work than I already have to! | |
| (o64) Local resident, (Banbury, Park Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | Creating even more traffic | |
| (o65) Local resident, (Banbury, Pitmaston close) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | No through routes should be restricted below 30mph | |
| (o66) Local resident, (Banbury, Prospect Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | There is no need to reduce the limit especially as it is not policed in area already at 20. | |
| (o67) Local resident, (Banbury, Queens road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |

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|--|---|-----------------------------------|-----------------------------------|---|-----------------------------------|
| | Not necessary. | | | | |
| (o68) Local resident, (Banbury, Queensway) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>The town is already grinding to a halt due to insufficient access to motorway and everytime there is an accident Banbury grinds to a halt. Spend the money on keeping trees & hedges cut back which obscure traffic signs & lights and make exiting junctions difficult. The coroners report relates to an old man crossing at a pelican crossing before it was safe to do so and the traffic lights were obscured by a tree branch - IT WAS NOT SPEED RELATED so stop using this to justify these ludicrous 20mph speed limits - next you will be insisting that someone with a flag walks in front of every car - stop wasting our tax money on these mindless schemes</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o69) Local resident, (Banbury, Rose Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Is pointless, a massive waste of the budget.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o70) Local resident, (Banbury, Ruskin Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>It is unnecessary and will likely cause more delays to an already high traffic area.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o71) Local resident, (Banbury, Sansbury Drive) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| I am objecting because I would rather the council spend money on other road safety measures in the town. | | |
| (o72) Local resident, (Banbury, Sir Henry Jake Close) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| These changes are an unnecessary waste of public money as the current speed limits are not an issue. You need to understand though that whatever objection local residents have I have no confidence that you will listen to them and instead you will plow ahead anyway like every other consultation on speed limits. | | |
| (o73) Local resident, (Banbury, South Bar) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>As a local resident living by the South Bar street, I think it is rather waste of money to introduce 20mph limit. The roads in question are usually just too busy to travel more than 20-30mph, due to traffic and plenty of signals. Drivers who adhere to current limit of 30mph would be aware and careful when driving, people who are driving faster ignoring current limits of 30mph will ignore new limits too.</p> <p>Often last evenings/nights (11pm-2am) I can hear cars revving and speeding up down the road - new limits won't change that behaviour. Not to mention new limit might impact the, already slow/late bus services that will be even slower.</p> <p>Instead of pointless lowering the limit and spending money on new signage that will end up frustrating drivers and bring no benefit otherwise, I think council should focus on enforcing existing 30mph first - having lower limits without existing enforcement is rather pointless.</p> <p>If council is worried about the traffic in central Banbury, maybe you should consider different measures, for example completely blocking through-traffic on the North Bar/Horse Fair, directing main traffic in Banbury through A4260 (near</p> | | |

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| | <p>Morrisons - Spiceball Leisure Centre) & Hennef Way. I think it would bring more benefits as it keeps traffic moving faster through less residential area.</p> | | | | | |
| <p>(o74) Local resident, (Banbury, Southam Road)</p> | <table border="1" data-bbox="577 339 2107 467"> <tr> <td data-bbox="577 339 1359 400">A361 Southam Road – Object</td> <td data-bbox="1359 339 2107 400">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 400 1359 467">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 400 2107 467">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 502 2107 571">There is no requirement for these to be 20 mph unless accidents have been happening whereby a person has had a collision and subsequently died due to the collision.</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o75) Local resident, (Banbury, Station approach)</p> | <table border="1" data-bbox="577 638 2107 766"> <tr> <td data-bbox="577 638 1359 699">A361 Southam Road – Object</td> <td data-bbox="1359 638 2107 699">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 699 1359 766">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 699 2107 766">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 801 2107 869">Most vehicles struggle to drive smoothly at 29moh. Limited driving doesn't work and the speed just makes traffic worse</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o76) Local resident, (Banbury, Sussex drive)</p> | <table border="1" data-bbox="577 936 2107 1064"> <tr> <td data-bbox="577 936 1359 997">A361 Southam Road – Object</td> <td data-bbox="1359 936 2107 997">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 997 1359 1064">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 997 2107 1064">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1099 2107 1134">More dangerous than 30mph limit</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o77) Member of public, (banbury, sussex drive)</p> | <table border="1" data-bbox="577 1197 2107 1324"> <tr> <td data-bbox="577 1197 1359 1257">A361 Southam Road – Object</td> <td data-bbox="1359 1197 2107 1257">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1257 1359 1324">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 1257 2107 1324">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1359 2107 1388">it will increase congestion !!!!!</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| (o78) Local resident, (Banbury, Sycamore Drive) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>For the most part 20 mph signs are ignored by drivers. 30 mph is slow enough, especially as vehicles have much better brakes and stopping times than they used to.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o79) Local resident, (Banbury, The fairway) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Increase in traffic in an already over populated poorly maintained roads where traffic is regually jammed. Slowing the traffic will increase road rage for those travelling the correct speed.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o80) Local resident, (Banbury, The Fairway) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Will cause more traffic and increase commuting time, will no have any meaningful impact on road safety, it's unenforceable and a severe waste of public funds.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o81) Local resident, (Banbury, valley road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| | these roads are fine and safe as they are already. this is council doing however it pleases disregarding the voices of people who live in banbury | | | | |
| (o82) Local resident, (Banbury, Vincent way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>There are much more pressing issues to be dealt with on the roads in the banbury area rather than pointless speed limits by a council that clearly hasn't grasped the real problems at hand. Drainage, maintenance of trees, potholes, poor design of junctions/roads are bigger issues in my view</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o83) Local resident, (Banbury, Warkworth close) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>I object as the accident in question being used to railroad this change was an accident. No car driver can be expected to account for a person to just step into a road, especially is they are appearing to wait at a pedestrian crossing. This is another of the anti car policies that will drive business away from Banbury and force traffic onto ratruns that will overtake make travel more dangerous for everyone.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o84) Local resident, (Banbury, Warwick road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Object</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o85) Local resident, (Banbury, Warwick Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Traffic and congestion in these areas are already near unbearable and lowering the speed limit is only going to exacerbate the situation. |
| (o86) Local resident, (Banbury, Warwick road) | A361 Southam Road – Object | A361 Bloxham Road – Object | Lowering the speed limit will invite the idiots to perform dangerous manoeuvres and cause even more trouble. This has already been objected to once, why is it up for consultation again? |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |
| (o87) Local resident, (Banbury, warwick road) | A361 Southam Road – Object | A361 Bloxham Road – Object | Its just not needed. Most cars have superb brake systems and intelligent cameras. Super soft crumple zones. We cant wrap everyone up in cotton wool and for OCC to react to one death in 2023 by imposing all this nonsense is crazy. Its also very, very bad for the environment as cars engine mapping is not designed for such slow speeds. A lower limit will not be policed as there is no money spare. There are many things that the council can do to ensure safer roads, this is definitely not one of them. And you are wasting more public money revisiting something that has already been objected to. |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |
| (o88) Local resident, (Banbury, Waterloo Drive) | A361 Southam Road – Object | A361 Bloxham Road – Object | This will cause slower traffic more traffic jams and increased pollution. a single incident involving fatalities is insufficient evidence to reduce speed limits for everyone. the need for speed reduction is poorly evidenced. Alo the |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |

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| | last time Oxfordshire highways reduced speed limits they spent hundreds of thousands of pounds. The money you are spending on this ill conceived and unnecessary exercise would be better spent fixing potholes which are rampant in Banbury. Do your jobs properly spend the money on maintaining the highways and stop wasting money on nonsense such as reducing speed limits and changing all the speed limits signs costing taxpayers thousands. | | | | | |
| (o89) Local resident, (Banbury, Waterloo Drive) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>The speed limit in these areas are fit for purpose and do not require amending. Lowering the speed limit will cause further congestion especially at peak times and will hinder the passage of emergency vehicles especially fire engines and thus in fact endanger lives not save them. Is this more to do with the increased revenue the council could obtain from speeding fines despite the obvious cost of changing the speed limit signs and road painted speed limit signs at a time when councils are pleading poverty</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o90) Local resident, (Banbury, West Bar Street) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>These roads are the main transit conduits through the town centre. There is good visibility as the roads are straight so risks are clearly visible. The named streets are not residential in nature and thus the risk of children at play is considerably low also. The 20mph limit on west bar seems to have only encouraged speeding.</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o91) Local resident, (Banbury, Westminster Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>As already witnessed on the roads with these speed limits in Banbury, the speed limits will not be adhered too, cars will drive dangerously to overtake anyone sticking to the speed limits causing more accidents. Slower speed causes more pollution on already polluted and congested roads in Banbury. Wasting money on implementing the new traffic</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| | <p>laws is untenable, when our roads are in a terrible state and near repair. The money would be better spent promoting and investing in a cheaper and more efficient public transport system.</p> | |
| <p>(o92) Local resident, (Banbury, Westminster way)</p> | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>Complete waste of money when far more important problems need solving, the state of the roads are appalling. This will not solve the problem it will just move it elsewhere. Why not invest in public transport. Having recently travelled by public transport through large parts of Europe, England lags behind many countries.</p> | |
| <p>(o93) Local resident, (Banbury, Whimbrel Way)</p> | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>20 MPH not necessary bad enough as it is</p> | |
| <p>(o94) Local resident, (Banbury, Winchester Close)</p> | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>Disagree that lower speed limits are useful or necessary at any of these places. There are many issues with banbury road infrastructure where the money could be put to much better use than lowering speed limits, and probably have a larger impact on road safety- potholes, constant gridlock, lack of bypass/additional m40 junction, signs blocked by vegetation- just to name a few. I strongly object to budgets being spent on speed limits when other issues need addressing</p> | |

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| (o95) Local resident, (Banbury, Withycombe drive) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| To slow for these roads. Ridiculous speed. Traffic is bad enough without making it even slower. | | |
| (o96) Local resident, (Banbury, Wren Crescent) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| 20 mph is stupid and an utter waste of taxpayers money. If it isn't broke don't fix it | | |
| (o97) Local resident, (Banbury, Wykham place) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| Wrong choice of roads | | |
| (o98) Local resident, (Banbury, Yarrow Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| Traffic is a large factor. Most areas that have enacted a 20mph - especially across Wales, have now removed that decision. The money spent on lowering the speed limits could be better spent making the roads safer for use by ensuring marking are up to date, the visibility is good, that obstructions and poor parking are removed and that potholes and poor surfaces are repaired. | | |

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| <p>(o99) Member of public, (Banbury, 6 longworth close)</p> | <table border="1" data-bbox="577 228 2107 352"> <tr> <td data-bbox="577 228 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 228 2107 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2107 352">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 387 2107 422">Unnecessary</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o100) Local resident, (Banbury, A street)</p> | <table border="1" data-bbox="577 489 2107 614"> <tr> <td data-bbox="577 489 1357 550">A361 Southam Road – Object</td> <td data-bbox="1357 489 2107 550">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 550 1357 614">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 550 2107 614">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 649 2107 751">I could understand a timed restriction on the Bloxham road by Harriers but apart from that I see no need for it. How is it going to improve anything? If you want to improve things for people. Try looking at you can reduce cars in Banbury Town Centre. IE a motorway junction south of the town, a link road from the motorway to the Bloxham Road.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o101) Local resident, (Banbury, Abbey road)</p> | <table border="1" data-bbox="577 821 2107 946"> <tr> <td data-bbox="577 821 1357 882">A361 Southam Road – Object</td> <td data-bbox="1357 821 2107 882">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 882 1357 946">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 882 2107 946">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 981 2107 1016">It will make more congestion on the roads traffic is at a standstill now at rush hour.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o102) Local resident, (Banbury, Addison Road)</p> | <table border="1" data-bbox="577 1083 2107 1208"> <tr> <td data-bbox="577 1083 1357 1144">A361 Southam Road – Object</td> <td data-bbox="1357 1083 2107 1144">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1144 1357 1208">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1144 2107 1208">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1243 2107 1310">No need for these reductions... Just enforce the 30mph limits around the town, especially in the evenings!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| <p>(o103) Local resident, (Banbury, Austin Drive)</p> | <table border="1"> <tr> <td data-bbox="577 225 1357 284">A361 Southam Road – Object</td> <td data-bbox="1357 225 2107 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1357 343">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 284 2107 343">B4100 Oxford Road – Object</td> </tr> </table> <p>I believe 30 mph is a safe enough speed ,travelling on 20 mph roads and being overtaken by an electric scooter and a racing bike , shows it's laughable.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o104) Local resident, (Banbury, Austin Drive)</p> | <table border="1"> <tr> <td data-bbox="577 555 1357 614">A361 Southam Road – Object</td> <td data-bbox="1357 555 2107 614">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 614 1357 673">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 614 2107 673">B4100 Oxford Road – Object</td> </tr> </table> <p>This is the same proposal that was rejected by two thirds of the local people before. This is a waste of tax payers money trying to impose something not wanted by the local voters</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o105) Local resident, (Banbury, Banbury)</p> | <table border="1"> <tr> <td data-bbox="577 847 1357 906">A361 Southam Road – Object</td> <td data-bbox="1357 847 2107 906">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 906 1357 965">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 906 2107 965">B4100 Oxford Road – Object</td> </tr> </table> <p>30 mph is safe enough</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o106) Local resident, (Banbury, Banesberie)</p> | <table border="1"> <tr> <td data-bbox="577 1114 1357 1173">A361 Southam Road – Object</td> <td data-bbox="1357 1114 2107 1173">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1173 1357 1232">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1173 2107 1232">B4100 Oxford Road – Object</td> </tr> </table> <p>More 20mph won't make the difference especially as they are not enforced. Will make traffic worse and more pollution with slow traffic</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| <p>(o107) Local resident, (Banbury, Bath rd)</p> | <table border="1" data-bbox="577 226 2105 351"> <tr> <td data-bbox="577 226 1357 287">A361 Southam Road – Object</td> <td data-bbox="1357 226 2105 287">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 287 1357 351">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 287 2105 351">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 386 2105 456">The 20 mph is not needed at all only outside schools etc all it dose is piss most people off and frustrated drivers are getting overtaken by cyclists</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o108) Local resident, (Banbury, Bloxham rd)</p> | <table border="1" data-bbox="577 523 2105 647"> <tr> <td data-bbox="577 523 1357 584">A361 Southam Road – Object</td> <td data-bbox="1357 523 2105 584">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 584 1357 647">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 584 2105 647">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 683 2105 788">There is absolutely no need to impose this speed limit on main roads through Banbury, the amount of traffic already controls the speed, You have already consulted the people of Banbury and are now ignoring the result of the last consultation I am sick of you wasting our council tax.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o109) Local resident, (Banbury, Bloxham Rd)</p> | <table border="1" data-bbox="577 852 2105 976"> <tr> <td data-bbox="577 852 1357 912">A361 Southam Road – Object</td> <td data-bbox="1357 852 2105 912">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 912 1357 976">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 912 2105 976">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1011 2105 1050">Unnecessary and a flawed idea</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o110) Local resident, (banbury, Bloxham road)</p> | <table border="1" data-bbox="577 1117 2105 1241"> <tr> <td data-bbox="577 1117 1357 1177">A361 Southam Road – Object</td> <td data-bbox="1357 1117 2105 1177">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1177 1357 1241">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1177 2105 1241">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1276 2105 1340">pointless, no real need to slow everything down more than it needs to on main roads, more traffic then there already is especially during school runs, bloxham road is usually slow most mornings due to school parking and HGVs struggling</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| | to go past with these cars parked there (approaching the bottom of bloxham road before oxford road) If it isn't broken why change it..... | | | | | |
| (o111) Local resident, (Banbury, Britannia Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | There is no need for ot |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o112) Local resident, (Banbury, Broughton) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Traffic is already slow and heavy around Banbury and 20mph is unnecessary- 30mph is a good compromise |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o113) Local resident, (Banbury, Browning Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Because 30mph has worked just fine for years no accidents in this area involving pedestrians. Money better spent on maintaining the roads / pavement |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o114) Local resident, (Banbury, Bullers street) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Not necessary and proven to produce more emissions. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| <p>(o115) Local resident, (Banbury, Centre Street)</p> | <table border="1"> <tr> <td data-bbox="571 225 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 225 2105 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="571 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2105 352">B4100 Oxford Road – Object</td> </tr> </table> <p>They are completely unnecessary and an utter waste of public money. The proposed speed limit is far too low given the width of the road and the suitable footpaths that run along the length of the roads. These are not a narrow lanes devoid of pedestrian crossings, they are safe roads for all users - 20mph is absurd and will slow buses down resulting in even longer journeys. Working speed cameras at the current limit works be far more effective as the accidents that do occur are due to people breaking the current limits. The limits are fine as they are.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o116) Local resident, (Banbury, Chatsworth Drive)</p> | <table border="1"> <tr> <td data-bbox="571 624 1357 687">A361 Southam Road – Object</td> <td data-bbox="1357 624 2105 687">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="571 687 1357 751">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 687 2105 751">B4100 Oxford Road – Object</td> </tr> </table> <p>The 30mph is perfectly adequate</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o117) Local resident, (Banbury, Claydon Close)</p> | <table border="1"> <tr> <td data-bbox="571 884 1357 948">A361 Southam Road – Object</td> <td data-bbox="1357 884 2105 948">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="571 948 1357 1011">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 948 2105 1011">B4100 Oxford Road – Object</td> </tr> </table> <p>Totally unnecessary. I have no issue whatsoever that 20 mph should be on housing estates, but there is no need for these draconian rules to be put onto people who do not want them. There are far better ways to spend the money you have set aside to impose this rule, such as repairing the roads. You are pursuing your OWN agenda here not the wishes of the local population. You will listen to the minority because they sing your tune. The last I checked we live in a democracy not a council led dictatorship. If you believe in democracy and listening to what the majority wish, then this waste of money scheme will be scrapped, but I fear this will fall on deaf ears.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o118) Local resident, (Banbury, Cromwell)</p> | <table border="1"> <tr> <td data-bbox="571 1326 1357 1390">A361 Southam Road – Object</td> <td data-bbox="1357 1326 2105 1390">A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| There is no evidence to support the requirement for a 20mph limit. How many pedestrians have been seriously injured or killed within these areas to warrant a reduction. | | |
| (o119) Local resident, (Banbury, Cromwell road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| The traffic congestion is awful as it is around banbury, by changing the speeds to a lower amount is only going to add to this problem | | |
| (o120) Local resident, (Banbury, Crouch street) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| I am a local resident living in the town centre. There is already way too much traffic! On rush hour, and most time there are many cars, that they are already doing less than 20 mph. You also have huge trucks and construction vehicles passing through the town - which is dangerous? Also, have you not seen deddington 20 mph? Well, the traffic there is horrendous? And also, people are not abiding the speed limits already. You have 20 mph on most side streets in Banbury, and I have many motorists going >20 mph. Firstly, ensure you can have motorists abide the current speed limits, and fill the pot holes - road conditions are not great. Maybe, then consider implementing any further speed limits! | | |
| (o121) Local resident, (Banbury, EDINBURGH WAY) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| A361 North & South Bar/Horsefair– Object B4100 Oxford Road – Object | | |

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| | Increased pollution, cars hardly move any faster than 30 mph anyway due to traffic, 20 mph speed limit are not observed anyway, see 20mph speed limit outside NOA, so why bother with "improvements" that are nothing more than an exercise in futility. Focus on repairing the roads, cutting overgrown greenery, rather than introducing pointless speed limits | | | | | |
| (o122) Local resident, (Banbury, Harewood Road.) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | I object as I feel this will curtail people shopping and business. I visit the town and gateway most days and feel that this be a deterrent to residents to go anywhere to spend money at all. Banbury will become a ghost town. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o123) Local resident, (Banbury, Hereford Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Have you ever driven down those roads, you can barely get over 20 most days anyway. Complete and utter waste of money |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o124) Local resident, (Banbury, Hightown) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | I think 20mph limits are unnecessary on these roads, |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o125) Local resident, (Banbury, Hightown Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| | Waste of resources | | | | | |
| (o126) Local resident, (Banbury, Hightown Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>These roads are quite busy with traffic and will cause congestion if it becomes 20 zone</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o127) Local resident, (Banbury, Hillside Close) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>20mph speed limits are not necessary! The town does not need anymore needless traffic, it already takes too long to get from one side to the other at any time of day!</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o128) Local resident, (Banbury, Jarvis circle) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Complete waste of money. No one wants the 20 MPH anywhere in Banbury with exceptions being school areas during school hours. With the safety features on most vehicles now along with quicker stopping distances the speed limit on certain roads if anything should be increased. More congestion, more pollution, more cost.</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o129) Local resident, (Banbury, Kenilworth Way) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| | All of the 20mph speed limits in Banbury at the present time, most motorists take no notice of them. I drive a company vehicle which is speed tracked. I have to drive at 20mph and find it dangerous because everybody wants to overtake you. Unless you put up speed cameras along every road proposed, I believe it will be a waste of time. Around schools I agree. 20mph for modern vehicles is too slow. You can end up doing damage to your engine at this speed. | | | | | |
| (o130) Local resident, (Banbury, Kingsway) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | No need to change it from its current speed limit. 20 Mph can be v difficult to keep to. Is it because OCC want more speed fines? Money could be better spent on tree pruning so you can see road signs, fixing pot holes and making the road surfaces better, as well as cleaning drains to flooding roads. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o131) Local resident, (Banbury, Lawrence Close) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | Do the other things causing the fatality .. ie. cutting obscuring trees from signs and lights, cleaning debris, filling potholes instead. |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o132) Local resident, (Banbury, Lower Cherwell Street) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | There are enough traffic calming obstacles already reducing to 20mph will just increase congestion and air pollution |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o133) Local resident, (Banbury, Lunnun Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>This is an absolute waste of public money. There are people who do not agree or abide with the 20mph speed limits already in place (I am one who strongly objects) why bother wasting more money that we do not have on road signs for people to ignore.</p> <p>STOP WASTING OUR MONEY!</p> | | |
| (o134) Local resident, (Banbury, N/a) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>The current speed limit is perfectly fine for the type of road. Reducing it would cause more traffic.</p> | | |
| (o135) Local resident, (Banbury, Newland road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>20 mph limit is unnecessary</p> | | |
| (o136) Local resident, (Banbury, No thanks) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>There is no need for these speed limits. Town is already congested enough. Are you going to change the timings of the traffic lights to allow for more cars to go through at once? Traffic on the Southam road in both directions is ridiculous enough already this will cause further delays and cause more financial burden on the council unnecessarily. Use the money to fix all the pot holes!</p> | | |

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| <p>(o137) Local resident, (Banbury, North Street)</p> | <table border="1" data-bbox="577 226 2107 347"> <tr> <td data-bbox="577 226 1357 284">A361 Southam Road – Object</td> <td data-bbox="1357 226 2107 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1357 347">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 284 2107 347">B4100 Oxford Road – Object</td> </tr> </table> <p>The focus for Banbury roads right now needs to be the quality and maintenance of the roads. All over town potholes continue to plague drivers, road markings need to be made more visible, and enforcement of current limits need enforcing. Fix what's at fault first before making more changes</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o138) Local resident, (Banbury, Osterley Grove p)</p> | <table border="1" data-bbox="577 590 2107 711"> <tr> <td data-bbox="577 590 1357 647">A361 Southam Road – Object</td> <td data-bbox="1357 590 2107 647">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 647 1357 711">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 647 2107 711">B4100 Oxford Road – Object</td> </tr> </table> <p>This is unnecessary as the traffic crawls anyway, especially during school term time. Fixing pot holes would be a better financial usage. Especially on the Southam Road</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o139) Local resident, (Banbury, Parsons street)</p> | <table border="1" data-bbox="577 887 2107 1008"> <tr> <td data-bbox="577 887 1357 944">A361 Southam Road – Object</td> <td data-bbox="1357 887 2107 944">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 944 1357 1008">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 944 2107 1008">B4100 Oxford Road – Object</td> </tr> </table> <p>It is stupid, there is no reason to lower the speed limits!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o140) Local resident, (Banbury, Pinhill Road)</p> | <table border="1" data-bbox="577 1149 2107 1270"> <tr> <td data-bbox="577 1149 1357 1206">A361 Southam Road – Object</td> <td data-bbox="1357 1149 2107 1206">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1206 1357 1270">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1206 2107 1270">B4100 Oxford Road – Object</td> </tr> </table> <p>1 accident doesn't mean speed is to blame. You can't eradicate accidents. Where do the reductions end?</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| <p>(o141) Local resident, (Banbury, Prefer not to say)</p> | <table border="1"> <tr> <td data-bbox="577 225 1357 284">A361 Southam Road – Object</td> <td data-bbox="1357 225 2110 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1357 343">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 284 2110 343">B4100 Oxford Road – Object</td> </tr> </table> <p>The policy is a waste of Tax payers money that instead of paying to change signs could be used to fix roads or fund schools, help the NHS, fund new programs for training GPs, open a new GP surgery</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o142) Local resident, (Banbury, Riley)</p> | <table border="1"> <tr> <td data-bbox="577 520 1357 579">A361 Southam Road – Object</td> <td data-bbox="1357 520 2110 579">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 579 1357 638">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 579 2110 638">B4100 Oxford Road – Object</td> </tr> </table> <p>20mph makes no sense in these areas apart from causing confusion & congestion, if you feel the need to implement these stupid ideas do it out side schools & other higher risk areas.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o143) Local resident, (Banbury, Riley Drive)</p> | <table border="1"> <tr> <td data-bbox="577 815 1357 874">A361 Southam Road – Object</td> <td data-bbox="1357 815 2110 874">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 874 1357 933">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 874 2110 933">B4100 Oxford Road – Object</td> </tr> </table> <p>As usual Councillor Gant trying to enforce 20mph throughout the county and ignoring local opinion! The plan needs to be thrown out until Banbury has a better road infrastructure to take traffic away from the area concerned. Ring road, bypass south of the town to M40 away to take traffic away, M40 junction at Hardwick Hill and Aynho, bypass round the west and North of Banbury. Sort the real traffic issues before bringing in l'll thought schemes that will get approval automatically ignoring locals. Banbury is not Oxford!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o144) Local resident, (Banbury, Sir Henry Jake close)</p> | <table border="1"> <tr> <td data-bbox="577 1214 1357 1273">A361 Southam Road – Object</td> <td data-bbox="1357 1214 2110 1273">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1273 1357 1332">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1273 2110 1332">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| | <p>I find the new limits increase congestion and travel time, they also cause drivers to get frustrated causing road rage and reckless driving</p> | | | | | |
| <p>(o145) Local resident, (Banbury, South bar street)</p> | <table border="1" data-bbox="577 339 2107 464"> <tr> <td data-bbox="577 339 1357 400">A361 Southam Road – Object</td> <td data-bbox="1357 339 2107 400">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 400 1357 464">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 400 2107 464">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 504 2107 635">This has already been debated and received negative feedback. The roads listed in tis proposal are trunk roads through Banbury that handle large volumes of traffic, there are already many traffic calming measures, bike lanes, and pedestrian crossings, there is no need for yet another 20mph limit, stop wasting the public resources on proposals we don't want or need</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o146) Local resident, (Banbury, The magnolias)</p> | <table border="1" data-bbox="577 707 2107 831"> <tr> <td data-bbox="577 707 1357 767">A361 Southam Road – Object</td> <td data-bbox="1357 707 2107 767">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 767 1357 831">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 767 2107 831">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 866 2107 933">Totally unnecessary....not wanted.. cars do not operate efficiently at 20mph and use more fuel which harms the environment</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o147) Local resident, (Banbury, Thyme close)</p> | <table border="1" data-bbox="577 1002 2107 1126"> <tr> <td data-bbox="577 1002 1357 1062">A361 Southam Road – Object</td> <td data-bbox="1357 1002 2107 1062">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1062 1357 1126">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1062 2107 1126">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1161 2107 1260">Completely unnecessary and wasteful expense of taxpayers funds. This doesn't increase safety, it contributes to already worse traffic problems. STOP MAKING DECISIONS ON OUR TOWN, YOUVE NO RIGHT, YOU DONT EVEN FUCKING LIVE HERE</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| <p>(o148) Local resident, (Banbury, Warwick rd)</p> | <table border="1"> <tr> <td data-bbox="577 225 1359 284">A361 Southam Road – Object</td> <td data-bbox="1359 225 2110 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1359 343">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 284 2110 343">B4100 Oxford Road – Object</td> </tr> </table> <p>That not help for safety , proitet need first repairs all damage roads!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o149) Local resident, (Banbury, Warwick Road)</p> | <table border="1"> <tr> <td data-bbox="577 486 1359 545">A361 Southam Road – Object</td> <td data-bbox="1359 486 2110 545">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 545 1359 604">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 545 2110 604">B4100 Oxford Road – Object</td> </tr> </table> <p>Cars aren't designed to travel at 20mh or below. You have to stay in a lower gear and this adds to emissions. Also slower traffic adds to congestion.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o150) Local resident, (Banbury, Westminster Way)</p> | <table border="1"> <tr> <td data-bbox="577 783 1359 842">A361 Southam Road – Object</td> <td data-bbox="1359 783 2110 842">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 842 1359 901">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 842 2110 901">B4100 Oxford Road – Object</td> </tr> </table> <p>Whilst there has been a fatal accident in 2023, this has not happened since, or before hand. Reducing the speed limit is a knee jerk reaction that is not required as 99.9% of journeys on the roads mentioned have been made safely and with out incident.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o151) Local resident, (Banbury, Winchelsea Close)</p> | <table border="1"> <tr> <td data-bbox="577 1114 1359 1173">A361 Southam Road – Object</td> <td data-bbox="1359 1114 2110 1173">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1173 1359 1232">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1359 1173 2110 1232">B4100 Oxford Road – Object</td> </tr> </table> <p>Banbury suffers from traffic gridlock at the best of times especially on the main roads in and around town. Slowing traffic on the suggested routes will cause back up of the traffic and even more frustrating congestion. So any interference with the traffic flow ie lower speed limits will virtually bring the town to a standstill on critical routes.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| | Therefore I strongly object. As a footnote. How many cars take notice of the 20mph speed limit on the Warwick Road from the Orchard Way roundabout to the traffic lights? I think the same will happen if 20mph is introduced on the other routes. | | | | | | | | | |
| (o152) Local resident, (Banbury, Windmill Close) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |
| | Premise for the changes is flawed. | | | | | | | | | |
| (o153) Local resident, (Banbury, Wood end) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |
| | These roads are wide with crossings on them for pedestrians. They are a main thoroughfare through the town, on busy days the traffic flows adequately. There are no good reasons to reduce the limits to 20 except maybe a knee jerk reaction to a late night traffic accident with a pedestrian whereby the driver was exceeding 30? | | | | | | | | | |
| (o154) Local resident, (Banbury, Woodgreen ave) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |
| | I only agree that 20 should be endorsed during school hours | | | | | | | | | |
| (o155) Local resident, (Banbury, Woodgreen Avenue) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | | | | | |

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| | <p>Traffic progress through Banbury is already a joke ! 7.5 tonne weight limits have been set through Orchard way , Woodgreen Avenue and Queensway ! None or which are observed or enforced ! All that will happen is that through traffic will use this as a. Rat run even more ! This in turn puts residents and school children at even more risk !</p> <p>If traffic is at least allowed to progress through the centre at a reasonable speed I.e. 30 mph it may not add to problems elsewhere in the town !</p> <p>I don't really expect my views to be taken into consideration as CDC just seem to carry on regardless and totally ignore all views from locals !</p> | | | | | |
| <p>(o156) Local resident, (Banbury, Wykham Lane)</p> | <table border="1" data-bbox="577 600 2107 724"> <tr> <td data-bbox="577 600 1357 660">A361 Southam Road – Object</td> <td data-bbox="1357 600 2107 660">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 660 1357 724">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 660 2107 724">B4100 Oxford Road – Object</td> </tr> </table> <p>Attention should be given to the design of the roads and providing parking off the main roads where applicable rather than simply slow in traffic down. The people who cause problems do not abide by speed limits</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o157) Local resident, (Banbury but travel in & out of Banbury daily., Valley road)</p> | <table border="1" data-bbox="577 893 2107 1018"> <tr> <td data-bbox="577 893 1357 954">A361 Southam Road – Object</td> <td data-bbox="1357 893 2107 954">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 954 1357 1018">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 954 2107 1018">B4100 Oxford Road – Object</td> </tr> </table> <p>The traffic generally is at a standstill in Banbury & rarely gets above 15mph. But at certain times through the day when traffic is less why are we expected to crawl along at 20mph. Traffic needs to keep flowing which I agree within a safe speed but keeping to 20 mph must be extremely difficult for heavier vehicles such as lorries, buses etc. unfortunate as it was the gentleman stepping on to the road & not waiting for the red light we should not have all the roads leading in & out of Banbury at 20mph. The young lady who very unfortunately hit this gentleman who stepped out on to the road was within the speed limit. So speed has nothing to do with this incident.</p> | | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| <p>(o158) Local resident, (Banbury town centre, Britannia road)</p> | <table border="1" data-bbox="577 225 2105 349"> <tr> <td data-bbox="577 225 1357 285">A361 Southam Road – Object</td> <td data-bbox="1357 225 2105 285">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 285 1357 349">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 285 2105 349">B4100 Oxford Road – Object</td> </tr> </table> <p>We are teaching people to walk out into the road without looking. You are not dealing with real safety issues on the roads like pot holes uneven roads. Street parking where it shouldn't be. People on illegal scooters riding on the roads darting out in front of cars. People cycling the wrong way down one way roads. We need to improve people's behaviour. No one does 20mph in the 20 zones and when I do they get frustrated by me observing the rules of the road. There is no point in introducing more 20mph roads. In the past week I've had a lady walk out into the road reading a book, another walking along the road eating her meal with no effort to get out of the road. Education is needed not more 20mph</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o159) As part of a group/organisation, (Banbury work. Byfield home, Mewburn Riad Banbury. Driving test centre)</p> | <table border="1" data-bbox="577 691 2105 815"> <tr> <td data-bbox="577 691 1357 751">A361 Southam Road – Object</td> <td data-bbox="1357 691 2105 751">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 751 1357 815">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 751 2105 815">B4100 Oxford Road – Object</td> </tr> </table> <p>If you drive to the road conditions it's really not necessary to change speed limits. There's so much traffic on the roads it's hard to go above 30mph already and dropping it to 20mph will mean everything will back up and will take ages to move through the town which will increase pollution and driver's frustration.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o160) Local resident, (Banbury, Easington, Bidwell Road)</p> | <table border="1" data-bbox="577 1023 2105 1147"> <tr> <td data-bbox="577 1023 1357 1083">A361 Southam Road – Object</td> <td data-bbox="1357 1023 2105 1083">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1083 1357 1147">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1083 2105 1147">B4100 Oxford Road – Object</td> </tr> </table> <p>Whilst I understand that these proposals are put forward on safety grounds, the incident concerns an elderly gentleman crossing against a red man signal. There is no actual evidence that a slower speed would have resulted in a better outcome. I feel that this proposal is more motivated by their political agenda. There are many existing road safety features that the council are not maintaining adequately, road markings, sign visibility etc. Where are the plans to educate pedestrians on their responsibilities?</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| <p>(o161) Local resident, (Banbury, Oxfordshire, Hardwick Hill)</p> | <table border="1" data-bbox="577 228 2107 352"> <tr> <td data-bbox="577 228 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 228 2107 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2107 352">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 387 2107 560">It is already a nightmare trying to get through Banbury town centre as it is. When traffic is bad it can take up to x3 as long to travel through the small town. Implementing 20mph speed limits will make this a reality all the time. I work for the police so I understand safety but it seems completely unnecessary to makes this wide stretch of road 20mph. Additionally, money and time will be spent of this project only for people to ignore it anyway. This money should really be spent on creating additional ways to get through the town to reduce congestion.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o162) Local resident, (Bloxham, A361)</p> | <table border="1" data-bbox="577 627 2107 751"> <tr> <td data-bbox="577 627 1357 687">A361 Southam Road – Object</td> <td data-bbox="1357 627 2107 687">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 687 1357 751">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 687 2107 751">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 786 2107 887">This consultation fails to provide any substantive justification or impact analysis relating to the proposed reduction in speed limit. This is a major arterial route through Banbury and journey times have already increased significantly as a result of the imposition of 20mph speed limits in Banbury and the surrounding villages.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o163) Local resident, (Bloxham, A361)</p> | <table border="1" data-bbox="577 957 2107 1082"> <tr> <td data-bbox="577 957 1357 1018">A361 Southam Road – Object</td> <td data-bbox="1357 957 2107 1018">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1018 1357 1082">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1018 2107 1082">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1117 2107 1182">If safety is the reason for implementing these limits, then maybe start with actually making the roads safer by fixing potholes, cutting back trees and bushes that obscure junctions and sort the drainage out</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o164) Local resident, (Bloxham, A361)</p> | <table border="1" data-bbox="577 1254 2107 1378"> <tr> <td data-bbox="577 1254 1357 1315">A361 Southam Road – Object</td> <td data-bbox="1357 1254 2107 1315">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1315 1357 1378">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1315 2107 1378">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| | A 20mph speed limit will create even more congestion and significantly increase commuting times. | | | | |
| (o165) Local resident, (Bloxham, Bloxham road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Completely unnecessary, increased pollution, road network insufficient for the slower traffic flow. No benefits whatsoever</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o166) Local resident, (Bloxham, Bloxham road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Completely pointless, waste of money. This is a main road. It will significantly increase congestion and impede traffic flow. There are many other ways the money could be spent to improve such as ensuring the trees do not obscure signs or the crossing!!</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o167) Local resident, (Bloxham, Cumberland Close) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Banbury and the surrounding areas do not need more speed reductions, they need more infrastructure to support the increased traffic. Maybe a slip road on the Bloxham side for motorway traffic will cut down on a LOT of the congestion and impatient drivers taking risks.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o168) Local resident, (Bloxham, Greenhills Park) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>Since bringing in 20mph restrictions I have noticed a big difference in traffic. Bringing in more roads with this restriction will only make it worse and alot of cars don't seem to take any notice anyway. It's most important by schools and hospitals but that's it. It's unnecessary in other roads. 30mph is sufficient.</p> | | |
| <p>(o169) Local resident, (Bloxham, Milton Road)</p> | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>It is not clear what speed the vehicle was doing in the fatal collision, which led to the coroner's recommendation. This is crucial to know. If the vehicle was in excess of 30mph, then reducing to 20mph will not improve this; changing the number on a sign doesn't stop speeding. The circumstances of the collision are important to note.</p> <p>Secondly, it is far too confusing around the town as to what the speed limits are. Some main roads are 30, some 20, but there is no consistency, eg Queensway is 30, but warwick road, equally a main road, is 20 in parts. Drivers need to focus on the road, not trying to guess what the speed limit is.</p> <p>Thirdly, at busy times, you're lucky to get above 10mph on these roads, so a lower limit is pointless. The only time you can do 30 is when it is clear, at which point it is easier for pedestrians to be seen. There are also plenty of crossing points etc for pedestrians.</p> <p>Fourthly, if there is a fatal collision when it is 20mph limit, would we then reduce to 10mph? It seems strange to restrict the traffic so much for one collision (and, yes, one life is one too many, but we're back to the circumstances of the collision).</p> | | |
| <p>(o170) Local resident, (Bloxham, Bloxham grove)</p> | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |

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| | <p>These do not need to be 20mph roads. In peak hours traffic naturally slows traffic down to 20mph and no peak hours, which are outside of school commute times 30mph is slow enough</p> | | | | | |
| (o171) Local resident, (Bloxham, Colegrave) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Makes sense for residential estates but not main through roads</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o172) Local resident, (Bloxham, Milton Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Lower speed limits will increase travel time, increase CO2 emissions, deteriorate vehicle engines, cause longer queues & congestion, impact local businesses & cause frustration to drivers which can eventually lead to road rage. All of this is unwanted!</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o173) Local resident, (Bloxham, Tadmarton Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Unnecessarily slow for a main road. These wide roads have good visibility, good crossings and good pavements throughout.</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| (o174) Local resident, (Bloxham, The avenue) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| | There fine as they are | | | | |
| (o175) Local resident, (Bloxham, The avenue) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Those are main roads through the town. You limit the pace in which cars can move will only further the traffic issues and cause more delays and no doubt more accidents as people adjust speed to suit..</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o176) Local resident, (Bodicote, Cotefield Drive) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>This is an unnecessary and arbitrary suggestion which would cause drivers to concentrate on their speedometers in order to avoid speeding fines rather than being aware of traffic conditions thus endangering other drivers and pedestrians. The volume of traffic on these busy through routes is sufficient for vehicle speed to be kept at a safe level.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o177) Local resident, (Bodicote, Keyser Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Just stop trying to force these ridiculous speed limits on everyone. If you want to positively impact safety on the roads, clean the signs, fill pots holes properly, so they stay repaired and cut back overhanging hedges covering signs.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o178) Local resident, (Bodicote, Seedling Road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>I object the reduction of the speed limit from 30mph to 20mph due to safety reasons. There are plenty of traffic crossings for pedestrians to safely cross these roads at many points without the need for slowing traffic further. The roads are always busy and heavily congested at peak times, by reducing the speed limit, less traffic will be able to flow through the traffic lights causing more congestion through town and increasing the volume of air pollution in the area. I already see people step out to cross the road at non-traffic crossings so by slowing the traffic down to 20mph, your increasing the likely hood that more people will do it creating more chances of near misses/accidents. People should be using the traffic crossings in the correct manner.</p> <p>Perhaps if the council looked at improving the roads to improve traffic flow then this would be less of an issue. Instead, you grant the building of thousands of homes in the area, which brings thousands of more cars into/through town. Worry about fixing the infrastructure and the easing of traffic congestion before slowing all the vehicles down so more of them are stuck at the hundreds of traffic light signals covering a handful of miles.</p> | | |
| (o179) Local resident, (Bodicote, Wards Crescent) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| <p>I am objecting to the proposals as they are completely unnecessary and is a further waste of money which could be spent on other things (like the state of the roads).</p> | | |
| (o180) Local resident, (Bodicote, White Post Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| <p>I am objecting to the 20mph speed limits as it causes a lot more traffic and it takes longer to get to destinations especially during work rush hours. 30mph is a much more reasonable speed limit and has worked for many years.</p> | | |

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| <p>(o181) Local resident, (Bodicote, Broad Gap)</p> | <table border="1"> <tr> <td data-bbox="577 225 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 225 2110 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2110 352">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Traffic in Banbury is already slow due to over development. Imposing 20mph limits will only increase traffic and cause more congestion</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o182) Local resident, (Bodicote, Freemans Road)</p> | <table border="1"> <tr> <td data-bbox="577 520 1357 584">A361 Southam Road – Object</td> <td data-bbox="1357 520 2110 584">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 584 1357 647">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 584 2110 647">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Current speed limits are more than adequate. Individuals will generally drive safely, with only a few that are incapable of doing so. Some drivers won't take any notice of any speed limit, so all you will achieve, is frustrating all the regular drivers with ridiculously low speed limits.</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o183) Local resident, (Bodicote, Goose lane)</p> | <table border="1"> <tr> <td data-bbox="577 847 1357 911">A361 Southam Road – Object</td> <td data-bbox="1357 847 2110 911">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 911 1357 975">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 911 2110 975">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Ridiculous, money could be better spent elsewhere</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o184) Local resident, (Bodicote, Rookery close)</p> | <table border="1"> <tr> <td data-bbox="577 1110 1357 1174">A361 Southam Road – Object</td> <td data-bbox="1357 1110 2110 1174">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1174 1357 1238">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1174 2110 1238">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Another unnecessary 20mph speed limit</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |

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| <p>(o185) Local resident, (Bodicote, Sefton place)</p> | <table border="1" data-bbox="577 228 2107 352"> <tr> <td data-bbox="577 228 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 228 2107 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2107 352">B4100 Oxford Road – Object</td> </tr> </table> <p>The proposed 20 limits are not in locations where pedestrian safety is a concern and therefore are not necessary. The roads and infrastructure in Banbury needs repair, we DO NOT need more pointless 20 limits.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o186) Local resident, (Bodicote, The Rydes)</p> | <table border="1" data-bbox="577 523 2107 647"> <tr> <td data-bbox="577 523 1357 584">A361 Southam Road – Object</td> <td data-bbox="1357 523 2107 584">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 584 1357 647">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 584 2107 647">B4100 Oxford Road – Object</td> </tr> </table> <p>Lowering thd speed limit in these areas will cause more congestion, frustartion and road rage. No benifit to local environment, in fact will worsen air quality</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o187) Local resident, (Bodicote, Wards crescent)</p> | <table border="1" data-bbox="577 818 2107 943"> <tr> <td data-bbox="577 818 1357 879">A361 Southam Road – Object</td> <td data-bbox="1357 818 2107 879">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 879 1357 943">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 879 2107 943">B4100 Oxford Road – Object</td> </tr> </table> <p>We need more police to deter bad driving. Common sense means people drive slower road when busy slow enough. Sad that fatality but not reason enough for 20pmh.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o188) Local resident, (Bodicote Banbury, Walton Close)</p> | <table border="1" data-bbox="577 1114 2107 1238"> <tr> <td data-bbox="577 1114 1357 1174">A361 Southam Road – Object</td> <td data-bbox="1357 1114 2107 1174">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1174 1357 1238">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1174 2107 1238">B4100 Oxford Road – Object</td> </tr> </table> <p>Causes more aggression. Oxford Road works well at 40mph. "If it ain't broke, don't fix it". The frustrated drivers cause dangerous driving. Main roads in centre of town should be 30.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| <p>(o189) Member of public, (Brackley, Banbury riad)</p> | <table border="1"> <tr> <td data-bbox="577 228 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 228 2110 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 288 1357 351">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2110 351">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Better schenes to enhance safety on roads. 20 mph is not good for the main roads</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o190) Local resident, (Brackley, Halse Road)</p> | <table border="1"> <tr> <td data-bbox="577 489 1357 550">A361 Southam Road – Object</td> <td data-bbox="1357 489 2110 550">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 550 1357 612">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 550 2110 612">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Sufficient crossings and infrastructure for pedestrians and cyclists for this not to be needed. Does not consider overall impact this would have on the town.</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o191) Local resident, (Brackley, Prices way)</p> | <table border="1"> <tr> <td data-bbox="577 786 1357 847">A361 Southam Road – Object</td> <td data-bbox="1357 786 2110 847">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 847 1357 909">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 847 2110 909">B4100 Oxford Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | <p>Both roads are main roads with plentiful safe crossing places, including pedestrian traffic lights. Introducing a 20mph limit will do little for road safety BUT will increase traffic jams in Banbury significantly. Introducing addition it is unlikely that the traffic lights will be resequenced to cater for the new traffic flow which will exacerbate the problem. If traffic lights ARE resequenced there will be a cost involved. There will also be a significant cost involved in replacing all the speed limit signs and adding 20 mph repeaters.</p> <p>The council is short of cash and any money spent on this project could be better spent elsewhere. As the Welsh government has already found 20 mph speed limits on main roads create more problems than they solve. They are already rolling back on this. Let's not make the same mistake in Banbury.</p> |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | | |
| <p>(o192) Member of public, (Bradden, Water lane)</p> | <table border="1"> <tr> <td data-bbox="577 1329 1357 1390">A361 Southam Road – Object</td> <td data-bbox="1357 1329 2110 1390">A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | <p>The 20mph is unnecessary, and would cause more issues than it would solve. And the MOP opinions should be taken into serious consideration when involves any matters in regards to highways that could potentially affect their lives. What would be better is to keep 30mph but have signs that suggest 20mph. But not penalise people for doing 30mph which is more than fine. And as has been found in different parts of the country such as wales who have changed back to 30mph from 20mph where it was found to be unnecessary.</p> | |
| (o193) Member of public, (Charlton, Main street) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | <p>30mph is a safe enough speed limit.</p> | |
| (o194) Local resident, (Cropredy, Claydon Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | <p>Slowing traffic around Banbury might be safer but will surely increase pollution. It also makes it very time consuming to drive across Banbury.</p> | |
| (o195) Local resident, (Cropredy, Vicarage gardens) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| | <p>I understand safety concerns, but 1 death in 20 years is not a safety concern. This will increase traffic and increase pollution as more cars will back up causing more traffic build up. Theses areas are already busy. The traffic causes people to slow down naturally.</p> | |

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|---|--|-----------------------------------|-----------------------------------|---|-----------------------------------|
| | Spend the money on houses seeing as theres a massive issue. | | | | |
| (o196) Local resident, (Deddington, Hopcraft lane) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Totally unnecessary, money can be spent elsewhere</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o197) Local resident, (Drayton, Metcalfe) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>There is no foundation for these restrictions. OCC has many alternatives available but is looking to shirk its responsibilities and penalise law abiding motorists.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o198) Local resident, (Drayton, Stratford road) | <table border="1"> <tr> <td>A361 Southam Road – Object</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>20mph is too slow, its bad for the environment for cars to drive around in 2nd and 3rd gear, bad for drivers pockets due to worse fuel economy. It causes congesion when one car does 20mph and all the other cars behind it get backed up. It increases aggressive driving by aggravating other drivers. 30mph has been the right speed limit for decades. Car stopping distances have only got better and better, why is 30mph suddenly a bad idea?</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| (o199) Local resident, (Greatworth, Pargeter) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| It is becoming ridiculous and a waste of money in replacing signs. | | |
| (o200) Local resident, (Hanwell, Main street) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| This is unnecessary and will cause inconvenience to residents | | |
| (o201) Local resident, (Hanwell, Main Street) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| Because of lack of road maintenance by OCC due to insufficient funds, the cost of this change would be better spent elsewhere. The current traffic flow is slow enough as it stands | | |
| (o202) Local resident, (Helmdon, Grange) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| These are major routes through an already congested town centre. 20 limit would be prohibitively slow and is unnecessary as these roads are served by pedestrian crossings for the relatively limited foot traffic and there are no significant reasons such as schools to justify it. | | |

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|---|--|-----------------------------------|-----------------------------------|---|-----------------------------------|
| <p>(o203) Local resident, (Kings Sutton, St Rumbolds Drive)</p> | <table border="1" data-bbox="577 225 2107 352"> <tr> <td data-bbox="577 225 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 225 2107 288">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2107 352">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 384 2107 456">I do not believe dropping the speed to 20 mph in these zones will reduce accidents or emissions. People will not stick to the limits and whilst I agree that a 20 mph zone should be around schools, I do not see any benefit on main roads.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o204) Member of public, (Kings Sutton, Astrop road)</p> | <table border="1" data-bbox="577 520 2107 647"> <tr> <td data-bbox="577 520 1357 584">A361 Southam Road – Object</td> <td data-bbox="1357 520 2107 584">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 584 1357 647">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 584 2107 647">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 679 2107 751">20mp is ridiculous. Stop with this unnecessary speed restrictions. Consider other safety measures/traffic calming but I'm not aware that any of these roads are accident black spots. Follow the data as opposed to trends</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o205) Local resident, (Kings Sutton, Whittall st)</p> | <table border="1" data-bbox="577 815 2107 943"> <tr> <td data-bbox="577 815 1357 879">A361 Southam Road – Object</td> <td data-bbox="1357 815 2107 879">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 879 1357 943">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 879 2107 943">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 975 2107 1078">Many other actions can be taken to improve road safety rather than punitive speed limits that leave motorists liable to significant penalties for minor infractions. It makes heading into Banbury even less appealing, but if you want to kill off commerce in The centre entirely, this is probably a great next step.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o206) Local resident, (Lower Tadmarton, Broughton rd)</p> | <table border="1" data-bbox="577 1142 2107 1270"> <tr> <td data-bbox="577 1142 1357 1206">A361 Southam Road – Object</td> <td data-bbox="1357 1142 2107 1206">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1206 1357 1270">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1206 2107 1270">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1302 2107 1350">Don't agree</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| <p>(o207) Member of public, (Middle Barton, Holliers Crescent)</p> | <table border="1"> <tr> <td data-bbox="577 225 1357 284">A361 Southam Road – Object</td> <td data-bbox="1357 225 2107 284">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 284 1357 343">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 284 2107 343">B4100 Oxford Road – Object</td> </tr> </table> <p>20mph causes congestion and frustration from drivers. The money would be better spent on fixing potholes and clearing foliage away from signs that can cause more accidents than reducing the speed limit</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o208) Member of public, (Middleton Cheney, Horton Drive)</p> | <table border="1"> <tr> <td data-bbox="577 523 1357 582">A361 Southam Road – Object</td> <td data-bbox="1357 523 2107 582">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 582 1357 641">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 582 2107 641">B4100 Oxford Road – Object</td> </tr> </table> <p>These are main roads through our town which can get congested even at 30 mph and lead to increased pollution to the environment. Decreasing the movement of traffic will lead to more fumes being released into the environment. It will also deter footfall into our town centre which is already in serious decline</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o209) Local resident, (Middleton cheney, Main road)</p> | <table border="1"> <tr> <td data-bbox="577 852 1357 911">A361 Southam Road – Object</td> <td data-bbox="1357 852 2107 911">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 911 1357 970">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 911 2107 970">B4100 Oxford Road – Object</td> </tr> </table> <p>Will increase congestion and it is not necessary</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o210) Local resident, (Middleton Cheney, Washle Drive)</p> | <table border="1"> <tr> <td data-bbox="577 1117 1357 1176">A361 Southam Road – Object</td> <td data-bbox="1357 1117 2107 1176">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1176 1357 1235">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1176 2107 1235">B4100 Oxford Road – Object</td> </tr> </table> <p>No need gorc20 mph speed limit. Maintain the area and it would be safer than 20 mph speed limit</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| <p>(o211) Local resident, (No, No)</p> | <table border="1"> <tr> <td data-bbox="577 226 1357 287">A361 Southam Road – Object</td> <td data-bbox="1357 226 2110 287">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 287 1357 347">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 287 2110 347">B4100 Oxford Road – Object</td> </tr> </table> <p>Properly review areas. Take 40s down to 30s, ensure roads are maintained properly. 20pmh all over isnt the answer, its poor handling of situation and makes everyday commuters have to pay for said handling</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o212) Local resident, (North Banbury, Trinity Close)</p> | <table border="1"> <tr> <td data-bbox="577 523 1357 584">A361 Southam Road – Object</td> <td data-bbox="1357 523 2110 584">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 584 1357 644">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 584 2110 644">B4100 Oxford Road – Object</td> </tr> </table> <p>It is ridiculous to reduce any main road to 20 mph, as a resident, motorist, motorcyclist, ex class 1 heavy goods driver 20 mph zones should only be introduced in housing estates where narrow roads and park vehicles warrant it, I am 70 years old and In my vast unblemished experience you should be making the road safer by regularly ensuring grass verges at junctions are cut, road signs are fully visible, trees and hedges are cut back at least a metre from the road's edge, you are happy for the roads to be narrowed (dangerously) by leaving so so many highways like this then want to restrict the proven as safe 30 with 20 signs. The Oxford Road into Banbury and the Broughton road in Banbury are just a few examples of this, I should not be having to write this, it makes no sense, or, the people deciding have no real experience in what they are doing.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o213) Local resident, (North Newington, Shutford Road)</p> | <table border="1"> <tr> <td data-bbox="577 1021 1357 1082">A361 Southam Road – Object</td> <td data-bbox="1357 1021 2110 1082">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1082 1357 1142">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1082 2110 1142">B4100 Oxford Road – Object</td> </tr> </table> <p>This proposal will make driving through Banbury even more difficult than it is already. In practice most traffics ls way under the current speed limit so there is no need to make a reduced speed limit mandatory</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o214) Local resident, (Northend, Hill close)</p> | <table border="1"> <tr> <td data-bbox="577 1327 1357 1388">A361 Southam Road – Object</td> <td data-bbox="1357 1327 2110 1388">A361 Bloxham Road – Object</td> </tr> </table> | A361 Southam Road – Object | A361 Bloxham Road – Object | | |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>If you wish to improve road safety then fix the potholes, keep trees cut back and regular road sweeps to clear up debris. A 20 speed limit in these areas isn't going to make any difference to road safety as most of the time there is to much traffic anyway to even get close to 20. Stop wasting money on this and use it to better our roads.</p> | | |
| <p>(o215) Local resident, (Overthorpe, Overthorpe road)</p> | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>It's virtually impossible on all those roads to to speed because of the weight of traffic It's virtually un police able and would serve little purpose None of these roads are renowned for serious accidents</p> | | |
| <p>(o216) Local Cllr (i.e. Town/Parish/District), (Thorpe Mandeville, Banbury Lane)</p> | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| <p>20mph is an unreasonably slow speed for what are major arteries of Banbury. While it is understood that 20mph is considered safer than 30, so 30 is safer than 40 or 50 mph. There is no logic to the choice of 20mph other than the belief that it is safer. However 10mph would by that logic be safer than 20mph, so why settle for 20mph, or indeed why not return to the practice in the early part of the 20th century of having a man with a red flag walk ahead of all motor vehicles to warn of their presence. The answer is that safety is inevitably a compromise. If motor vehicles were banned from the streets there would be no motor accidents and the country would grind to a halt. The compromise of 20mph has no more validity than 30ph or 10mph but it is an unreasonable speed to attempt to observe in modern motor vehicles with advanced crash protection for both passengers and third parties and will have an inevitable impact on productivity in the county</p> | | |
| <p>(o217) Local resident, (Twyford, Twyford Grove)</p> | A361 Southam Road – Object | A361 Bloxham Road – Object |

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| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| Waste of money for the install, traffic speeding isn't an issue in these areas. | | |
| (o218) Member of public, (Twyford, The rise) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| I completely disagree with the new proposed 20mph speed limits. 20mph is far too slow, it makes people angry when driving that slow. It's not safe. I have seen people overtaking people driving at 20! It's not safe or necessary. I can understand a 20mph speed limit near a school at dropping off and picking up time. But that's it. Please don't make driving around even harder than it already is. 20 is far too slow. And there is no data to say it is any safer. | | |
| (o219) Local resident, (Twyford, Adderbury, Oxford Road) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| Please let us get to places in reasonable time - have you tried getting through Deddington on from Banbury to Oxford - it's excruciating. These are long stretches that are being proposed in main roads - and it will really have a detrimental impact on our daily lives. Fair play in residential areas off the main roads, but let us just get on. | | |
| (o220) Local resident, (Wardington, Mount Pleasant) | A361 Southam Road – Object | A361 Bloxham Road – Object |
| | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| No need for 20mph limits everywhere, doesn't improve safety and only serves to increase traffic on the overpopulated roads of Banbury. Maybe council tax funds should be better spent on resurfacing some of the appalling roads in the area rather than on this useless gimmick. | | |

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| <p>(o221) Member of public, (Woodford halse, Byfield road)</p> | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>serves little to no purpose in over all saftey, causes more problems than it solves & at a cost that can be put to much better use.</p> | |
| <p>(o222) As a business, (Woodford Halse, . Membris Way)</p> | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Object</p> |
| | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>The expense for the change is a waste of money. The changes are not necessary. The traffic is self regulating in those areas and it is either moving or it isn't. It will cause more congestion to let the limits and will increase carbon emissions by adding 50% increased travel time assuming actual speed can be achieved. Another unnecessary target on the motorist.</p> | |
| <p>(o223) Local resident, (Banbury, Bramble Crescent)</p> | <p>A361 Southam Road – Object</p> | <p>A361 Bloxham Road – Concerns</p> |
| | <p>A361 North & South Bar/Horsefair– Object</p> | <p>B4100 Oxford Road – Object</p> |
| | <p>The reduced speed limits on already congested roads will only reduce the throughput of the roads further, leading to increased congestion in and around the town centre.</p> <p>Routes which avoid these areas are currently subject to changes such as Bridge Street/Banbury station, which have been designed to improve bus journeys and are likely to also increase congestion for other road users.</p> | |

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| <p>(o224) Local resident, (Banbury, Bath road)</p> | <table border="1" data-bbox="577 225 2107 352"> <tr> <td data-bbox="577 225 1357 288">A361 Southam Road – Object</td> <td data-bbox="1357 225 2107 288">A361 Bloxham Road –</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 288 2107 352">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 384 2107 448">Such a low limit on what could be considered minor arterial roads for banbury would cause more congestion and frustration in my mind.</p> | A361 Southam Road – Object | A361 Bloxham Road – | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o225) Local resident, (Banbury, Nuffield Drive)</p> | <table border="1" data-bbox="577 520 2107 647"> <tr> <td data-bbox="577 520 1357 584">A361 Southam Road – Object</td> <td data-bbox="1357 520 2107 584">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 584 1357 647">A361 North & South Bar/Horsefair– Concerns</td> <td data-bbox="1357 584 2107 647">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 679 2107 743">These are main roads in and out of the town, 20mph will have significant negative impact on journeys and are not necessary on these roads.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object | | | | |
| <p>(o226) Local resident, (Banbury, Bloxham road)</p> | <table border="1" data-bbox="577 815 2107 943"> <tr> <td data-bbox="577 815 1357 879">A361 Southam Road – Object</td> <td data-bbox="1357 815 2107 879">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 879 1357 943">A361 North & South Bar/Horsefair– Partially support</td> <td data-bbox="1357 879 2107 943">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 975 2107 1007">Most of these are main through roads and don't need to be 20mph.</p> | A361 Southam Road – Object | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Partially support | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Partially support | B4100 Oxford Road – Object | | | | |
| <p>(o227) As a business, (Banbury, Mewburn Road, Banbury)</p> | <table border="1" data-bbox="577 1078 2107 1206"> <tr> <td data-bbox="577 1078 1357 1142">A361 Southam Road – Object</td> <td data-bbox="1357 1078 2107 1142">A361 Bloxham Road – Partially support</td> </tr> <tr> <td data-bbox="577 1142 1357 1206">A361 North & South Bar/Horsefair– Concerns</td> <td data-bbox="1357 1142 2107 1206">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1238 2107 1366">On A361 Southam Road the speed limit is already 30mph and I believe there is no evidence that changing to 20mph would change anything as the roads safety is impacted far more greatly by the poor and in fact shocking road surface On Horsefair/North Bar St/South Bar St again safety would be better if the council focussed its attention on the poor road surface and clearing drains properly.</p> | A361 Southam Road – Object | A361 Bloxham Road – Partially support | A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Partially support | | | | |
| A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object | | | | |

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| | <p>There is no need to reduce the speed limit as if the road signs and traffic lights were maintained properly and kept visible then an accident on one of the traffic light crossings wouldn't have happened.</p> <p>The B4100 Oxford Road doesn't need to have its speed limit reduced as this road is perfectly safe - again if the road surface and drains were maintained properly it wouldn't require the speeds to be reduced.</p> <p>On Bloxham Road I believe the only part that the speed limit could be considered being reduced is that by Harriers School but only during the times when children are going to or from the school</p> | | | | | |
| <p>(o228) Local resident, (Banbury, Rattley)</p> | <table border="1" data-bbox="577 564 2107 691"> <tr> <td data-bbox="577 564 1359 627">A361 Southam Road – Object</td> <td data-bbox="1359 564 2107 627">A361 Bloxham Road – Partially support</td> </tr> <tr> <td data-bbox="577 627 1359 691">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1359 627 2107 691">B4100 Oxford Road – Object</td> </tr> </table> <p>The A361 & B4100 are the ones routing us to motorway.</p> | | A361 Southam Road – Object | A361 Bloxham Road – Partially support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Object |
| A361 Southam Road – Object | A361 Bloxham Road – Partially support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Object | | | | | |
| <p>(o229) Local resident & business owner, (Banbury, Edinburgh way)</p> | <table border="1" data-bbox="577 828 2107 954"> <tr> <td data-bbox="577 828 1359 890">A361 Southam Road – Concerns</td> <td data-bbox="1359 828 2107 890">A361 Bloxham Road – Concerns</td> </tr> <tr> <td data-bbox="577 890 1359 954">A361 North & South Bar/Horsefair– Concerns</td> <td data-bbox="1359 890 2107 954">B4100 Oxford Road – Concerns</td> </tr> </table> <p>For safety for public i can see why however 20 zones that are already in place hardly anyone follows it and there is no enforcement from police unless your going to put speed bumps or traffic calming measures in place it will not make a difference. During th day with amount of traffic it is hard to exceed 20 mph through these roads</p> | | A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Concerns |
| A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | | | | | |
| A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Concerns | | | | | |
| <p>(o230) Local resident, (Banbury, Barcombe Close)</p> | <table border="1" data-bbox="577 1158 2107 1284"> <tr> <td data-bbox="577 1158 1359 1220">A361 Southam Road – Concerns</td> <td data-bbox="1359 1158 2107 1220">A361 Bloxham Road – Concerns</td> </tr> <tr> <td data-bbox="577 1220 1359 1284">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1359 1220 2107 1284">B4100 Oxford Road – Concerns</td> </tr> </table> | | A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Concerns |
| A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Concerns | | | | | |

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| | <p>Support area directly in town, especially where pedestrians cross by the Cross and St Marys. 20 miles per hour on main roads have put concerns for as feels too slow. All suffering with volume of traffic at commuting and school times. Seen road rage in other areas of 20 miles an hour. Also been tail gated by other drivers when I've been on 20 mph.</p> | | | | | |
| <p>(o231) Local resident, (Adderbury, High Street)</p> | <table border="1" data-bbox="577 363 2107 491"> <tr> <td data-bbox="577 363 1357 427">A361 Southam Road – Support</td> <td data-bbox="1357 363 2107 427">A361 Bloxham Road – Concerns</td> </tr> <tr> <td data-bbox="577 427 1357 491">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 427 2107 491">B4100 Oxford Road – Concerns</td> </tr> </table> <p>I have concerns about the Oxford Road and A361 Bloxham Road proposals because I believe that the distances are too long considering the volumes of traffic. These areas have existing wide pavements, good driver vision and generally good pedestrian crossings.</p> <p>I think that the north/south bar areas should be reduced to 20mph because of the volume of pedestrians and general amount of traffic, distractions such as parking, businesses etc. The proposal would improve the experience of pedestrians and would encourage more cycling.</p> <p>The Southam Road area has a lot of pedestrians using the century and coming out of the factory whilst having few crossings but lots of junctions onto the road. Many drivers are coming off the motorway or other much higher speed roads and seem to forget the 30mph limit there - perhaps putting it down to 20 would help. Sometimes just pulling out of the Dunelm, B&Q and Waitrose turnings is very difficult so reduced speeds would help this.</p> | | A361 Southam Road – Support | A361 Bloxham Road – Concerns | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Concerns |
| A361 Southam Road – Support | A361 Bloxham Road – Concerns | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Concerns | | | | | |
| <p>(o232) Local resident, (Banbury. Town centre, Grove street)</p> | <table border="1" data-bbox="577 997 2107 1125"> <tr> <td data-bbox="577 997 1357 1061">A361 Southam Road – Concerns</td> <td data-bbox="1357 997 2107 1061">A361 Bloxham Road – Concerns</td> </tr> <tr> <td data-bbox="577 1061 1357 1125">A361 North & South Bar/Horsefair– Concerns</td> <td data-bbox="1357 1061 2107 1125">B4100 Oxford Road – Object</td> </tr> </table> <p>By all means 20 near schools/ hospitals/ old people's homes etc is sensible. Also maybe the most congested part of town centre. Otherwise you just have congestion which increases the pollution In the air. and frustrates people causing road rage. Really really consider this carefully because you are causing congestion where there need not be any.</p> | | A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object |
| A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | | | | | |
| A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object | | | | | |

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| <p>(o233) Rather not say, (Banbury college, Broughton road)</p> | <table border="1" data-bbox="577 225 2110 347"> <tr> <td data-bbox="577 225 1357 284">A361 Southam Road – Concerns</td> <td data-bbox="1357 225 2110 284">A361 Bloxham Road – Concerns</td> </tr> <tr> <td data-bbox="577 284 1357 347">A361 North & South Bar/Horsefair–</td> <td data-bbox="1357 284 2110 347">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 384 2110 491">With most of the roads your suggesting like the southam road due to the roundabout there they may be more accidents due to there being three different speed limits, with regards to the others due to all of the traffic lights going at 20mph just seems pointless and will cause more congestion and possible collisions</p> | A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | A361 North & South Bar/Horsefair– | B4100 Oxford Road – Object |
| A361 Southam Road – Concerns | A361 Bloxham Road – Concerns | | | | |
| A361 North & South Bar/Horsefair– | B4100 Oxford Road – Object | | | | |
| <p>(o234) Local resident, (Banbury, Neithrop Avenue)</p> | <table border="1" data-bbox="577 555 2110 678"> <tr> <td data-bbox="577 555 1357 614">A361 Southam Road – Concerns</td> <td data-bbox="1357 555 2110 614">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 614 1357 678">A361 North & South Bar/Horsefair– Concerns</td> <td data-bbox="1357 614 2110 678">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 715 2110 790">We have the 20 mph on our road and it's not enforced, until the current locations are supported I see no point. It's very rare you can manage 30 mph on those roads as it is.</p> | A361 Southam Road – Concerns | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object |
| A361 Southam Road – Concerns | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Concerns | B4100 Oxford Road – Object | | | | |
| <p>(o235) Member of public, (Banbury, .)</p> | <table border="1" data-bbox="577 853 2110 976"> <tr> <td data-bbox="577 853 1357 912">A361 Southam Road – Concerns</td> <td data-bbox="1357 853 2110 912">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 912 1357 976">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 912 2110 976">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1013 2110 1056">Too slow</p> | A361 Southam Road – Concerns | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Concerns | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| <p>(o236) Local resident, (Banbury, Sussex Drive)</p> | <table border="1" data-bbox="577 1118 2110 1241"> <tr> <td data-bbox="577 1118 1357 1177">A361 Southam Road – Partially support</td> <td data-bbox="1357 1118 2110 1177">A361 Bloxham Road – Object</td> </tr> <tr> <td data-bbox="577 1177 1357 1241">A361 North & South Bar/Horsefair– Object</td> <td data-bbox="1357 1177 2110 1241">B4100 Oxford Road – Object</td> </tr> </table> <p data-bbox="577 1278 2110 1340">The traffic down these stretches of road look after themselves and generally move quite slowly anyway. It'd be a waste of tax payer money, when there are other areas that desperately need attention. Not withstanding everything</p> | A361 Southam Road – Partially support | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Partially support | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |

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| | else in the town with physical infrastructure, but the fact that when you type in your email to this survey it tells me an account already exist - there's a security breach waiting to happen that probably needs more funds and attention too! | | | | |
| (o237) Local resident, (Banbury and Bodicote, Somgthrush Road) | <table border="1"> <tr> <td>A361 Southam Road – Partially support</td> <td>A361 Bloxham Road – Object</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Object</td> <td>B4100 Oxford Road – Object</td> </tr> </table> <p>Southampton Road is only one I'd partially agree with due to a primary school being directly on that main road - however, my opinion is that the lower limit to only be at school run times. Imposing a lower limit everywhere else is absolutely unnecessary and is going to cause more harm than good. Banbury roads already jam very quickly, and imposing a lower limit will only make things worse overall for everyone.</p> | A361 Southam Road – Partially support | A361 Bloxham Road – Object | A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object |
| A361 Southam Road – Partially support | A361 Bloxham Road – Object | | | | |
| A361 North & South Bar/Horsefair– Object | B4100 Oxford Road – Object | | | | |
| (o238) Local resident, (Banbury, Riley Drive) | <table border="1"> <tr> <td>A361 Southam Road – Partially support</td> <td>A361 Bloxham Road – Partially support</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Partially support</td> <td>B4100 Oxford Road – Partially support</td> </tr> </table> <p>I think it is a good idea ,I live in a area with a 20 mile limit and what I have seen is that it is being kept to as drivers are all the time going above it, and there is no one about to stop them so I would like to know how you are going to enforce it.</p> | A361 Southam Road – Partially support | A361 Bloxham Road – Partially support | A361 North & South Bar/Horsefair– Partially support | B4100 Oxford Road – Partially support |
| A361 Southam Road – Partially support | A361 Bloxham Road – Partially support | | | | |
| A361 North & South Bar/Horsefair– Partially support | B4100 Oxford Road – Partially support | | | | |
| (o239) Local resident, (Banbury, Arran Grove) | <table border="1"> <tr> <td>A361 Southam Road – Support</td> <td>A361 Bloxham Road – Partially support</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Support</td> <td>B4100 Oxford Road – Partially support</td> </tr> </table> <p>I would like to see the speeds reduced in these heavily built-up areas. There are concerns for pedestrians given that Southam road bisects the old town and the others are major routes in/out of town with significant residential properties lining them. I have also noticed that in areas where 30MPH limits have been installed that these are routinely flouted by motorists. In the absence of any actual enforcement mechanism, by lowering the speed limits to 20MPH the net effect will be that the current 30MPH is achieved.</p> | A361 Southam Road – Support | A361 Bloxham Road – Partially support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support |
| A361 Southam Road – Support | A361 Bloxham Road – Partially support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support | | | | |

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| <p>(o240) Local resident, (Banbury, Cope Road)</p> | <table border="1" data-bbox="577 228 2107 352"> <tr> <td data-bbox="577 228 1357 288">A361 Southam Road – Support</td> <td data-bbox="1357 228 2107 288">A361 Bloxham Road – Partially support</td> </tr> <tr> <td data-bbox="577 288 1357 352">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 288 2107 352">B4100 Oxford Road – Partially support</td> </tr> </table> <p data-bbox="577 387 2107 456">I would like to reduce traffic noise for residents, especially at night and early morning from heavy goods vehicles. For Southam Road in particular this is a major concern for me.</p> | A361 Southam Road – Support | A361 Bloxham Road – Partially support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support |
| A361 Southam Road – Support | A361 Bloxham Road – Partially support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support | | | | |
| <p>(o241) Local resident, (Banbury, Southam Road)</p> | <table border="1" data-bbox="577 523 2107 647"> <tr> <td data-bbox="577 523 1357 584">A361 Southam Road – Support</td> <td data-bbox="1357 523 2107 584">A361 Bloxham Road – Partially support</td> </tr> <tr> <td data-bbox="577 584 1357 647">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 584 2107 647">B4100 Oxford Road – Partially support</td> </tr> </table> <p data-bbox="577 683 2107 1023">I support lowering the speed limit in built up areas - Banbury is unfortunate in that it still has a major road running through the middle of town, carrying both heavy goods and personal traffic. If a bypass cannot be created by having a new exit/entrance onto the M40 then it falls to the town to moderate traffic as best it can. Two of these roads are highly pedestrianised and one of them (Southam) runs past at least one school. Both are heavily lined with residential streets and houses. My experience has been that despite the recent reduction to 30 MPH the traffic still moves much faster than this, and this creates an accident waiting to happen for those who have to cross the street on a regular basis. In reality, a 20 MPH limit will simply bring the traffic down closer to the current 30 MPH limit. This will, at least, reduce noise and pollution and start to reduce likelihood of serious injury or death should a car and a pedestrian come into contact. Banbury is a beautiful town and having people slow down on the main road through to notice it is also not an added bonus.</p> | A361 Southam Road – Support | A361 Bloxham Road – Partially support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support |
| A361 Southam Road – Support | A361 Bloxham Road – Partially support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support | | | | |
| <p>(o242) Local resident, (Banbury, Southam)</p> | <table border="1" data-bbox="577 1090 2107 1214"> <tr> <td data-bbox="577 1090 1357 1150">A361 Southam Road – Support</td> <td data-bbox="1357 1090 2107 1150">A361 Bloxham Road – Partially support</td> </tr> <tr> <td data-bbox="577 1150 1357 1214">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 1150 2107 1214">B4100 Oxford Road – Partially support</td> </tr> </table> <p data-bbox="577 1249 2107 1286">Safety, noise and environmental concerns</p> | A361 Southam Road – Support | A361 Bloxham Road – Partially support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support |
| A361 Southam Road – Support | A361 Bloxham Road – Partially support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support | | | | |

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| <p>(o243) Local resident, (Clifton, Walnut Close)</p> | <table border="1" data-bbox="577 225 2107 349"> <tr> <td data-bbox="577 225 1357 285">A361 Southam Road – Support</td> <td data-bbox="1357 225 2107 285">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 285 1357 349">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 285 2107 349">B4100 Oxford Road – Partially support</td> </tr> </table> <p>20mph zone have proven to save lives and costs.</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Partially support | | | | |
| <p>(o244) Local group/organisation, (Coalition for Healthy Streets and Active Travel)</p> | <table border="1" data-bbox="577 485 2107 609"> <tr> <td data-bbox="577 485 1357 545">A361 Southam Road – Support</td> <td data-bbox="1357 485 2107 545">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 545 1357 609">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 545 2107 609">B4100 Oxford Road – Support</td> </tr> </table> <p>The injury and life-saving benefits of 20mph speed limits have been demonstrated in many cities and studies, and in the recently published 2024 road casualty statistics, which show a second consecutive year of reduction in KSIs in 20 and 30mph roads in Oxfordshire, which we take to be a strong indicator that the 20mph programme is having a measurable benefit.</p> <p>For this scheme in Banbury, we supported the inclusion of this stretch of central street in our response to the 2023 proposal, approved in 2024. We are pleased in particular that the new proposal includes St Mary's School, a key request at the CMD meeting at the time. We noted that reducing the central road speeds were an 'opportunity to begin the transformation of the centre into a friendlier place for people' - we hope this can be achieved in Banbury, currently a town in which the car dominates the urban space. This proposal gives people more priority and a better chance.</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |
| <p>(o245) Member of public, (Adderbury / Banbury, Oxford Road)</p> | <table border="1" data-bbox="577 1054 2107 1179"> <tr> <td data-bbox="577 1054 1357 1115">A361 Southam Road – Support</td> <td data-bbox="1357 1054 2107 1115">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 1115 1357 1179">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 1115 2107 1179">B4100 Oxford Road – Support</td> </tr> </table> <p>Improve safety and reduce speeding</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |
| <p>(o246) Member of public, (Banbury, Ashmead)</p> | <table border="1" data-bbox="577 1326 2107 1386"> <tr> <td data-bbox="577 1326 1357 1386">A361 Southam Road – Support</td> <td data-bbox="1357 1326 2107 1386">A361 Bloxham Road – Support</td> </tr> </table> | A361 Southam Road – Support | A361 Bloxham Road – Support | | |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |

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| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| <p>The traffic barely makes it above 20 anyway. The numerous pedestrian and zebra crossings are hazardous due to their proximity to junctions and put drivers and pedestrians at risk. Aiming to slow the traffic seems sensible BUT will it be enforced?</p> | | |
| (o247) Local resident, (Banbury, Bath) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| <p>Proven safety of lower speed limits</p> | | |
| (o248) Local resident, (Banbury, Bath Road) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| <p>South bar and Horsefair sees far too many incidents of speeding, there are multiple traffic lights and roundabouts that there shouldn't even be the temptation to try to reach 30. It should even allow better flow around Banbury cross if cars were slower.</p> | | |
| (o249) Local resident, (Banbury, Bath Road) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| <p>As a resident of Banbury living close to the roads in question, I strongly support the proposals to implement these additional 20mph speed limit. These roads are crossed by many pedestrians and also used by cyclists and other types of road user (disabled people in small motorised vehicles for example).The roads are often very busy with traffic and despite the current 30mph limit, cars often travel faster than this, especially outside peak hours.</p> | | |

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| | <p>Making these road 20mph will help to send a more consistent signal to motorists to keep speeds down across the urban area of Banbury. It should mean that people are less likely to be confused by the inconsistent speed limits across the town and, therefore, more likely to observe them in general.</p> <p>I used to cross the Southam Road with my children on the way to St Mary's School and I personally witnessed some dangerous moments at the pedestrian crossings. I believe that reducing the speed limit to 20mph will significantly improve safety and optimise benefits for pedestrians, residents, motorists and others.</p> <p>I should also like to see other measures in place on these roads to clearly signpost and encourage people driving all types of vehicle to observe the lower speed requirement.</p> | | | | | |
| (o250) Local Cllr (i.e. Town/Parish/District), (Banbury, Broome Way) | <table border="1" data-bbox="577 600 2107 724"> <tr> <td data-bbox="577 600 1357 660">A361 Southam Road – Support</td> <td data-bbox="1357 600 2107 660">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 660 1357 724">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 660 2107 724">B4100 Oxford Road – Support</td> </tr> </table> <p>These are all busy stretches of road with many pedestrians wishing to cross. It makes perfect sense to implement measures requiring motorists to keep their speed to 20mph</p> | | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |
| (o251) Member of public, (Banbury, Castle) | <table border="1" data-bbox="577 898 2107 1023"> <tr> <td data-bbox="577 898 1357 959">A361 Southam Road – Support</td> <td data-bbox="1357 898 2107 959">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 959 1357 1023">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 959 2107 1023">B4100 Oxford Road – Support</td> </tr> </table> <p>There are schools on the proposed 20mph, so the speed limit should be lowered.</p> | | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |
| (o252) Local resident, (Banbury, Cope Road) | <table border="1" data-bbox="577 1161 2107 1286"> <tr> <td data-bbox="577 1161 1357 1222">A361 Southam Road – Support</td> <td data-bbox="1357 1161 2107 1222">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 1222 1357 1286">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 1222 2107 1286">B4100 Oxford Road – Support</td> </tr> </table> <p>I support the proposal primarily for safety reasons.</p> | | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |

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|--|--|------------------------------------|------------------------------------|--|------------------------------------|
| <p>(o253) Rather not say, (Banbury, Longford)</p> | <table border="1"> <tr> <td data-bbox="577 226 1357 288">A361 Southam Road – Support</td> <td data-bbox="1357 226 2110 288">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 288 1357 351">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 288 2110 351">B4100 Oxford Road – Support</td> </tr> </table> <p>support</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |
| <p>(o254) As part of a group/organisation, (Banbury, Mewburn Road)</p> | <table border="1"> <tr> <td data-bbox="577 486 1357 549">A361 Southam Road – Support</td> <td data-bbox="1357 486 2110 549">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 549 1357 611">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 549 2110 611">B4100 Oxford Road – Support</td> </tr> </table> <p>BATS strongly supports the proposals to introduce 20mph limits along the roads proposed. The routes in question run through – or are close to – Banbury town centre. They’re heavily used by pedestrians, with numerous crossings, and they’re also widely used by cyclists, people with disability scooters and others (such as standard scooters).</p> <p>The route passes next to a primary school (St Mary’s CofE) for which representations calling for lower speeds have already been made (by BATS and others) because of the risk to young children and their carers as they cross this road in large numbers.</p> <p>Evidence is clear that slower speeds dramatically reduce the risk and severity of collisions. Research shows that a pedestrian struck at 20mph has a far greater chance of survival than at 30mph. (The coroner’s report on the fatal accident on this stretch of road in 2023 makes this, sadly, very explicit.) With high foot-traffic, including children, older people, and those with mobility challenges, safety must be the top priority (as OCC’s ‘Vision Zero’ makes clear). This is a heavily frequented area of Banbury and there are numerous shops, pubs, restaurants and local destinations along the route, which also passes directly through the iconic Banbury Cross, much visited by tourists from near and far.</p> <p>Shops, businesses – and the town in general – do better when people feel safe to walk, shop, and spend time outdoors. A slower pace encourages more footfall, which supports local businesses and will help to make the street a more attractive destination, as well as improving the safety of the many people who need to cross the road en route to the centre of Banbury.</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |

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|---|---|------------------------------------|------------------------------------|--|------------------------------------|
| | <p>A lower speed limit here will support other objectives including reducing noise and air pollution from traffic, as well as encouraging more people to choose active travel (walking and cycling) or public transport options which can help to create a 'virtuous circle' and a better, healthier, community.</p> <p>Much of Banbury now has 20mph limits, but there is a patchwork of limits within the town boundary which is confusing, requires more spending on signage and – we believe – reduces the effectiveness of the policy where the lower limit is in place. Motorists are much more likely to observe a lower speed limit when it does not chop and change within the town but remains consistent through most of the built-up and pedestrian-frequented areas.</p> <p>For these reasons, BATS believes that the 20mph limit on the proposed streets should be introduced as soon as possible.</p> <p>Banbury Active Travel Supporters is a project set up by Banbury Community Action Group (See: https://banburycag.org.uk/activetravel/)</p> | | | | |
| <p>(o255) Local resident, (Banbury, Middleton Road)</p> | <table border="1" data-bbox="577 703 2107 826"> <tr> <td data-bbox="577 703 1357 762">A361 Southam Road – Support</td> <td data-bbox="1357 703 2107 762">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 762 1357 826">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 762 2107 826">B4100 Oxford Road – Support</td> </tr> </table> <p>A 20mph speed limit will make Banbury a safer and more pleasant place to live. The prevalence and speed of motor traffic in the town centre make it a stressful place to be for pedestrians, cyclists and parents with young children.</p> <p>A reduce speed limit in busy town centre areas will reduce the frequency and severity of accidents, make the town centre more enjoyable for pedestrians, and encourage more people to take up cycling. I also believe that a reduced speed limit will help improve air quality.</p> <p>Overall I think the proposal will be great for the liability and vibrancy of Banbury town centre, and I am grateful to the highways authority for its bold approach in tackling our car-dominated culture.</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |
| <p>(o256) Local resident, (Banbury, Nethercote)</p> | <table border="1" data-bbox="577 1238 2107 1361"> <tr> <td data-bbox="577 1238 1357 1297">A361 Southam Road – Support</td> <td data-bbox="1357 1238 2107 1297">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 1297 1357 1361">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 1297 2107 1361">B4100 Oxford Road – Support</td> </tr> </table> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |

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|---|--|------------------------------------|------------------------------------|--|------------------------------------|--|
| | <p>These roads are a key part of Banbury town centre, and there is a lot of crossing east/west traffic from residential areas and People's Park to the east to the shops and facilities in the town centre itself. Lowering the speed limit to 20mph will make these routes safer for all users, both those using the roads for north/south travel and those crossing east/west.</p> | | | | | |
| (o257) Local resident, (Banbury, Old Grimsbury Road) | <table border="1"> <tr> <td>A361 Southam Road – Support</td> <td>A361 Bloxham Road – Support</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Support</td> <td>B4100 Oxford Road – Support</td> </tr> </table> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | <p>Banbury is becoming clogged with cars, lower speed limits will go some way to addressing car dominance in these key areas.</p> |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |
| (o258) Local resident, (Banbury, Oxford Road) | <table border="1"> <tr> <td>A361 Southam Road – Support</td> <td>A361 Bloxham Road – Support</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Support</td> <td>B4100 Oxford Road – Support</td> </tr> </table> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | <p>Strongly support the 20mph speed limits on these roads in Banbury. As a very frequent pedestrian and cyclist on the Oxford Road in Banbury, vehicle speeds on this critical spine of the town are quite high and very dangerous for non-motorised users. I would be keen to see that this 20mph limit is also extended all the way up to the Horton Hospital as there are many members of the public who walk and cycle to this key health facility. Please also adjust signal timings and provide better crossings for pedestrians and cyclists on Oxford Road as there are grossly inadequate at the moment</p> |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |
| (o259) Local resident, (Banbury, Parsons Street) | <table border="1"> <tr> <td>A361 Southam Road – Support</td> <td>A361 Bloxham Road – Support</td> </tr> <tr> <td>A361 North & South Bar/Horsefair– Support</td> <td>B4100 Oxford Road – Support</td> </tr> </table> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | <p>Lower speed limits have been proven to improve road safety and reduce pollution.</p> |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |

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|---|--|------------------------------------|------------------------------------|--|------------------------------------|
| <p>(o260) Local resident, (Banbury, Southam)</p> | <table border="1" data-bbox="577 225 2105 347"> <tr> <td data-bbox="577 225 1357 284">A361 Southam Road – Support</td> <td data-bbox="1357 225 2105 284">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 284 1357 347">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 284 2105 347">B4100 Oxford Road – Support</td> </tr> </table> <p data-bbox="577 384 2105 726">As a resident of central Banbury and a parent of two children at St Mary’s CoE Primary School, I strongly support the proposal to implement a 20mph speed limit on the A361 (Southam Road). The road is used heavily by cars and HGVs, and despite the current 30mph limit, speeding is frequent, especially outside peak hours. Many children must cross Southam Road daily to reach St Mary’s, and I have personally witnessed several near-misses at the pedestrian crossings. Reducing the speed limit to 20mph would significantly improve safety. That said, speed limits alone are not enough. I would urge the council to consider installing time-sensitive safety measures outside the school, such as flashing amber lights or speed-activated signs during drop-off and pick-up hours. These are widely used in other school zones and would make a meaningful difference in slowing traffic and increasing driver awareness. This is a clear case where lower speeds and better visibility would protect children and families</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |
| <p>(o261) Local resident, (Banbury, Verney Road)</p> | <table border="1" data-bbox="577 794 2105 917"> <tr> <td data-bbox="577 794 1357 853">A361 Southam Road – Support</td> <td data-bbox="1357 794 2105 853">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 853 1357 917">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 853 2105 917">B4100 Oxford Road – Support</td> </tr> </table> <p data-bbox="577 954 2105 986">Having looked at the evidence of 20mph areas decreasing pollution and inceasing road traffic collision survival rates.</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |
| <p>(o262) Local resident, (Banbury, Warwick Road)</p> | <table border="1" data-bbox="577 1058 2105 1181"> <tr> <td data-bbox="577 1058 1357 1117">A361 Southam Road – Support</td> <td data-bbox="1357 1058 2105 1117">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 1117 1357 1181">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 1117 2105 1181">B4100 Oxford Road – Support</td> </tr> </table> <p data-bbox="577 1217 2105 1281">Cars drive way too fast in the centre of Banbury, endangering pedestrians. They might not respect 20mph but it might make them slow down a little. Flashing signs would be a big help, too.</p> | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | |

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| (o263) Local resident, (Banbury, Warwick Road) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| I want to see safer, healthier streets and 20mph speed limits make significant reductions in road deaths and injuries | | |
| (o264) Local resident, (Banbury, Warwick road) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| Happy to reduce accidents. | | |
| (o265) Local resident, (Banbury, Warwick Road) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| In all urban areas, we should be prioritising pedestrians over road users. This would only marginally impact journey times, but the difference between surviving an impact with a car at 20mph and 30mph+ is dramatic. | | |
| (o266) Local resident, (Banbury, Grosvenor Road) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| This is a long time coming | | |
| (o267) Local resident, (Banbury, Nursery Drive) | A361 Southam Road – Support | A361 Bloxham Road – Support |

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| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| | These are very busy roads with a lot of hazards and features for drivers to look out for in a very short stretch. Large junctions, round about, zebra crossings, pedestrian crossings and many side roads, combined with a lot of pedestrians, cyclists, scooters etc. It makes complete sense to make this 20mph and would make it much safer. | |
| (o268) Local resident, (Banbury centre, Prospect Road) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| | 20 is plenty. Why do you need to go fastest than this in a town centre? My only concern is this is basically un-enforceable | |
| (o269) Member of public, (Bloxham, Bloxham) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| | Strongly support. | |
| (o270) Local resident, (Great Bourton, Manor Close) | A361 Southam Road – Support | A361 Bloxham Road – Support |
| | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| | I strongly support the introduction of a 20mph speed limit along South Bar and North Bar (A361) through Banbury town centre. | |
| | This stretch of road is heavily used by pedestrians, cyclists, and buses, and is lined with shops and services. There are also primary schools near these areas and lots of children use these routes to go to school. At present traffic often moves too quickly for such a central and busy environment. | |

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|---|---|--|------------------------------------|------------------------------------|--|------------------------------------|
| | <p>A 20mph limit will make the area safer, particularly for people who are crossing the road especially if they are have children with them. Older residents and those with mobility issues will also benefit.</p> <p>Evidence shows that lower speeds reduce the number and severity of collisions, while also creating a calmer, more pleasant town centre.</p> <p>As someone who regularly uses this area, I know how traffic dominates this area making it unattractive and off-putting for pedestrians and cyclists. Reducing the limit to 20mph would make the heart of Banbury more welcoming, encourage walking and cycling, and help improve overall quality of life in the town.</p> <p>I therefore urge Oxfordshire County Council to adopt the 20mph limit for the benefit of residents, businesses and visitors alike.</p> | | | | | |
| <p>(o271) Member of public, (Oxford, Woodstock)</p> | <table border="1" data-bbox="577 703 2107 826"> <tr> <td data-bbox="577 703 1357 762">A361 Southam Road – Support</td> <td data-bbox="1357 703 2107 762">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 762 1357 826">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 762 2107 826">B4100 Oxford Road – Support</td> </tr> </table> <p>The high speed of cars negatively affects my desire to visit local businesses and other amenities. It is noisy and feels unsafe when crossing roads especially with young children and those with mobility concerns.</p> | | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |
| <p>(o272) Member of public, (Southam, Banbury)</p> | <table border="1" data-bbox="577 1002 2107 1125"> <tr> <td data-bbox="577 1002 1357 1061">A361 Southam Road – Support</td> <td data-bbox="1357 1002 2107 1061">A361 Bloxham Road – Support</td> </tr> <tr> <td data-bbox="577 1061 1357 1125">A361 North & South Bar/Horsefair– Support</td> <td data-bbox="1357 1061 2107 1125">B4100 Oxford Road – Support</td> </tr> </table> <p>I support the proposals.</p> | | A361 Southam Road – Support | A361 Bloxham Road – Support | A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support |
| A361 Southam Road – Support | A361 Bloxham Road – Support | | | | | |
| A361 North & South Bar/Horsefair– Support | B4100 Oxford Road – Support | | | | | |

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

CHOLSEY: WALLINGFORD ROAD 'BELLWAY' ESTATE – PROPOSED FORMALISATION OF 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) **Approve the formalisation of the existing 20mph speed limit within the 'Bellway' residential estate at the north-eastern end of Cholsey, south of Wallingford Road, as advertised.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to formalise the existing 20mph speed limit within the 'Bellway' residential estate at the north-eastern end of Cholsey, south of Wallingford Road – as shown in **Annex 1**.
3. The proposals supersede those that were originally proposed in 2021, and which have been subsequently absorbed by the introduction of the parish-wide 20mph speed limit introduced in May 2025, and will cover all roads within the estate, leading out to East End's junction with Wallingford Road.
4. Oxfordshire County Council wants to make built environments safer and more attractive places to walk and cycle. To enable this, 20mph speed restrictions are being used to help promote alternative modes of transport for local travel.
5. Streets are central to everyday life in Oxfordshire. They play a role in all transport journey's and are places where people shop, work and spend time. Improving the experience of being on Oxfordshire's streets will therefore improve people's local areas and their everyday lives. Improving streets to encourage active travel will also help to deliver further benefits for people in Oxfordshire. A wide range of people choosing to walk, and cycle will help to improve public health, reduce road noise, improve air quality and make local areas more relaxing.

Corporate Policies and Priorities

6. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the local developer.

Legal Implications

8. 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 relevant legislation.
9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

10. The appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'Highway Agreements' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

12. The proposals will help reduce casualty rates and improve road safety within the estate.

Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

14. Formal consultation was carried out between 17 September and 17 October 2025. A notice was published in the Banbury Guardian 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, South Oxfordshire District Council, relevant local District Cllrs, Cholsey Parish Council, and the local County Councillor representing the Cholsey & The Hagbournes division.
15. During the course of the formal consultation, 37 responses were received via the online survey, comprising of two objections (5%), three partially supporting/raising concerns (8%), 27 in support (73%), and five non-objections (14%).
16. Additionally, a further three emails were received directly – with Thames Valley Police, Oxford Bus Company, and the Go Ahead group (public transport operator, covering local bus groups) all submitted a non-objection.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

18. (o1) – The implementation of this Traffic Regulation Order to make the “Bellway” residential estate a 20mph is being fully funded by the developer. This initiative forms part of Oxfordshire County Council’s wider 20mph

programme, which aims to enhance safety for all road users, particularly pedestrians and cyclists across the county.

19. The second part of the objection appears to relate to the general condition of roads in surrounding areas and Oxfordshire as a whole, rather than the specific consultation regarding the proposed 20mph limit for this estate.
20. (o2) – The change in speed limit within the village/Cholsey itself does not form part of this consultation. The purpose of the proposed 20mph limit within the “Bellway” residential estate is to enhance road safety for all users.
21. A comment was raised regarding an increase in accidents following the reduction of speed limits in Cholsey. However, this concern falls outside the scope of the development to which this consultation relates. Additionally, no supporting evidence has been provided within the consultation response.
22. Some concerns and comments relate to the 20mph speed limit being too fast and have indicated support for a lower speed limit. However, it is important to note that 20mph is the lowest speed limit that can be enforced on adopted public highways. The geometry of the roads on this estate have been designed to help self-enforce and keep speeds to a minimum. The introduction of this 20mph, supported by repeater signage on the estate will help improve safety for all users.

Paul Fermer
Director of Environment & Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a
Other Documents: n/a

Contact Officer(s): Aaron Morton (Senior Engineer – Highway Agreements)
 Ryan Moore (Technical Lead Engineer – Highway Agreements)

November 2025


LEGEND

 Roads to be subject to 20mph Traffic Regulation Order (TRO)



| Rev. | Date | Final Issue Description |
|------|----------|-------------------------|
| A | 05.02.25 | Final Issue |

FOR INFORMATION ONLY



Thames Valley
 Transport
 Improvement
 Research
 Berkshire R624 TRD
 Telephone 01494 451800
 www.bellway.co.uk

Project: Land at Wallingford Road, Cholsey, Oxfordshire

Drawing Title: Traffic Regulation Order Consultation Plan

| At Scale | Date | Drawn |
|----------|--------|-------|
| 1:1000 | Aug 25 | CV |

| Drawing No | Rev |
|--------------|-----|
| AH01-TRO-001 | A |

ANNEX 2

| RESPONDENT | COMMENTS |
|---|--|
| (e1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (e2) Head of Built Environment and Infrastructure, (Oxford Bus Company) | No objection – This proposal relates only to internal streets due for imminent adoption. As there is no impact on bus operations, we have no objection to raise. |
| (e3) Managing Director, (Go Ahead group) | No objection – we have no issue with these proposals. |
| (o1) Local resident, (Cholsey) | Object – Waste of money that we all will have to pay for. Anyone that drives over 20mph on the estate clearly has a low iq, some signs isn't going to change that. Spend it fixing the roads that actually will improve safety. There are absolute shambles and danger to the public not on the estate but the whole of Oxfordshire and especially Cholsey. |
| (o2) Local resident, (Cholsey, Wallingford Road) | Object – Since changing the speed limits in the village there has been an increase in accidents and recently a fatality. |
| (o3) Local resident, (Cholsey, East End) | Concerns – It shouldn't be as fast as 20mph. There are children in this road and pets - people drive like idiots. |
| (o4) Local resident, (Cholsey, East End) | Concerns – 20 is fast for the layout of the roads, children and animals crossing and cars parked on blind corners. It should be 15 |
| (o5) Local resident, (Cholsey, East End) | Partially support – People drive dangerously fast through the estate, residents and delivery drivers. Would actually support a lower speed limit and road and junction markings. |

| | |
|---|---|
| <p>(o6) Local group/organisation, (Coalition for Healthy Streets and Active Travel)</p> | <p>Support – We support 20mph as the standard speed limit in residential areas for its proven benefits in reducing the number and severity of road casualties. Multiple studies have shown that 20mph vs 30mph limits reduce severe casualties by 25% to 35%, even no change in enforcement.</p> <p>We would be disappointed if Thames Valley Police do not recognise that this represents a reduction on workload for them dealing with the aftermath of serious road traffic collisions, even without having to spend additional resources on enforcement, and despite their PCC's declared support for Vision Zero... "Vision Zero has a long-goal to end traffic-related fatalities and serious injuries by taking a systemic approach to road safety." ... which includes Safe Speeds: "Appropriate speed is at the heart of the Safe System approach. Our collective objective should be to create a network where fewer faults occur, and to ensure that those instances where they do will not lead to a serious injury or death. We should seek compliance with speed limits through consent, education and engagement and ultimately enforcement.</p> <p>The setting of speed limits is the responsibility of local authorities, but whilst enforcement is primarily the responsibility of the police, road design and close community engagement can help secure compliance with those limits. Speeds should be set in line with Department for Transport guidance to ensure consistency and predictability for road users. " (TVP PCC Road Safety Strategy Oct 2024)</p> |
| <p>(o7) Local resident, (Cholsey, Hillside)</p> | <p>Support – Narrow winding roads though the estate. Cars parked on pavements make roads even narrower. No road markings indicating right of way at various junctions.</p> <p>Children often cycling, walking playing along the roads</p> |
| <p>(o8) Local resident, (Cholsey, Bill Money Way)</p> | <p>Support – People driving far too fast on not very well designed roads.</p> |
| <p>(o9) Local resident, (Cholsey, Caps Lane)</p> | <p>Support – Another awful accident on the Wallingford road today should say enough.</p> |
| <p>(o10) Local resident, (Cholsey, Cornflower Drive)</p> | <p>Support – Roads are too narrow & have too many blind corners for it to be safe at anything more than 15mph!!!</p> |

| | |
|--|---|
| (o11) Local resident, (Cholsey, East end) | Support – It should be 10 mph, but 20 is a start |
| (o12) County Cllr, (Cholsey, Fairfield) | Support – Safe and appropriate for a heavily residential area |
| (o13) Local resident, (Cholsey, Hillside) | Support – There are a number of residents who drive far too quickly, especially around blind corners. This is made more dangerous by the number of cars that are parked in non-designated spaces, narrowing the road further. Given that there are children and pets around, anything that can be done to make the Bellway development roads safer would be very welcome. Speed limit enforcement is difficult, so maybe parking restrictions and/or speed bumps should be considered. |
| (o14) Local resident, (Cholsey, Hillside) | Support – The roads winding through the estate are narrow, a problem aggravated by fairly widespread pavement parking especially on East End. There are no road markings indicating who has right of way at any of the junctions so caution has to be taken at all times. |
| (o15) Local resident, (Cholsey, Hillside) | Support – The development is on a hill and some of the roads have very tight bends which are dangerous if vehicles are travelling fast. |
| (o16) Local resident, (Cholsey, Hillside) | Support – I agree. Supporting g this proposal as I am a resudent |
| (o17) Local resident, (Cholsey, Hillside) | Support – I support the 20mph speed limit inside the Bellway development, as I feel this will make the environment safer and more civic-minded. |
| (o18) Local resident, (Cholsey, Hillside) | Support – Cars / vans too fast and rest village 20mph |

| | |
|---|---|
| (o19) Local resident, (Cholsey, Honey Lane) | Support – All residential areas should be 20 |
| (o20) Local resident, (Cholsey, Skylark Way) | Support – To increase safety for drivers, pedestrians and animals |
| (o21) Local resident, (Cholsey, Skylark Way) | Support – I live on Poppy Fields, Bellway estate and I just think it makes sense that the whole estate should be 20mph. People have commented already about certain people driving too fast, as there are a lot of children living here. |
| (o22) Local group/organisation, (Cholsey, Station Road) | Support – I support the 20mph for safety and environmental reasons. It is a built up area and there is no need for anyone to be driving above 20mph. It would also tie in with the rest of the village, which makes understanding the speed limits and where they change easier for drivers |
| (o23) Local resident, (Cholsey, Swallowcroft) | Support – I live on the estate and the current traffic speed is erratic. This is a concern for safety of children, animals and other drivers |
| (o24) Local resident, (Cholsey, The Rowans) | Support – 20mph are appropriate in all residential areas. Particularly estates like this that have no through routes |
| (o25) Local resident, (Cholsey, West End) | Support – I don't think there's any need to go faster than 20 mph. Much safer to stuck to 20mph in this zone. |
| (o26) Local resident, (Cholsey, East end) | Support – Although the road layout has been designed to reduce speed, this is insufficient on its own - a clear reduced speed limit should be in effect. The main offenders are delivery vans and visitors to the area. |
| (o27) Local resident, (Cholsey, East End) | Support – There are several drivers who use the development like a race circuit doing well in excess of 30mph. Certain aspects of the design of the development are poor (the junction from East End phase 1 to Poppy Fields phase 2) so it is unclear who has priority (no road markings are particularly unhelpful). The development is a mix of 2/3 & 4 |

| | |
|---|---|
| | <p>bedroom accommodation so there are many children scooting, cycling, walking to school but some drivers do not adopt an appropriate speed and fly down East End. Parking right on the bend outside of 41/43 East End is also hazardous with cars coming towards each other at the sharp bend. A 20mph speed limit would be very appropriate given the number of pedestrian users (Cholsey is a commuter village so many households walk to the station or catch a bus in Wallingford Rd) and poor layout mean a reduced speed limit should apply without doubt.</p> |
| (o28) Local resident, (Cholsey, Eastend) | <p>Support – I live in the estate and would like it to go down to 10m as im on the bend and it's like a race track somedays</p> |
| (o29) Member of public, (Cholsey, Hillside) | <p>Support – The rest of the village is 20mph and we have no speed limit signs at all in the estate, never mind 20mph. Some people - particularly delivery drivers - speed around with no care that children may be playing etc Some areas should actually be 10mph!</p> |
| (o30) Local resident, (Cholsey, Skylark Way) | <p>Support – Safety for everyone</p> |
| (o31) Local resident, (Cholsey, Skylark Way) | <p>Support – I would personally like it BELOW 20 mph Cars/courier vans race round this estate and before long there'll be an accident with a child being knocked over and seriously injured/killed.</p> <p>The sooner 20mph is in place the better. Can't understand why 20mph was not put in place when estate finished</p> |
| (o32) Local resident, (Cholsey, East End) | <p>Support – The road is very bendy and narrow. Children use most routes through the development to reach their school. Presently, it is often used as a rave track and near misses have happened. 20 miles per hour safeguard everyone.</p> |
| (o33) Local resident, (Cholsey, East End) | <p>No objection – Needed people drive way too fast</p> |

| | |
|--|---|
| (o34) Local resident, (Cholsey, East End) | No objection – Should be slower. The vision around the corners and shape of roads should ensure cars drive slowly. Most do, but some not and with a high level of children on the estate |
| (o35) Local resident, (Cholsey, Hillside) | No objection – I live on the development, so many people drive as if it's a racetrack and it needs addressing. Speed bumps would also help. |
| (o36) Local resident, (Cholsey, Hillside) | No objection – It is difficult to drive faster than 20mph in the development because of the road design. Inappropriate and dangerous car parking needs to be addressed as it is “an accident waiting to happen” and pedestrians and children are at risk |
| (o37) Local resident, (Cholsey, Hillside) | No objection – Would be safer |

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

BICESTER: VARIOUS LOCATIONS – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of new ‘No Waiting at Any Time’ (Double Yellow Lines) & amendment of existing parking restrictions at the following locations in Bicester, as advertised:
 - (i) Barry Avenue,
 - (ii) Bucknell Road,
 - (iii) Ewart Close,
 - (iv) Graham Road,
 - (v) Hudson Street,
 - (vi) Kennedy Road,
 - (vii) Shakespeare Drive,
 - (viii) St Marys Close,
 - (ix) Villiers Road,
 - (x) Wansbeck Drive,
 - (xi) Wellend Croft, and
 - (xii) Wensum Crescent.

- (b) Approve the introduction of new Bus stop clearways (with associated ‘No Stopping except local buses’ restrictions) at the following locations in Bicester, as advertised:
 - (i) Bucknell Road, and
 - (ii) Shakespeare Drive.

Executive Summary

2. This report presents responses received to a statutory consultation on proposals to introduce new ‘No Waiting at Any Time’ parking restrictions (in the form of double yellow lines) in various roads within Bicester, as well as new Bus stop clearways (with associated ‘No Stopping except local buses’ restrictions) on Bucknell Road & Shakespeare Drive – as shown in **Annexes 1 to 8**.

3. The proposals have been put forward following informal consultations carried out with Bicester Town Council.

Corporate Policies and Priorities

4. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's 'Accessibility & Road Safety' budget.

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 relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'Traffic & Road Safety' and 'TRO &

Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

9. 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 Oxfordshire, blue badge holders can park with their badge on display on single/double yellow line parking restrictions (providing a loading/unloading ban is not in force) for up to a maximum of three hours.
10. 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.

Sustainability Implications

11. The proposals will help maintain road safety in busy residential roads, by preventing vehicles from parking too close to junctions, improving visibility & making it easier for pedestrians to cross, and preventing highway obstructions. Whilst the two new bus stop clearways & associated 'No Stopping except local buses' restrictions, will help keep these spaces clear for their intended use.

Risk Management

12. No potential significant health and safety or service provision risks, or potentially significant financial impact have been identified.

Formal Consultation

13. Formal consultation was carried out between 14 August and 12 September 2025. A notice was published in the Bicester Advertiser 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, Cherwell District Council, relevant local District Cllrs, Bicester Town Council, and the local County Councillors representing the Bicester East, Bicester North, Bicester South, and Bicester West divisions.
14. Letters were also sent directly to approximately 290 properties in the immediate vicinity.

15. The parish council, and local Councillors (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
16. During the course of the formal consultation, 97 responses were received via the online survey, and these are summarised in the table below:

table1. proposed 'No Waiting at Any Time' (double yellow line) parking restrictions

| Proposal | Object | Partially support / concerns | Support | No opinion /objection | Total |
|-------------------|---------------|-------------------------------------|----------------|------------------------------|--------------|
| Barry Avenue | 14 | 9 | 25 | 49 | 97 |
| Bucknell Road | 33 | 12 | 35 | 17 | 97 |
| Ewart Close | 10 | 7 | 20 | 60 | 97 |
| Graham Road | 9 | 7 | 26 | 55 | 97 |
| Hudson Street | 17 | 8 | 25 | 47 | 97 |
| Kennedy Road | 11 | 2 | 29 | 53 | 97 |
| Shakespeare Drive | 8 | 5 | 28 | 54 | 97 |
| St Marys Close | 8 | 4 | 23 | 60 | 97 |
| Villiers Road | 8 | 5 | 31 | 51 | 97 |
| Wansbeck Drive | 8 | 3 | 19 | 65 | 97 |
| Wellend Croft | 8 | 1 | 19 | 67 | 97 |
| Wensum Crescent | 8 | 3 | 21 | 63 | 97 |

table2. proposed 'Bus stop clearways' ('No Stopping except local buses')

| Proposal | Object | Partially support / concerns | Support | No opinion /objection | Total |
|-------------------|---------------|-------------------------------------|----------------|------------------------------|--------------|
| Bucknell Road | 28 | 14 | 40 | 15 | 97 |
| Shakespeare Drive | 9 | 4 | 40 | 44 | 97 |

17. Additionally, a further seven emails were received directly – with Thames Valley Police not objecting, and the local County Cllr responsible for the Bicester North division raising concerns from Field Street residents regarding the impact that the Bucknell Road proposals would have on them. A further four residents of Field Street also submitted objections directly in relation to these. Finally, a resident of Graham Road raised concerns about the potential negative impact of more vehicles parking on the grass verges to avoid any parking restrictions, as per the current situation.

18. The full responses are shown in **Annex 9**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

19. The recent consultation on proposed double yellow line restrictions in Bicester has generally demonstrated that local support for measures designed to tackle persistent parking and safety concerns outweighs the level of objection.
20. Residents have consistently reported that vehicles parked on bends, at junctions, and across pavements were creating serious visibility hazards, blocking footways, and restricting the free flow of traffic. These issues particularly affect vulnerable groups such as children, wheelchair users, and those with pushchairs, as well as drivers attempting to exit their properties safely. The consultation feedback confirmed that the restrictions would deliver meaningful improvements in road safety, accessibility, and traffic management.
21. Although some objections were raised regarding the potential loss of convenient on-street parking and the risk of displacement into neighbouring streets, these concerns were outweighed by the clear benefits to public safety and the broader community.
22. The proposals are also fully consistent with Highway Code guidance, which advises against parking near junctions or pedestrian crossings, and they align with the Bicester Sustainable Transport Strategy's goal of creating safer, more sustainable local travel networks.
23. Council officers have carefully reviewed the responses and concluded that the case for implementation is both necessary and proportionate. Monitoring will also be undertaken after implementation to assess any displacement effects and adjust where required. The council is therefore confident that introducing these double yellow line restrictions will address long-standing local concerns, improve visibility and safety, and deliver lasting benefits for residents, road users, and the wider community.

Monitoring and Evaluation

24. Officers suggest – that if approved – a review of the scheme is carried out approximately 6-12 months after implementation, and then if deemed necessary/appropriate further amendments could be proposed.

Paul Fermer
Director of Environment and Highways



Annex(es): Annexes 1-8: Consultation plans
Annex 9: Consultation responses

Contact Officer(s): William Evans (Senior Officer – Traffic & Road Safety)
Lee Turner (Team Leader – Traffic & Road Safety)


November 2025

Drawing No. **XXXXXXX** OPTIONAL **XXXXXXX**

KEY TO RESTRICTION


-  New No Waiting (Double Yellow Line)
-  Existing No Waiting (Double Yellow Line)

ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED



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Project title
Proposed new lining

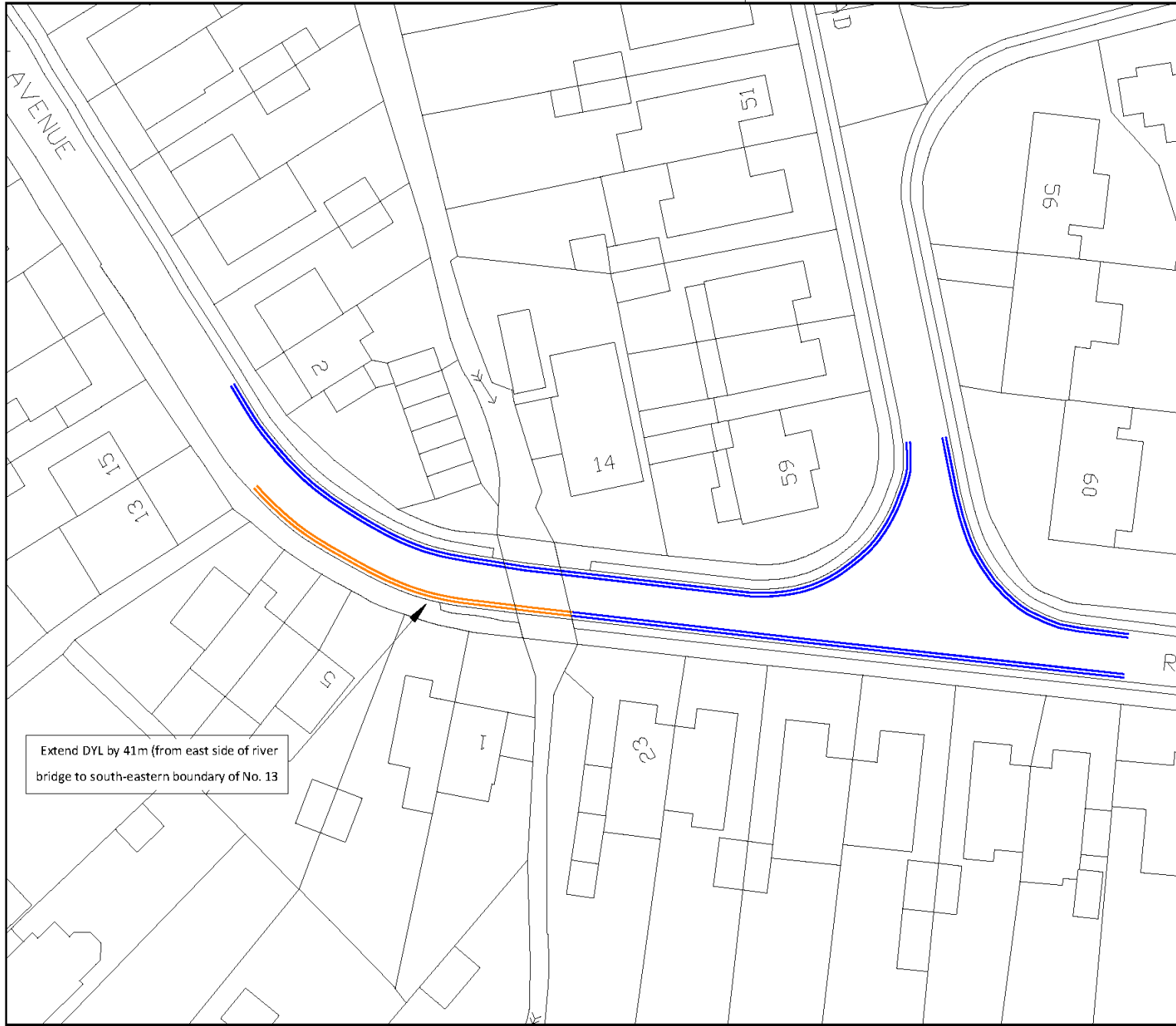
Drawing title
Bicester - Barry Avenue

Drawing Status **Consultation**

| Scale @ A3 | Drawn by | Checked by | Approved by |
|------------|------------------|--------------------|---------------------|
| NTS | LN | DC | XXXXX |
| | Date drawn XXXXX | Date checked XXXXX | Date approved XXXXX |

Oxfordshire Project No. & File Ref **XXXXXXX**

Drawing No. **XXXXXXX** Revision **XXXXXXX**





Extend DYL by 41m (from east side of river bridge to south-eastern boundary of No. 13)


Drawing No. XXXXXXXX

XXXXXXXX

KEY TO RESTRICTION


-  New No Waiting (Double Yellow Line)
-  Bus Stop Clearway

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Project title
Proposed new lining

Drawing title
Bicester - Bucknell Road

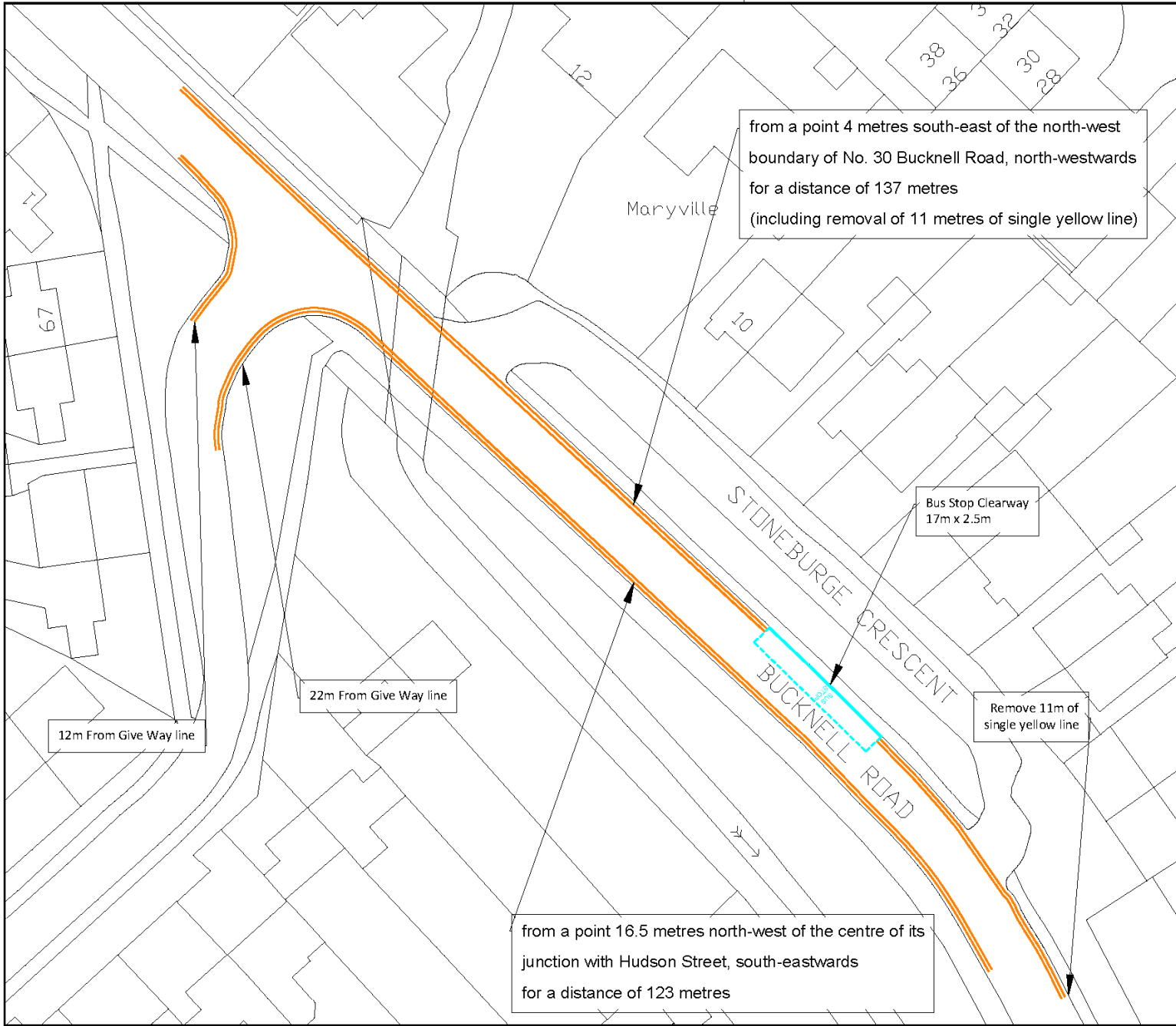
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Drawing No. XXXXXXXX



Revision
XXXXXXXXXX




Drawing No. XXXXXXXX

Revision XXXXXXXX

KEY TO RESTRICTION


-  New No Waiting (Double Yellow Line)
-  Existing No Waiting (Double Yellow Line)

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Project title
Proposed new lining

Drawing title
Bicester - Ewart Close

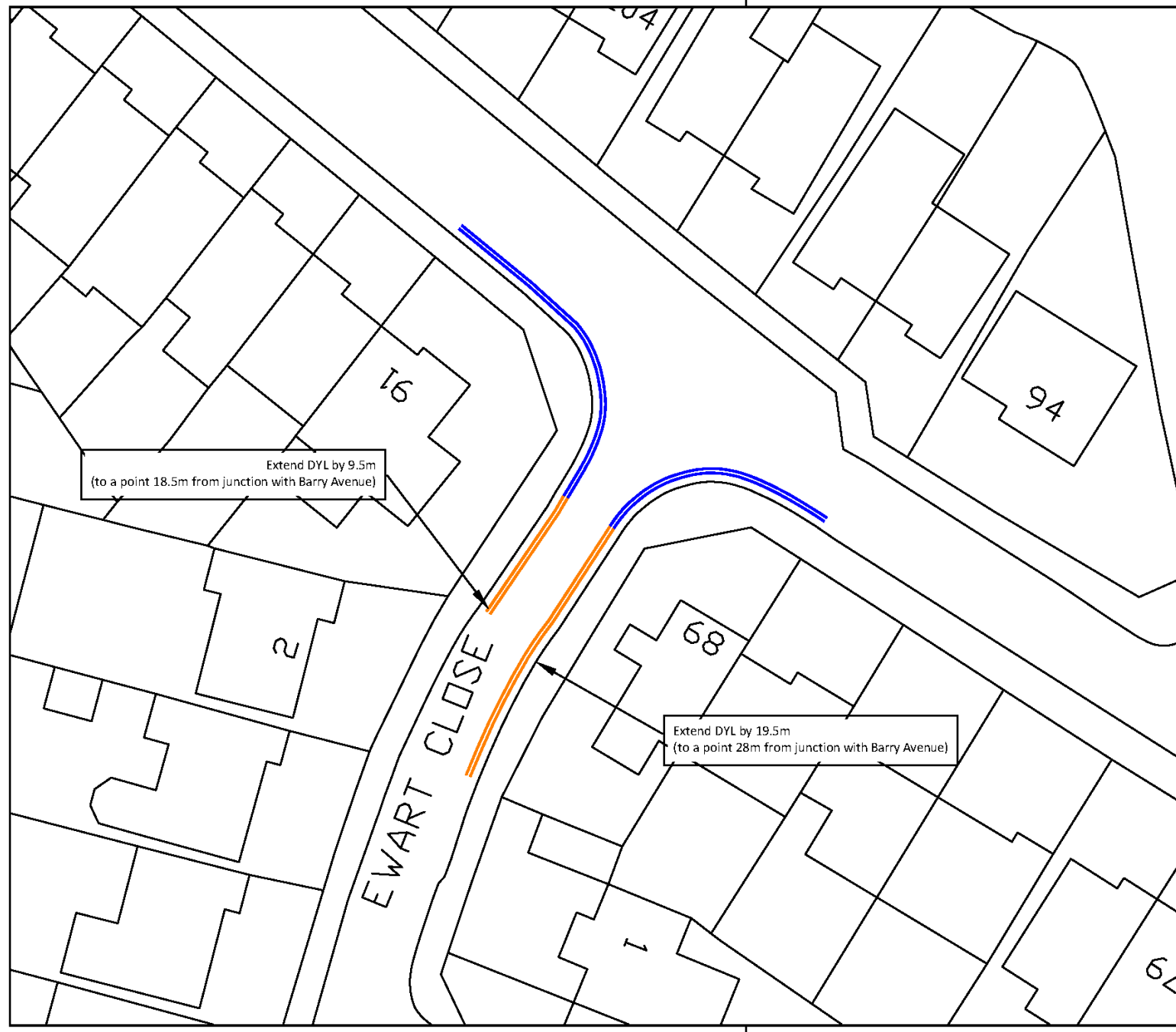
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Oxfordshire Project No. & File Ref
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Drawing No. XXXXXXXX

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Drawing No. XXXXXXXX

KEY TO RESTRICTION
 New No Waiting (Double Yellow Line)

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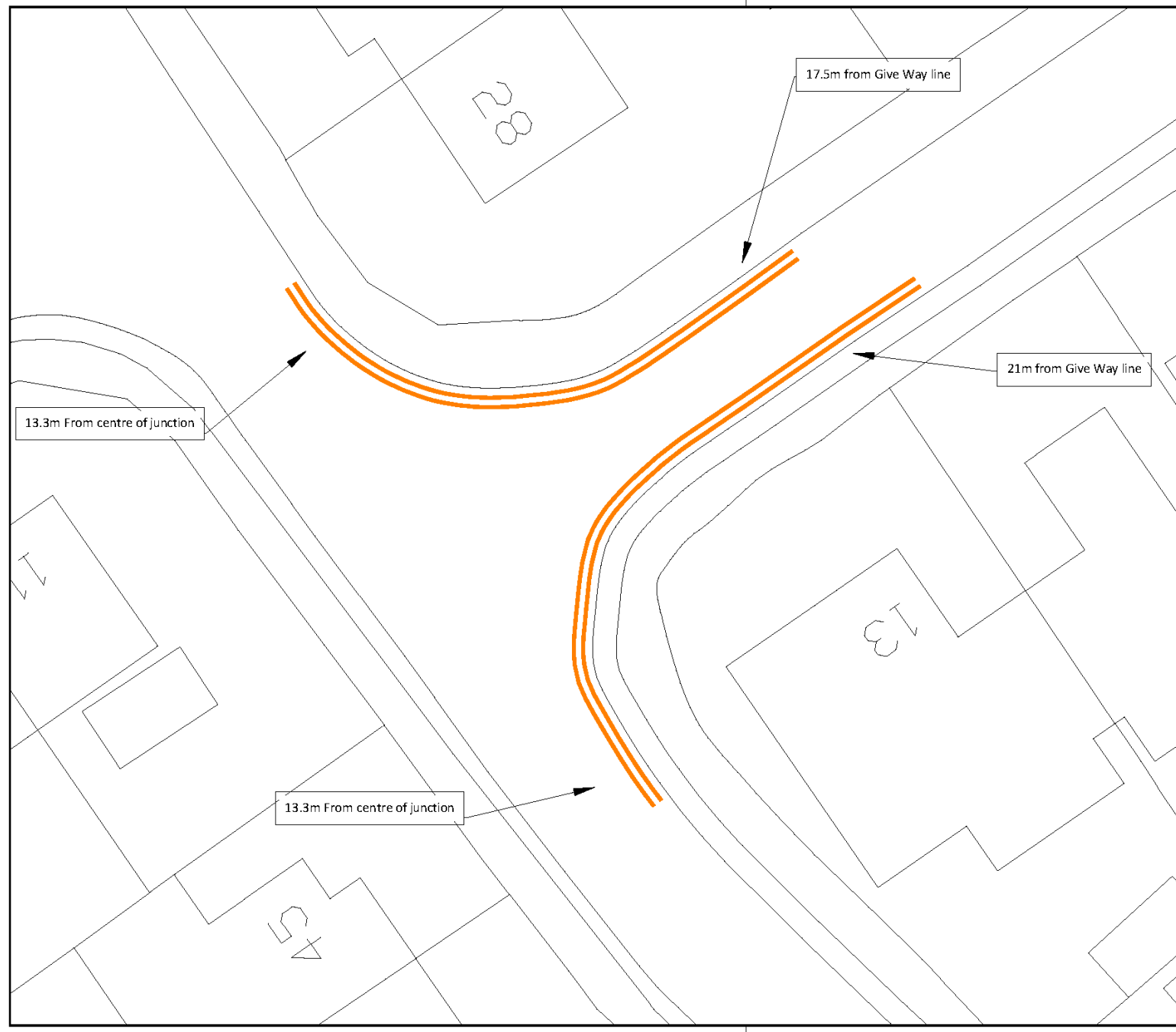
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Drawing title
 Bicester - Graham Road
 Double yellows (off Bucknell Road)

Drawing Status Consultation

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Oxfordshire Project No. & File Ref XXXXXXXX
 Drawing No. XXXXXXXX




Drawing No. XXXXXXXX

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 No Waiting
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Project title
New double yellow lines

Drawing title
Bicester - Kennedy Road

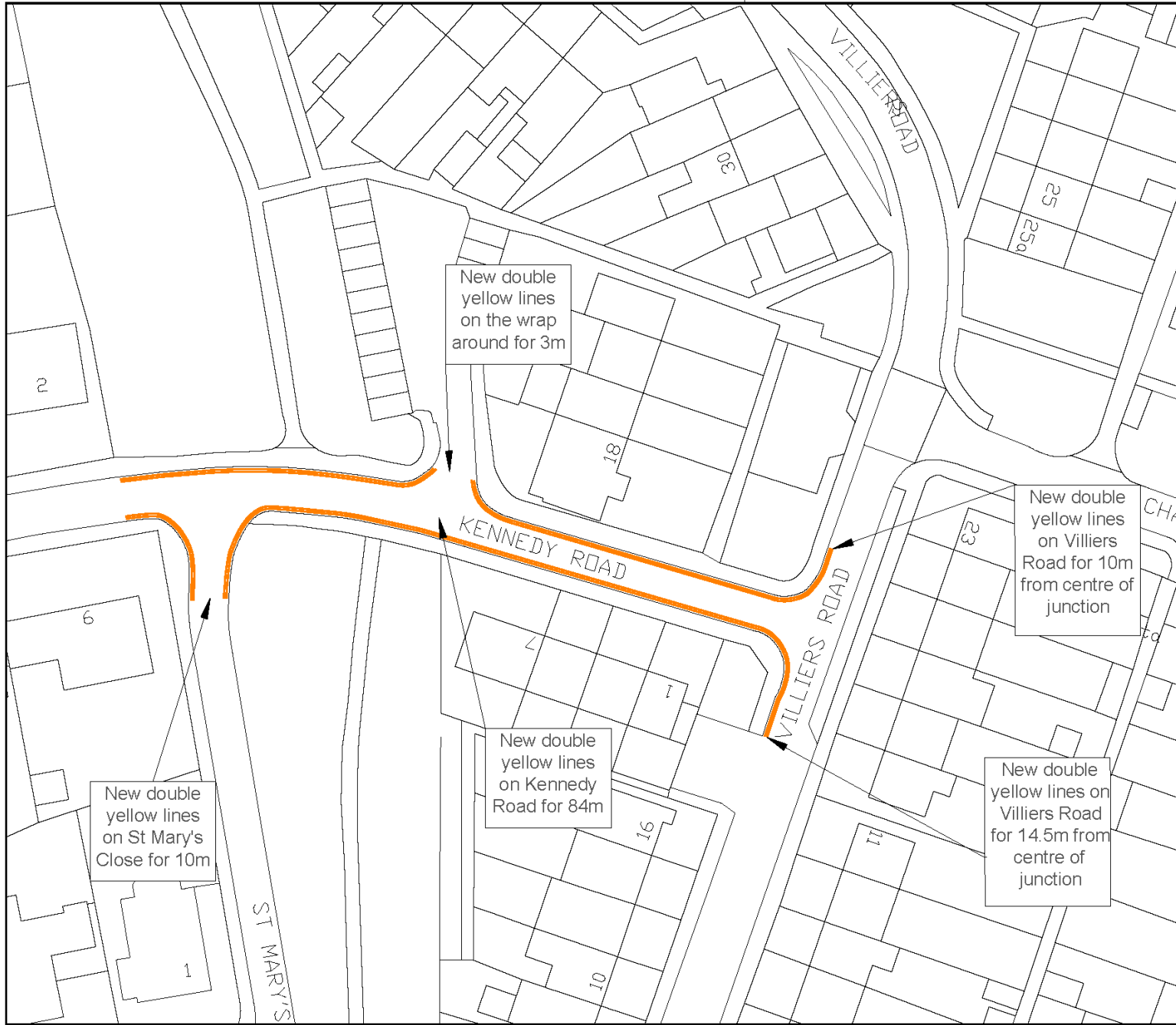
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Oxfordshire Project No. & File Ref
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Drawing No. XXXXXXXX

Revision
XXXXXXXX



Drawing No. XXXXXXXX

Revision 1 XXXXXXXX

KEY TO RESTRICTION

- New No Waiting (Double Yellow Line)
- Existing No Waiting (Double Yellow Line)
- Bus Stop Clearway

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Project title
Proposed new lining

Drawing title
Bicester - Shakespeare Drive, - Double yellows and bus stop

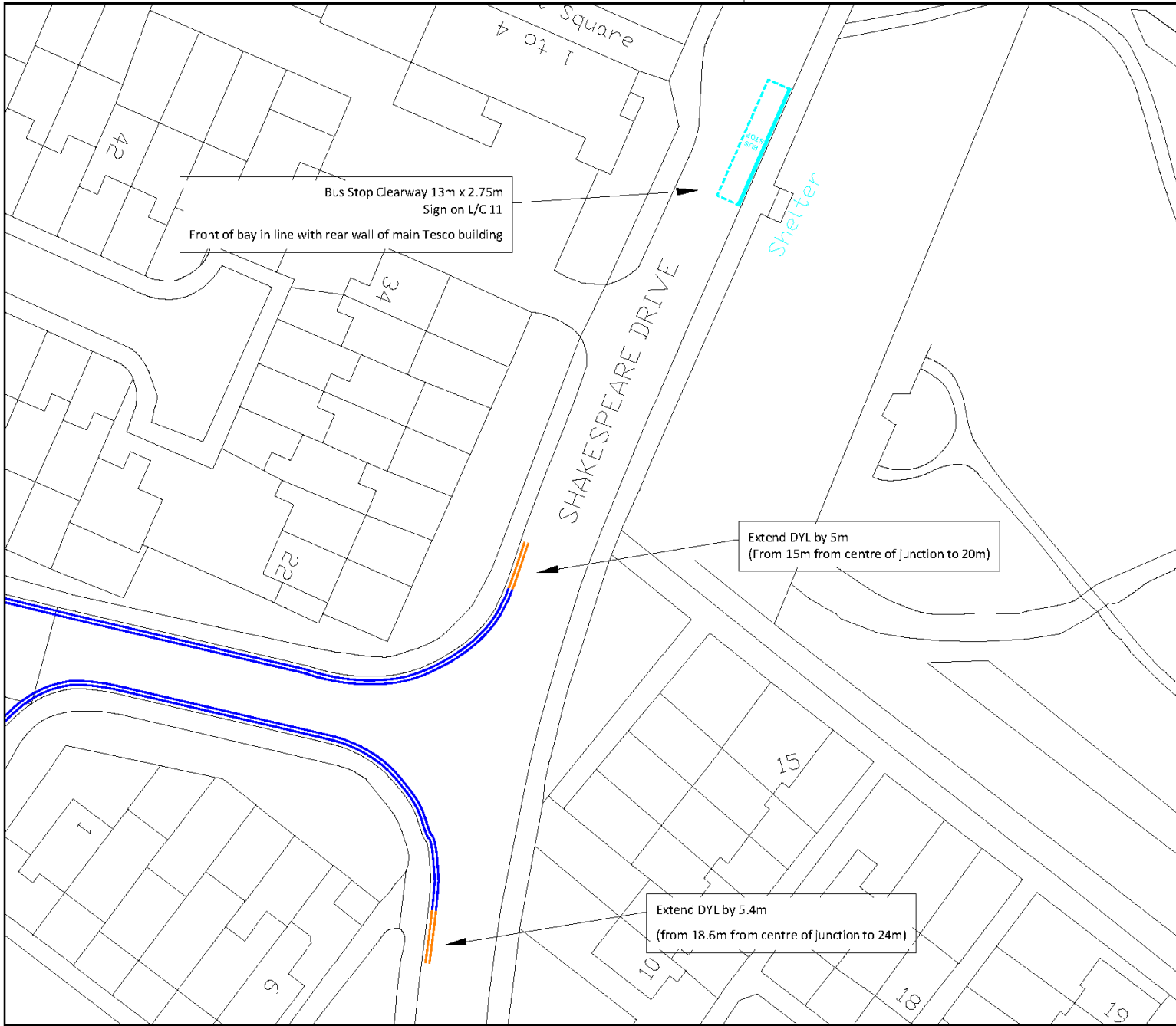
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Consultation

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Revision XXXXXXXX

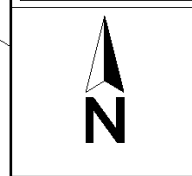


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Project title
Proposed new lining

Drawing title
Bicester - Welland Croft
Double yellows (off Wansbeck Drive)

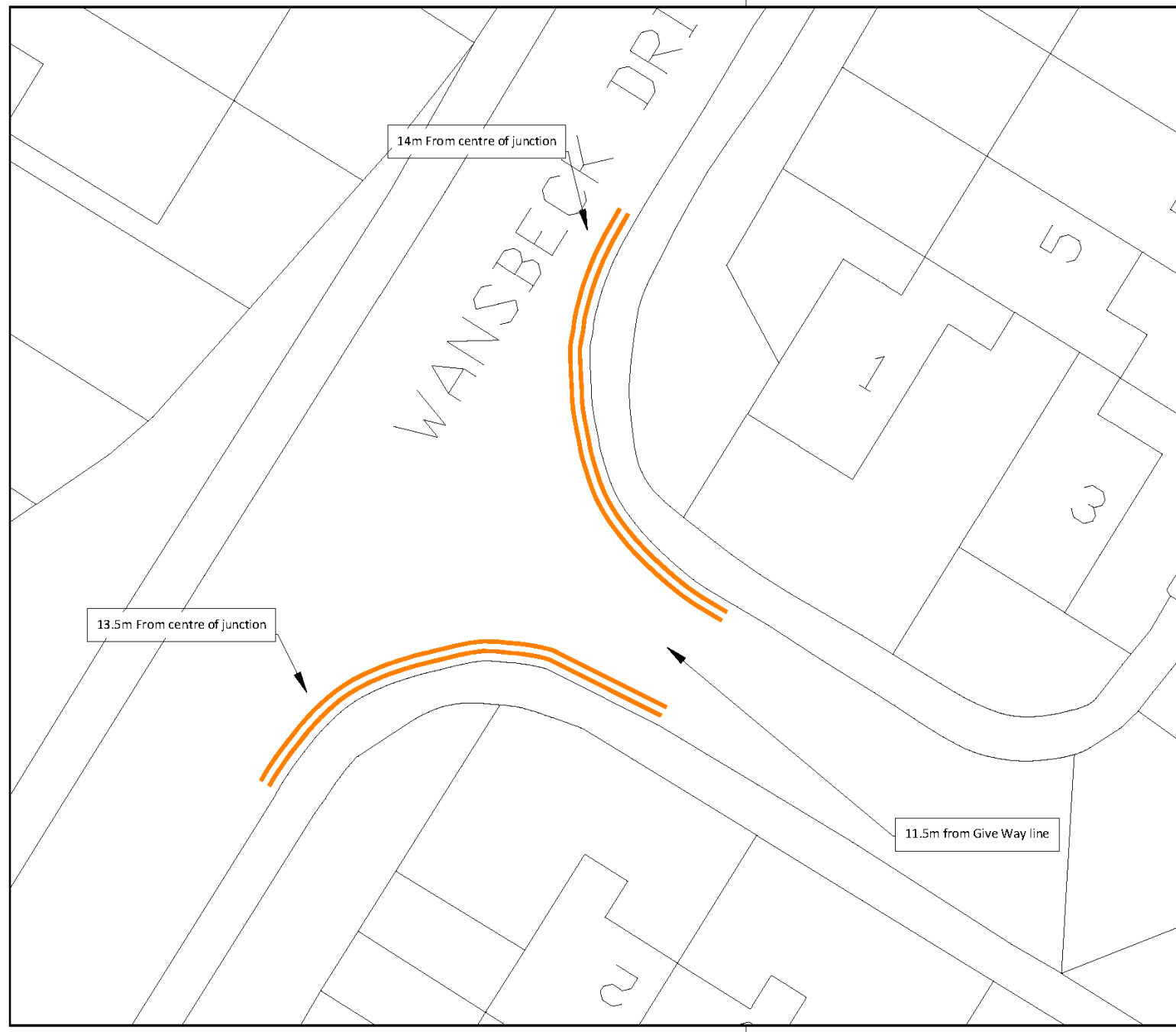
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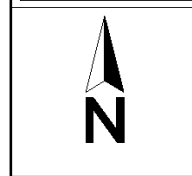


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Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1HD
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Project title
Proposed new lining

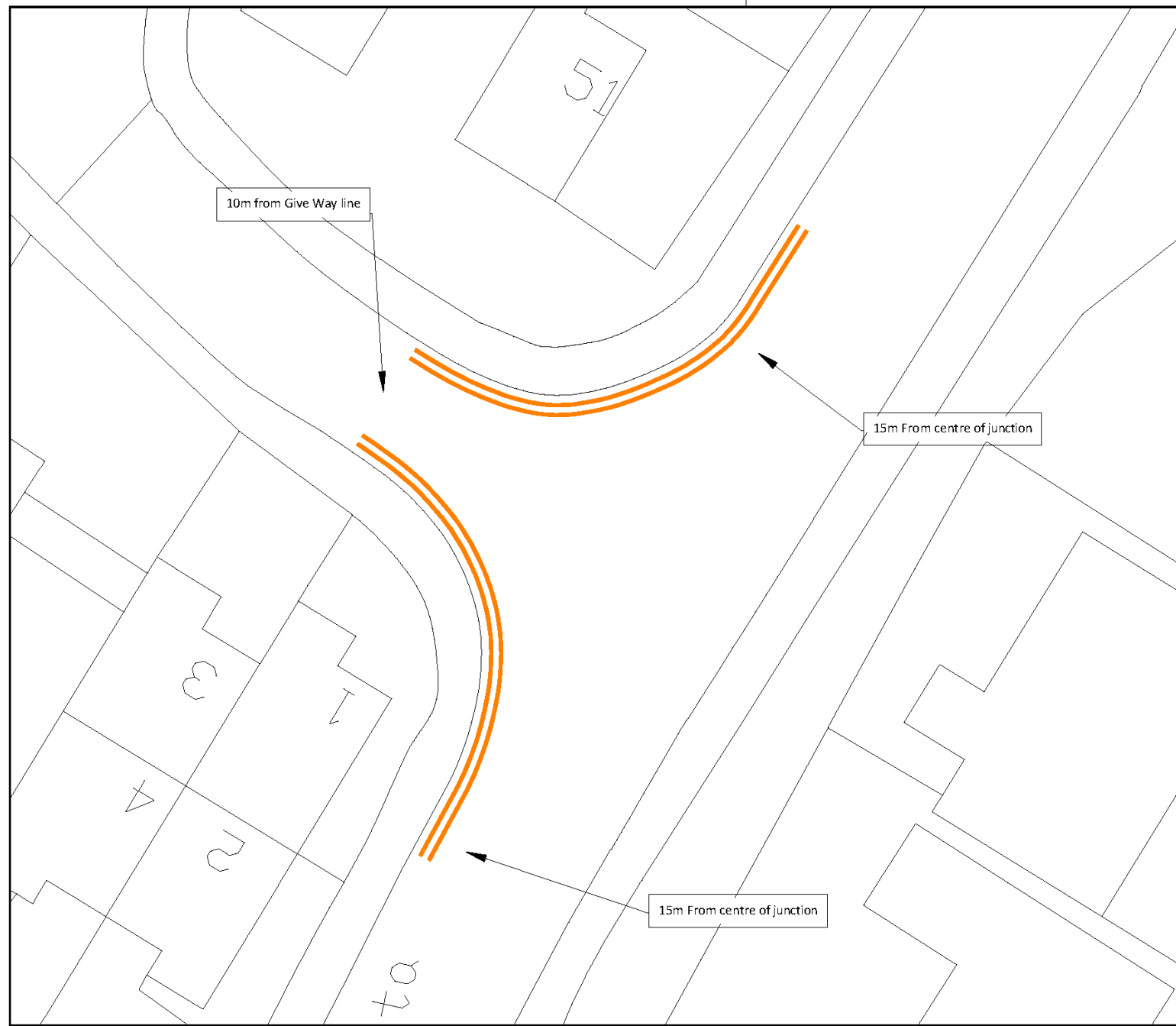
Drawing title
Bicester - Wensum Crescent
Double yellows (off Wansbeck Drive)

Drawing Status Consultation

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| Scale @ A3 NTS | Drawn by LN Date drawn XXXXX | Checked by DC Date checked XXXXX | Approved by XXXXX Date approved XXXXX |
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Oxfordshire Project No. & File Ref XXXXXXXX

Drawing No. XXXXXXXX



A. Email responses:

| RESPONDENT | COMMENTS |
|---|---|
| (e1) Traffic Management Officer, (Thames Valley Police) | No objection – Thank you for the consultation documents. The Police have no objection. |
| (e2) Local County Cllr, (Bicester North division) | <p>Concerns – I have received 4 objection emails from my constituents on Field Street regarding the proposed changes to parking restriction on Bucknell Road.</p> <p>I too am concerned that the need of these residents have not been fully considered upon raising the plans which you have sent.</p> <p>Certainly a permit provision for Field Street seems a sensible option.</p> <p>I understand the need to ensure flow of traffic, the push to promote active travel etc etc in the grander scheme, but people need close parking to their properties.</p> <p>Any changes should ensure allowances that can accommodate at least the present proximity and quantity of parking for Field Street residents.</p> <p>I know residents of Lime Crescent and Holm Way junction have been complaining of inconsiderate parking. Could this area also been included for such measures appropriately?</p> |
| (e3) Local resident, (Bicester, Field Street) | <p>Object – I the undersigned do here by wish to formally object to the new parking restrictions in Bucknell Road and surrounding areas. I object on the following reasons;</p> <p>1. That the County council have only thought this out for the short term and are moving the problem of people who already cannot park at their houses to have to walk further to their cars. You are causing the problem to move along the street and in two years time you will be forced to rethink it again.</p> |

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| | <p>2. That people who come into Bicester to park have to pay something like 28 pounds a week to park. this reduces their available monies after taxation even more and that is why they park in Bucknell Road.</p> <p>3. Elderly, disabled and people with young children cannot park there because the county council so wish. Yes you can apply for a blue badge but that is up to the County Council whether you get it.</p> <p>4. Trades people calling to do work on those properties which have double yellow lines outside them face discrimination from you parking officer. Some will no longer work on properties where they cannot park.</p> <p>May I suggest that you do something about the parents who bring their young heroes to school by car and litter Bucknell Road at 9am and 3 pm whilst they wait for their children.</p> <p>This matter is only made worse that in 20 years time when they become parents (That is the present children) they will feel obliged to take their children to school by car as that is the way they went.</p> |
| <p>(e4) Local resident, (Bicester, Field Street)</p> | <p>Object</p> <p>Field Street residents - There are currently about 20 houses that are unable to park outside their home on Field Street, due to space restrictions/steps. Where will we/our visitors/tradespersons all be parking? The old bus bay by the school can fit 7 normal size cars max, but with the number of multiple occupancy houses on Bucknell Road now, we share it with the residents with work vans and additional vehicles. I know of at least 1 resident that lives on Banbury Road and parks on Bucknell Road regularly. After 6pm and weekends, finding a single yellow space may not be as bad, but the rest of the time will be impossible.</p> <p>Roman Way & Crockwell Close residents - you may not think this will affect you, but consider where the occupiers/visitors to Field Street, with overspill from the town, the Station and The Plough, will park going forwards? You have enough of a parking issue already, without pushing additional cars to your roads.</p> <p>The Brookside School staff, parents and children being dropped off/collected – you have limited parking, and unless you build a helipad or monorail, I'm not sure how that's going to work? Ideally everyone can walk there, but that is not the reality of the world we live in.</p> <p>Apparently, there was an “informal consultation” with Bicester Town Council, which I'd be interested to see who was involved or if any notes were made. Or if indeed it happened? I have contacted the relevant councillors in the hope that they can provide some support. I understand safety concerns regarding the particular area of Bucknell Road, but I'd hate to think that they are behind this suggestion of a solution.</p> |

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| | <p>To me, this seems to be another poorly planned idea, that has not been communicated directly to the people it could impact. Unless of course, you all know and I'm the last to see the little A4 sign or find out from a neighbour! I don't know why I'm worried – I think they're hoping we'll all be fed up of driving at 20mph and cycling instead...</p> |
| <p>(e5) Local resident, (Bicester, Field Street)</p> | <p>Object – I have recently become aware that there are proposals to further restrict parking on Bucknell Rd. I'm a resident of Field St (where there is no parking for many households) and parking is already difficult. Residents need more parking, not less. Why not extend the layby by Brookside School to allow more parking? Perhaps allocate parking permits exclusively for the residents of Field St. Also consider some areas where there could be drop-off areas where residents can park if they need to unload. Households on Field St have young children, elderly folk and pets and it's very unfair to expect people to park so far from their homes. I'm not even sure where they expect us to park if they make these changes. It's also unfair to keep changing the parking regulations. When many of us moved here parking was much easier. There is also a security issue for female residents who may need to park at night-time and walk some distance home. Can you please consider this issue and the impact it will have on the elderly residents (there are a few who have lived here for decades) and the families with young children and babies.</p> |
| <p>(e6) Local resident, (Bicester, Field Street)</p> | <p>Object – I am writing to raise concerns about the ongoing parking issues faced by the residents of Field Street, Bicester.</p> <p>As Field Street is a main road, most of us are unable to park directly outside our homes and instead rely on adjacent streets, primarily Bucknell Road. Parking there has long been a challenge due to limited space, with a single lay-by that accommodates only six cars. This lay-by is also used heavily by parents during school drop-off and pick-up times, as it is located outside Brookside School.</p> <p>As a result, some residents - particularly elderly people and families with young children (including my own, as we have a six-month-old) - have resorted to using the single yellow lines to ensure they can park reasonably close to their homes. We have recently learned that the single yellow lines will soon be replaced with double yellow lines, extending as far as Hudson Street. Given that there are only six nearby spaces available, this change has left many residents worried about how and where we will be able to park our vehicles.</p> <p>This restriction will not only affect residents of Field Street, but will also put additional pressure on the surrounding roads, which are already stretched. It will make it even harder for people visiting friends or family on Field Street to find anywhere to park, which in turn risks increasing congestion and frustration in neighbouring streets.</p> |

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| | <p>Unlike some areas where private driveways are an option, most houses on Field Street have little or no space in front of them, making the creation of off-street parking practically impossible. For many of us, on-street parking is the only option available, which is why these changes will be felt so strongly.</p> <p>I would like to propose the introduction of a residents' parking permit scheme for Field Street, rather than imposing blanket double yellow lines. In addition, I believe it would be worthwhile to review the current lay-by outside Brookside School to see whether it could be extended or adapted to accommodate more cars, ideally within the permit system. I appreciate your time and attention to this matter. It may seem like a small issue, but it has a significant impact on daily life for many families on our street.</p> |
| <p>(e7) Local resident, (Bicester, Graham Road)</p> | <p>Concerns – With reference to the proposed double yellow lines in Graham Road, I totally agree that this will indeed improve road safety whereby vehicles will no longer be able to park so close to the junction. But as a consequence of this action it will only create, and exacerbate a problem which already exists, whereby vehicles are parked outside the properties and on the grass verges (which in itself causes it's own issues) further down the road. This is the current consequence as a result of the double yellow lines that were installed outside the play park area last year. I have raised this issue before but nothing has been done as it still continues. The road itself is very narrow compared to others in the area and this in itself has added to the problems for occupants of those properties trying to get in and out of their drives safely.</p> <p>My suggestion to solve the parking issues for residents and to improve road safety at the Graham Road junction would be to have double yellow lines all along both sides of the road in this area.</p> |

B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

| RESPONDENT | COMMENTS | | | | | | | | | | | | | | |
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| <p>(o1) Local resident, (Bicester, Ashby Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 445 2107 817"> <tr> <td data-bbox="577 445 1357 507">Barry Avenue –</td> <td data-bbox="1357 445 2107 507">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 507 1357 569">Bucknell Road – Support</td> <td data-bbox="1357 507 2107 569">St Marys Close –</td> </tr> <tr> <td data-bbox="577 569 1357 632">Ewart Close –</td> <td data-bbox="1357 569 2107 632">Villiers Road –</td> </tr> <tr> <td data-bbox="577 632 1357 694">Graham Road –</td> <td data-bbox="1357 632 2107 694">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 694 1357 756">Hudson Street –</td> <td data-bbox="1357 694 2107 756">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 756 1357 817">Kennedy Road –</td> <td data-bbox="1357 756 2107 817">Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 887 2107 949"> <tr> <td data-bbox="577 887 1357 949">Bucknell Road – Support</td> <td data-bbox="1357 887 2107 949">Shakespeare Drive – Support</td> </tr> </table> <p>Bucknell Road is very dangerous for pedestrians due to all of the parked cars - particularly at school times. The school benefits from a car park at the back of the school so therefore no parking will be lost for those who attend the school.</p> | Barry Avenue – | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| <p>(o2) Member of public, (Bicester, Aspen Close)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1157 2107 1337"> <tr> <td data-bbox="577 1157 1357 1219">Barry Avenue – Object</td> <td data-bbox="1357 1157 2107 1219">Shakespeare Drive – Object</td> </tr> <tr> <td data-bbox="577 1219 1357 1281">Bucknell Road – Object</td> <td data-bbox="1357 1219 2107 1281">St Marys Close – Object</td> </tr> <tr> <td data-bbox="577 1281 1357 1337">Ewart Close – Object</td> <td data-bbox="1357 1281 2107 1337">Villiers Road – Object</td> </tr> </table> | Barry Avenue – Object | Shakespeare Drive – Object | Bucknell Road – Object | St Marys Close – Object | Ewart Close – Object | Villiers Road – Object | | | | | | | | |
| Barry Avenue – Object | Shakespeare Drive – Object | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – Object | | | | | | | | | | | | | | |
| Ewart Close – Object | Villiers Road – Object | | | | | | | | | | | | | | |

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| | Graham Road – Support | Wansbeck Drive – Object |
| | Hudson Street – Object | Wellend Croft – Object |
| | Kennedy Road – Object | Wensum Crescent – Object |
| | Bus stop clearways: | |
| | Bucknell Road – Partially support/concerns | Shakespeare Drive – Partially support/concerns |
| <p>If you want to destroy the town with these useless rules then you should bring flying cars in town...at your expenses Anyway we pay lots of money thru council tax and still we have potholes and shitty roads Wasting money on useless activities like(20MPH,ETC)</p> <p>Put CCTV on each street for residents safety ,make an indoor playground for kids,anyway we have lots of coffee shops,Barber shops,cigarettes shop,etc</p> | | |
| (o3) Local resident, (Bicester, Barry Avenue) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – Support |
| | Ewart Close – Support | Villiers Road – Support |
| | Graham Road – Support | Wansbeck Drive – Support |
| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |
| | Bus stop clearways: | |
| Bucknell Road – Support | Shakespeare Drive – Support | |

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| | Something needs to be done about the clearways in the local area | |
| (o4) Local resident, (Bicester, Barry Avenue) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – Support | Villiers Road – |
| | Graham Road – Support | Wansbeck Drive – |
| | Hudson Street – Support | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – Support | Shakespeare Drive – | |
| Yellow lines are desperately needed on junction of Bucknell Rd/ Graham Rd on either side of Graham rd at this junction. | | |
| (o5) Local resident, (Bicester, Barry Avenue) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Object | Shakespeare Drive – |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – Object | Villiers Road – |
| | Graham Road – Partially support/concerns | Wansbeck Drive – |
| | Hudson Street – Object | Wellend Croft – |

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| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | <p>Agree in principle around the safety aspect however will cause more issues and turmoil for visiting people to residents in this area. They will have nowhere to park and will therefore create either obstructive parking or cause other issues. There is generally not enough parking areas in residential roads.</p> | |
| (o6) Local resident, (Bicester, Barry avenue) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – Support | Wansbeck Drive – |
| | Hudson Street – Support | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | <p>/Will help to stop some of the selfish/dangerous parking habits of some drivers arround Barry Avenue In Barry Avenue perhaps more is needed</p> | |
| (o7) Local resident, (Bicester, Barry Avenue) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – |

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|--|--|--------------------------------|------------------|---|--|------------------------------|--------------------------------|------------------|---|-----------------|-------------------|------------------|-----------------|-----------------|----------------|-------------------|
| | <table border="1"> <tr> <td>Bucknell Road – Support</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close – Partially support/concerns</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road – Support</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> | Bucknell Road – Support | St Marys Close – | Ewart Close – Partially support/concerns | Villiers Road – | Graham Road – Support | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | | | | | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – Partially support/concerns | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| (o8) Local resident, (Bicester, Barry Avenue) | <p>Bus stop clearways:</p> <table border="1"> <tr> <td>Bucknell Road –</td> <td>Shakespeare Drive –</td> </tr> </table> <p>Re: Ewart Close concerns. If the accessible parking is reduced in Ewart Close, more cars will park between the driveways of no's 91 & 93 Barry Avenue which currently happens despite partial double yellow lines.! When cars park between the driveways of no's 91 & 93, it impossible to reverse out of 91 and be able to turn right without taking a number of manouvres and likewise for no. 93 reversing and needing to turn left. If the extended double yellow lines go ahead in Ewart Close, at the same time could the double yellow lines outside no. 91 be extended by 1 meter in order to ensure cars cannot park between the driveways of no's 91 & 93 please.</p> <p>No Waiting at Any Time (double yellow lines):</p> <table border="1"> <tr> <td>Barry Avenue – Partially support/concerns</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road – Support</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close – Partially support/concerns</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> | | Bucknell Road – | Shakespeare Drive – | Barry Avenue – Partially support/concerns | Shakespeare Drive – | Bucknell Road – Support | St Marys Close – | Ewart Close – Partially support/concerns | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – |
| Bucknell Road – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Barry Avenue – Partially support/concerns | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – Partially support/concerns | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |

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| | <p>Bus stop clearways:</p> <table border="1" data-bbox="577 225 2103 288"> <tr> <td data-bbox="577 225 1357 288">Bucknell Road – Support</td> <td data-bbox="1357 225 2103 288">Shakespeare Drive –</td> </tr> </table> <p>Concern with regard to Barry Avenue and adjacent streets as occupants of the HMOs will ignore or park outside other residents houses especially where these occupants own 2 cars and rely on parking their 2nd car outside their residence.</p> | | Bucknell Road – Support | Shakespeare Drive – | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o9) Local resident, (Bicester, Barry Avenue)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 528 2103 903"> <tr> <td data-bbox="577 528 1357 592">Barry Avenue – Partially support/concerns</td> <td data-bbox="1357 528 2103 592">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 592 1357 655">Bucknell Road – Support</td> <td data-bbox="1357 592 2103 655">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 655 1357 719">Ewart Close – Partially support/concerns</td> <td data-bbox="1357 655 2103 719">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 719 1357 783">Graham Road – Partially support/concerns</td> <td data-bbox="1357 719 2103 783">Wansbeck Drive – Support</td> </tr> <tr> <td data-bbox="577 783 1357 847">Hudson Street – Support</td> <td data-bbox="1357 783 2103 847">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 847 1357 903">Kennedy Road – Support</td> <td data-bbox="1357 847 2103 903">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 967 2103 1031"> <tr> <td data-bbox="577 967 1357 1031">Bucknell Road – Partially support/concerns</td> <td data-bbox="1357 967 2103 1031">Shakespeare Drive – Support</td> </tr> </table> <p>Totally agree with restrictions at tee junctions but too much extensions. Will make it difficult for visitors to park.</p> | | Barry Avenue – Partially support/concerns | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Partially support/concerns | Villiers Road – Support | Graham Road – Partially support/concerns | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – Partially support/concerns | Shakespeare Drive – Support |
| Barry Avenue – Partially support/concerns | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – Partially support/concerns | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Partially support/concerns | Wansbeck Drive – Support | | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| <p>(o10) Local resident, (Bicester, Barry Avenue)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1206 2103 1382"> <tr> <td data-bbox="577 1206 1357 1270">Barry Avenue – Support</td> <td data-bbox="1357 1206 2103 1270">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 1270 1357 1334">Bucknell Road – Support</td> <td data-bbox="1357 1270 2103 1334">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 1334 1357 1382">Ewart Close – Support</td> <td data-bbox="1357 1334 2103 1382">Villiers Road – Support</td> </tr> </table> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | | | | | | | | |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | | |

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| | Graham Road – Support | Wansbeck Drive – Support |
| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |
| | Bus stop clearways: | |
| Bucknell Road – Support | Shakespeare Drive – Support | |
| I fully support these proposals due to roads being congested during certain times of the day, parking on pavements and on the corner of Barry Avenue... these changes will make it safer | | |
| (o11) Local resident, (Bicester, Barry Avenue) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – | Shakespeare Drive – |
| | All look good | |

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| <p>(o12) Local resident, (Bicester, Barry Avenue)</p> | <p>No Waiting at Any Time (double yellow lines):</p> | |
| | Barry Avenue – Partially support/concerns | Shakespeare Drive – |
| | Bucknell Road – | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | <p>Bus stop clearways:</p> | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | <p>I live in Barry Ave, sometimes you need to park on the street so putting double yellows would hinder us from time to time</p> <p>Would prefer permit holders only or something similar</p> | |
| <p>(o13) Local resident, (Bicester, Brashfield Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |

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| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | I will be unable to park to visit my daughter on Field Street | |
| (o14) Member of public, (Bicester, Brashfield Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – Object | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | The parking restrictions in Bucknell Road would make it very difficult to visit my daughter in Field Street where there is no parking | |
| (o15) Local resident, (Bicester, Buckingham Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |

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| | Bucknell Road – Partially support/concerns | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – Partially support/concerns | Wansbeck Drive – |
| | Hudson Street – Partially support/concerns | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – Object | Shakespeare Drive – | |
| <p>I am objecting to the Bucknell road changes because no alternative location is being provided for residents to park their vehicles, which will cause an acute pressure on parking where the police have already been called to deal with frustrated residents where the increase of houses in multiple occupation with 6 plus residents with multiple car ownership per house have been given planning permission in the last 5 years. Whilst I understand the wish to improve safety at the school bus stop, making long swaths of road no parking without alternative provision will cause extreme resentment when there is ample space on the verge of Bucknell road to create parking for local residents who do not have parking at the premises, and are prevented from making alterations to do so due to recently imposed conservation zone restrictions by Cherwell District Council. Whilst I personally walk, bus or train for nearly all my journeys, my neighbours who do not work on a bus route are reliant on their car to work.</p> | | |
| (o16) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Partially support/concerns | Shakespeare Drive – |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – Partially support/concerns | Villiers Road – |
| | Graham Road – Partially support/concerns | Wansbeck Drive – |
| | Hudson Street – Partially support/concerns | Wellend Croft – |

| | | |
|--|---|------------------------------------|
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | Parking by the school on Bucknell Road is dangerous. You have restricted view when driving. | |
| (o17) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – Support | Villiers Road – |
| | Graham Road – Support | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | The DYL I've supported are all junctions I personally navigate in a regular basis as a Bucknell Rd resident, and believe dangerous, due to inconsiderate and often idiotic parking. Bucknell Rd and Barry Ave in particular, are hazardous. Parents dropping to the school on Bucknell need to walk! And if driving is necessary, leave home earlier and park 10 mins walk from the school!!!!!! They DON'T need to park outside it!!!!!! | |
| (o18) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |

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|--|--|--------------------------------|---|---------------|-----------------|---------------|------------------|-----------------|-----------------|----------------|-------------------|--|
| | <table border="1"> <tr> <td>Bucknell Road – Support</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close –</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> | Bucknell Road – Support | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | |
| <p>(o19) Local resident, (Bicester, Bucknell Road)</p> | <p>Bus stop clearways:</p> | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Bucknell Road – Support</td> <td>Shakespeare Drive –</td> </tr> </table> | Bucknell Road – Support | Shakespeare Drive – | | | | | | | | | |
| | Bucknell Road – Support | Shakespeare Drive – | | | | | | | | | | |
| | <p>This section of road is a nightmare when the school run is on. We need double yellow lines in sections so cars can get around.</p> | | | | | | | | | | | |
| <p>No Waiting at Any Time (double yellow lines):</p> | | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> </table> | Barry Avenue – | Shakespeare Drive – | | | | | | | | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close –</td> </tr> </table> | Bucknell Road – Object | St Marys Close – | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Ewart Close –</td> <td>Villiers Road –</td> </tr> </table> | Ewart Close – | Villiers Road – | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> </table> | Graham Road – | Wansbeck Drive – | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> </table> | Hudson Street – | Wellend Croft – | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent – Partially support/concerns</td> </tr> </table> | Kennedy Road – | Wensum Crescent – Partially support/concerns | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – Partially support/concerns | | | | | | | | | | | |
| | <p>Bus stop clearways:</p> | | | | | | | | | | | |
| | <table border="1"> <tr> <td>Bucknell Road – Object</td> <td>Shakespeare Drive –</td> </tr> </table> | Bucknell Road – Object | Shakespeare Drive – | | | | | | | | | |
| Bucknell Road – Object | Shakespeare Drive – | | | | | | | | | | | |

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|--|---|--|----------------|---------------------|-------------------------------|------------------|---------------|-----------------|---------------|------------------|-------------------------------|-----------------|----------------|-------------------|-------------------------------|---------------------|
| | <p>I'm objecting this parking restriction on this road. It could badly affect the parents who bring the kids to the school and it's not safe for kids as well.</p> <p>I live this road for long and I don't see any problem with these. It's not very busy road and please don't punish parents and public with this. I'm totally disagree with this. Please don't do this.</p> | | | | | | | | | | | | | | | |
| <p>(o20) Local resident, (Bicester, Bucknell Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 466 2107 836"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close –</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street – Object</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 906 2107 967"> <tr> <td>Bucknell Road – Object</td> <td>Shakespeare Drive –</td> </tr> </table> <p>My house is directly on the part of Bucknell Road with the proposed double yellow lines, which will make it very difficult for deliveries which we order on a daily or weekly basis (food, parcels, furniture etc). It will also make it more difficult for any visiting family and friends (especially those with mobility issues) to park nearby and visit us in the weekend.</p> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – Object | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Object | Shakespeare Drive – |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – Object | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o21) Local resident, (Bicester, Bucknell Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1244 2107 1356"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close –</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | | | | | | | | | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |

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| | <p>Ewart Close –</p> <p>Graham Road –</p> <p>Hudson Street –</p> <p>Kennedy Road –</p> | <p>Villiers Road –</p> <p>Wansbeck Drive –</p> <p>Wellend Croft –</p> <p>Wensum Crescent –</p> |
| <p>(o22) Local resident, (Bicester, Bucknell Road)</p> | <p>Bus stop clearways:</p> | |
| | <p>Bucknell Road – Object</p> | <p>Shakespeare Drive –</p> |
| | <p>We don't need this!</p> | |
| | <p>No Waiting at Any Time (double yellow lines):</p> | |
| | <p>Barry Avenue –</p> | <p>Shakespeare Drive –</p> |
| | <p>Bucknell Road – Object</p> | <p>St Marys Close –</p> |
| | <p>Ewart Close –</p> | <p>Villiers Road –</p> |
| | <p>Graham Road –</p> | <p>Wansbeck Drive –</p> |
| | <p>Hudson Street –</p> | <p>Wellend Croft –</p> |
| | <p>Kennedy Road –</p> | <p>Wensum Crescent –</p> |
| | <p>Bus stop clearways:</p> | |
| | <p>Bucknell Road – Object</p> | <p>Shakespeare Drive –</p> |
| | <p>Its really difficult for the local. don't do it.</p> | |

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| (o23) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| Bus stop clearways: | | |
| Bucknell Road – Object | Shakespeare Drive – | |
| very quite road. why do we need this? | | |
| (o24) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Object | Shakespeare Drive – |
| | Bucknell Road – Partially support/concerns | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – Partially support/concerns | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| Bus stop clearways: | | |

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| | Bucknell Road – Support | Shakespeare Drive – Support |
| <p>Bucknell Road definitely needs changes outside of brookside school but putting double yellows on Hudson street also will just move the problems of school drop off and pick up further up the street. You have to accept that some people can't walk their kids to school and need to be able to park for a short time to drop their kids off. You need to think more cleverly how to deal with school drop offs and not just move the problem to another area. How is this a cost effective use of tax payers money. Come up with a solution not a restriction</p> | | |
| <p>(o25) Local resident, (Bicester, Bucknell Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> | |
| | Barry Avenue – Support | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – Support |
| | Ewart Close – Support | Villiers Road – Support |
| | Graham Road – Support | Wansbeck Drive – Support |
| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |
| | <p>Bus stop clearways:</p> | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | <p>The provision will make this section of road much safer. Suggest that lines on the s/w side of the road at the junction with Hudson Street are extended further north as this will improve the vision splay for vehicles leaving Hudson St.</p> <p>The biggest issue is also the parking at school time down by the school itself. This is a constant and dangerous issue. Often cars park on the footpath so they do not have far to walk, obstructing safe passage for pedestrians. This needs to be policed on a regular basis before a tragic incident occurs.</p> | |

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| | <p>Consideration needs to be given for issue of parking permits for those living in Bucknell Road as these proposed measures will push car parking further up Bucknell Road and gives residents more of a headache.</p> | |
| <p>(o26) Local resident, (Bicester, Bucknell Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> | |
| | <p>Barry Avenue – Support</p> | <p>Shakespeare Drive – Support</p> |
| | <p>Bucknell Road – Support</p> | <p>St Marys Close –</p> |
| | <p>Ewart Close –</p> | <p>Villiers Road – Support</p> |
| | <p>Graham Road – Support</p> | <p>Wansbeck Drive –</p> |
| | <p>Hudson Street – Support</p> | <p>Wellend Croft –</p> |
| | <p>Kennedy Road – Support</p> | <p>Wensum Crescent –</p> |
| | <p>Bus stop clearways:</p> | |
| <p>Bucknell Road – Support</p> | <p>Shakespeare Drive – Support</p> | |
| <p>I live in Bucknell Road opposite the school and it is a nightmare (particularly at school drop off times) trying to get out of our drive or drive up and down the road. This is despite single yellow lines supposedly preventing parking before 6pm. Parents park their cars to drop children off/pick up and this restriction is not enforced, sometimes blocking our drive and even parking on it.</p> <p>The proposal alongside Stoneburge Crescent will be of great help with traffic flow at a narrow point, particularly for emergency services vehicles and buses which are often held up. However, we assume the people who park on the road all day either work in town or live in Field Street/Hudson Street and this will leave them with nowhere to park which may result in more parking on verges outside houses opposite the school (already a problem with house residents parking vans/excess vehicles on the grass). Strict enforcement measures will be required to ensure this doesn't solve one problem by causing another. Also the residents of Stoneburge Crescent (a private road) already have a problem with drop offs and pick ups and the permanent parkers may transfer there instead, which will cause the residents problems getting out of their houses.</p> | | |

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| <p>(o27) Local resident, (Bicester, Bucknell Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1"> <tr> <td data-bbox="577 261 1357 323">Barry Avenue – Support</td> <td data-bbox="1357 261 2107 323">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 323 1357 386">Bucknell Road – Support</td> <td data-bbox="1357 323 2107 386">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 386 1357 448">Ewart Close – Support</td> <td data-bbox="1357 386 2107 448">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 448 1357 510">Graham Road – Support</td> <td data-bbox="1357 448 2107 510">Wansbeck Drive – Support</td> </tr> <tr> <td data-bbox="577 510 1357 572">Hudson Street – Support</td> <td data-bbox="1357 510 2107 572">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 572 1357 635">Kennedy Road – Support</td> <td data-bbox="1357 572 2107 635">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1"> <tr> <td data-bbox="577 703 1357 766">Bucknell Road – Support</td> <td data-bbox="1357 703 2107 766">Shakespeare Drive – Support</td> </tr> </table> <p>Bucknell Road is a very busy road. Also with having a school on Bucknell Road makes it very difficult for vehicles . It should be all made double yellow no parking at all times</p> | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| <p>(o28) Local resident, (Bicester, Bucknell Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1"> <tr> <td data-bbox="577 970 1357 1032">Barry Avenue –</td> <td data-bbox="1357 970 2107 1032">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 1032 1357 1094">Bucknell Road – Support</td> <td data-bbox="1357 1032 2107 1094">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1094 1357 1157">Ewart Close –</td> <td data-bbox="1357 1094 2107 1157">Villiers Road –</td> </tr> <tr> <td data-bbox="577 1157 1357 1219">Graham Road –</td> <td data-bbox="1357 1157 2107 1219">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 1219 1357 1281">Hudson Street –</td> <td data-bbox="1357 1219 2107 1281">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 1281 1357 1343">Kennedy Road –</td> <td data-bbox="1357 1281 2107 1343">Wensum Crescent –</td> </tr> </table> | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Support | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | |

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| | <p>Bus stop clearways:</p> <table border="1" data-bbox="577 225 2107 288"> <tr> <td data-bbox="577 225 1357 288">Bucknell Road – Support</td> <td data-bbox="1357 225 2107 288">Shakespeare Drive –</td> </tr> </table> <p>Parking on the bend at the bottom of Bucknell Road is dangerous and needs to be sorted out.</p> | | Bucknell Road – Support | Shakespeare Drive – | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o29) Local resident, (Bicester, Bucknell Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 459 2107 831"> <tr> <td data-bbox="577 459 1357 523">Barry Avenue – Support</td> <td data-bbox="1357 459 2107 523">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 523 1357 587">Bucknell Road – Support</td> <td data-bbox="1357 523 2107 587">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 587 1357 651">Ewart Close – Support</td> <td data-bbox="1357 587 2107 651">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 651 1357 715">Graham Road – Support</td> <td data-bbox="1357 651 2107 715">Wansbeck Drive – Support</td> </tr> <tr> <td data-bbox="577 715 1357 778">Hudson Street – Support</td> <td data-bbox="1357 715 2107 778">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 778 1357 831">Kennedy Road – Support</td> <td data-bbox="1357 778 2107 831">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 900 2107 963"> <tr> <td data-bbox="577 900 1357 963">Bucknell Road –</td> <td data-bbox="1357 900 2107 963">Shakespeare Drive –</td> </tr> </table> <p>Fully support the current parking issues especially on bucknell road</p> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – | Shakespeare Drive – |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | | |
| Bucknell Road – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o30) Local resident, (Bicester, Bucknell road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1134 2107 1382"> <tr> <td data-bbox="577 1134 1357 1198">Barry Avenue – Object</td> <td data-bbox="1357 1134 2107 1198">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 1198 1357 1262">Bucknell Road – Object</td> <td data-bbox="1357 1198 2107 1262">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1262 1357 1326">Ewart Close –</td> <td data-bbox="1357 1262 2107 1326">Villiers Road – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 1326 1357 1382">Graham Road –</td> <td data-bbox="1357 1326 2107 1382">Wansbeck Drive –</td> </tr> </table> | | Barry Avenue – Object | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – Partially support/concerns | Graham Road – | Wansbeck Drive – | | | | | | |
| Barry Avenue – Object | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – Partially support/concerns | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |

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| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | <p>I object to any parking restrictions outside Brookside Primary school (Bucknell Road). It is important for those who have children with special needs (send) that have front access to drop off and collect their children. Villiers road is very dangerous and the road needs to be made wider. I would also like to add there should be speed bumps or 20 mph on kings Avenue as cars speed done this road and has become dangerous for kids to cross.</p> | |
| (o31) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | <p>You don't have to do that. It's not busy road and you must consider the school and kids.</p> | |

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| (o32) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – Object | Shakespeare Drive – Object | |
| Absolutely fine at the moment. Don't bother public. | | |
| (o33) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Object | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – Object | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |

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| | Bucknell Road – Object | Shakespeare Drive – Object |
| It's unnecessary. Very quiet Road and we don't want double yellow lines on Bucknell Road. | | |
| (o34) Member of public, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Partially support/concerns | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – Partially support/concerns |
| | Ewart Close – Partially support/concerns | Villiers Road – |
| | Graham Road – Partially support/concerns | Wansbeck Drive – Partially support/concerns |
| | Hudson Street – Support | Wellend Croft – |
| | Kennedy Road – Partially support/concerns | Wensum Crescent – Partially support/concerns |
| Bus stop clearways: | | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| The traffic and parking at school times are horrendous and the cars just park anywhere I have seen kids nearly hit and nobody follows the speed limits | | |
| (o35) Local resident, (Bicester, Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |

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|---|--|------------------------------------|
| | Hudson Street – Support | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | Local resident and creates too many issues trying to get onto my drive due to people parking along Bucknell Road | |
| (o36) As a business, (Bicester, Chester Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | completely hitting our businesses . this is very bad idea. | |
| (o37) Local resident, (Bicester, Crimson Gardens) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |

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| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| Bus stop clearways: | | |
| Bucknell Road – Object | Shakespeare Drive – | |
| <p>I have children that attend Brookside Primary school and parking at drop off and pick up times is already ridiculous, with no options to park unless arriving very early. Double yellow lines will make it impossible for parents to get their children to school safely and on time.</p> | | |
| (o38) Local resident, (Bicester, Crockwell Close/Bucknell Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Partially support/concerns | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – Partially support/concerns | Wellend Croft – |
| | Kennedy Road – Partially support/concerns | Wensum Crescent – |
| Bus stop clearways: | | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – Partially support/concerns | |

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| | <p>I live in Crockwell Close, facing out onto Bucknell Road and while I appreciate the need for safe roads around the school I think the proposal for Bucknell Road and Hudson St gives little consideration to the additional pressure that will be imposed on already stretched on-street parking availability. Many of the residents of Field St and St John's Street have nowhere else to park and the elderly and those with young children will be pushed further down Bucknell Road and into Crockwell Close, already busy with parked vehicles. Consideration should be given to reconfiguring the verges around Brookfield School to increase parking bays to alleviate this.</p> | | | | | | | | | | | | | | | |
| <p>(o39) Local resident, (Bicester, Ewart Close)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 533 2107 906"> <tr> <td>Barry Avenue – Support</td> <td>Shakespeare Drive – Support</td> </tr> <tr> <td>Bucknell Road – Support</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close – Support</td> <td>Villiers Road – Support</td> </tr> <tr> <td>Graham Road – Support</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 975 2107 1035"> <tr> <td>Bucknell Road – Support</td> <td>Shakespeare Drive – Support</td> </tr> </table> <p>I fully support double yellow lines on the opening of residential roads. it is very important to have 2 roads into and out of the roads, and for emergency vehicle access.</p> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| <p>(o40) Local resident, (Bicester, Ewart Close)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1243 2107 1362"> <tr> <td>Barry Avenue – Support</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road –</td> <td>St Marys Close –</td> </tr> </table> | | Barry Avenue – Support | Shakespeare Drive – | Bucknell Road – | St Marys Close – | | | | | | | | | | |
| Barry Avenue – Support | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – | St Marys Close – | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td>Ewart Close – Partially support/concerns</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> | Ewart Close – Partially support/concerns | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | | | | | | | |
| Ewart Close – Partially support/concerns | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| <p>(o41) Local resident, (Bicester, Field Street)</p> | <p>Bus stop clearways:</p> <table border="1"> <tr> <td>Bucknell Road –</td> <td>Shakespeare Drive –</td> </tr> </table> <p>I live in Ewart Close. The extension of the double yellow lines on both sides of the entrance to the Close leaves nowhere for visitor parking except outside the 7 houses in the Close. We already have problems with driveways being partially blocked and parking on the "Keep Clear" road marking at the end of the cul-de-sac. I feel that the new restrictions will result in vehicles parking on the pavement. There are properties in Barry Avenue that have multiple occupants who sometimes park in the Close. The extension proposed on the South side could be reduced to 9.5metres allowing for a couple of parking spaces.</p> | Bucknell Road – | Shakespeare Drive – | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close –</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street – Object</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – Object | Wellend Croft – | Kennedy Road – | Wensum Crescent – |
| Bucknell Road – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – Object | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |

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| | Bucknell Road – Object | Shakespeare Drive – Object |
| <p>Residents need more parking, not less. Why not extend the layby by Brookside School to allow more parking? Perhaps allocate parking exclusively for the Residents of Field St. Also consider some areas where there could be drop-off areas where residents can park if they need to unload. Households on Field St have young children, elderly folk and pets and it's very unfair to expect people to park so far from their homes. Where are residents supposed to park? It's also unfair to keep changing the parking regulations. When many of us moved here parking was much easier. There is also a security issue for female residents who may need to park at night-time and walk home.</p> | | |
| <p>(o42) Local resident, (Bicester, Field Street)</p> | <p>No Waiting at Any Time (double yellow lines):</p> | |
| Barry Avenue – | | Shakespeare Drive – |
| Bucknell Road – Object | | St Marys Close – |
| Ewart Close – | | Villiers Road – |
| Graham Road – | | Wansbeck Drive – |
| Hudson Street – Object | | Wellend Croft – |
| Kennedy Road – | | Wensum Crescent – |
| <p>Bus stop clearways:</p> | | |
| Bucknell Road – Object | | Shakespeare Drive – |
| <p>You need to rethink your plans for Bucknell Road entirely. No consideration seems to have been made for residents of Field Street, overflow from the Plough, the school etc etc.</p> | | |
| <p>(o43) Local resident, (Bicester, Field Street)</p> | <p>No Waiting at Any Time (double yellow lines):</p> | |
| Barry Avenue – | | Shakespeare Drive – |

| | | |
|---|---|-----------------------------------|
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – Object | Wansbeck Drive – |
| | Hudson Street – Object | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| (o44) Local resident, (Bicester, Field Street) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Object | Shakespeare Drive – Object |
| | Bucknell Road – Object | St Marys Close – Object |
| | Ewart Close – Object | Villiers Road – Object |

As Field Street is a main road, most of the residents are unable to park directly outside our homes and instead rely on adjacent streets, primarily Bucknell Road. Parking there has long been a challenge due to limited space, with a single lay-by that accommodates only six cars. This lay-by is also used heavily by parents during school drop-off and pick-up times, as it is located outside Brookside School.

As a result, some residents - particularly elderly people and families with young children (including my own, as we have a six-month-old) - have resorted to using the single yellow lines to ensure they can park reasonably close to their homes.

Given that there are only six nearby spaces available, making the move to double yellows leaves many residents worried about how and where we will be able to park our vehicles. It will make it almost impossible for those with small children or the elderly to park even remotely close to their houses to take in the shopping or even cope with day to day life and the need to access a car.

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| | Graham Road – Object | Wansbeck Drive – Object |
| | Hudson Street – Object | Wellend Croft – Object |
| | Kennedy Road – Object | Wensum Crescent – Object |
| | Bus stop clearways: | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – Object | |
| <p>That as a resident of Field Street we have got use to double yellow lines and have been parking around the corner as Christian Mauz has suggested but now that is impossible. Also impossible is to remove our front garden because of the structural damage it would cause to our home and other, this too was suggested by Christian Mauz. It seems to me that all this is done to appease a few residents and alternative suggestions on parking are ignored.</p> | | |
| (o45) Local resident, (Bicester, Field Street) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Object | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – Partially support/concerns | Wansbeck Drive – |
| | Hudson Street – Object | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – Object | Shakespeare Drive – | |
| <p>Double yellow lines on bucknell road would have a great affect on field street residents who rely on bucknell road to park , if this is given the go ahead surrounding streets/ roads would become choked with extra cars causing frustration</p> | | |

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|---|---|--|-------------------------------|------------------------------------|-------------------------------|---------------------------------|------------------------------|--------------------------------|------------------------------|---------------------------------|-------------------------------|-------------------------------|------------------------------|---------------------------------|-------------------------------|-----------------------------------|
| | <p>for the residence not being able to park in their own street/roads.. maybe change the proposed action to a permit only area this giving the chance of nearby residents to purchase</p> | | | | | | | | | | | | | | | |
| <p>(o46) Local resident, (Bicester, Field Street)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 376 2107 751"> <tr> <td>Barry Avenue – Object</td> <td>Shakespeare Drive – Object</td> </tr> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close – Object</td> </tr> <tr> <td>Ewart Close – Object</td> <td>Villiers Road – Object</td> </tr> <tr> <td>Graham Road – Object</td> <td>Wansbeck Drive – Object</td> </tr> <tr> <td>Hudson Street – Object</td> <td>Wellend Croft – Object</td> </tr> <tr> <td>Kennedy Road – Object</td> <td>Wensum Crescent – Object</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 818 2107 879"> <tr> <td>Bucknell Road – Object</td> <td>Shakespeare Drive – Object</td> </tr> </table> <p>I'm concerned and strongly object to any further parking restrictions in Bicester. Residents without driveways need places to park. These are generally lower-mid earning families who pay the most tax yet get treated with disrespect. If these proposed changes are approved without a local discussion it will confirm just how out of touch the local authorities are.</p> | | Barry Avenue – Object | Shakespeare Drive – Object | Bucknell Road – Object | St Marys Close – Object | Ewart Close – Object | Villiers Road – Object | Graham Road – Object | Wansbeck Drive – Object | Hudson Street – Object | Wellend Croft – Object | Kennedy Road – Object | Wensum Crescent – Object | Bucknell Road – Object | Shakespeare Drive – Object |
| Barry Avenue – Object | Shakespeare Drive – Object | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – Object | | | | | | | | | | | | | | | |
| Ewart Close – Object | Villiers Road – Object | | | | | | | | | | | | | | | |
| Graham Road – Object | Wansbeck Drive – Object | | | | | | | | | | | | | | | |
| Hudson Street – Object | Wellend Croft – Object | | | | | | | | | | | | | | | |
| Kennedy Road – Object | Wensum Crescent – Object | | | | | | | | | | | | | | | |
| Bucknell Road – Object | Shakespeare Drive – Object | | | | | | | | | | | | | | | |
| <p>(o47) Local resident, (Bicester, Field Street)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1153 2107 1401"> <tr> <td>Barry Avenue – Support</td> <td>Shakespeare Drive – Support</td> </tr> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close – Support</td> </tr> <tr> <td>Ewart Close – Support</td> <td>Villiers Road – Support</td> </tr> <tr> <td>Graham Road – Support</td> <td>Wansbeck Drive – Support</td> </tr> </table> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Object | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | | | | | | |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | | |

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| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |
| | Bus stop clearways: | |
| | Bucknell Road – Partially support/concerns | Shakespeare Drive – Support |
| | <p>Bucknell road allows parking for several reasons - parents dropping off, residents parking from people on Field Street etc, carers supporting people in neighbouring streets, tradespeople etc. The additional restrictions would have wide reaching problems and impacts to all the above. It is already very hard for people living on field street to find parking, this will make the situation worse and push cars to other residential streets. Perhaps instead a parking permit scheme or designated parking on the road?</p> | |
| (o48) Local resident, (Bicester, Field Street) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – Object | Wansbeck Drive – |
| | Hudson Street – Object | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | <p>I strongly object to the proposal of double yellow lines on Bucknell Road. Many residents like myself who live on Field Street use this road to park our cars on as we cannot park on our own street. We need more safe places to park not less!</p> | |

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| <p>(o49) Local resident, (Bicester, Graham Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 375 2107 750"> <tr> <td data-bbox="577 375 1357 437">Barry Avenue – Support</td> <td data-bbox="1357 375 2107 437">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 437 1357 499">Bucknell Road – Support</td> <td data-bbox="1357 437 2107 499">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 499 1357 561">Ewart Close – Support</td> <td data-bbox="1357 499 2107 561">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 561 1357 624">Graham Road – Support</td> <td data-bbox="1357 561 2107 624">Wansbeck Drive – Support</td> </tr> <tr> <td data-bbox="577 624 1357 686">Hudson Street – Support</td> <td data-bbox="1357 624 2107 686">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 686 1357 750">Kennedy Road – Support</td> <td data-bbox="1357 686 2107 750">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 817 2107 879"> <tr> <td data-bbox="577 817 1357 879">Bucknell Road – Support</td> <td data-bbox="1357 817 2107 879">Shakespeare Drive – Support</td> </tr> </table> <p>I live on Graham road, My child goes to school at Brookside. It's only a matter of time before there is a serious accident on Bucknell Rd outside the school at pick up/drop-off.</p> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| <p>(o50) Local resident, (Bicester, Hudson Street)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1088 2107 1385"> <tr> <td data-bbox="577 1088 1357 1150">Barry Avenue –</td> <td data-bbox="1357 1088 2107 1150">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 1150 1357 1212">Bucknell Road – Object</td> <td data-bbox="1357 1150 2107 1212">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1212 1357 1275">Ewart Close –</td> <td data-bbox="1357 1212 2107 1275">Villiers Road –</td> </tr> <tr> <td data-bbox="577 1275 1357 1337">Graham Road –</td> <td data-bbox="1357 1275 2107 1337">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 1337 1357 1396">Hudson Street – Object</td> <td data-bbox="1357 1337 2107 1396">Wellend Croft –</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – Object | Wellend Croft – | | | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – Object | Wellend Croft – | | | | | | | | | | | | | | | |

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| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | <p>I need Bucknell Road for over night parking for my work vehicle. As I am a on call recovery driver helping to support the Thames Valley Police, the Highway's Agency and South Central Ambulance Service, with Recovery services to help keep Oxfordshire's roads clear. Keeping local drivers safe and keep emergency vehicles on the road.</p> <p>If I was no longer able to keep my vehicle here at night it would cause longer waiting times for people waiting to get moved to safety. Also it would slow down the time it takes to get emergency personnel back on the road.</p> <p>I think a good solution for easing the congestion would be to implement a parking permit to allow vehicles that need to park on this road to do so without any problems.</p> | |
| (o51) Local resident, (Bicester, Hudson Street) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Partially support/concerns | St Marys Close – |
| | Ewart Close – | Villiers Road – Object |
| | Graham Road – | Wansbeck Drive – Object |
| | Hudson Street – Partially support/concerns | Wellend Croft – Object |
| | Kennedy Road – | Wensum Crescent – Object |
| | Bus stop clearways: | |
| | Bucknell Road – Partially support/concerns | Shakespeare Drive – Object |

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|--|--|--|-------------------------------|------------------------------------|--------------------------------|------------------|---------------|--------------------------------|------------------------------|------------------|--------------------------------|-----------------|-------------------------------|-------------------|--------------------------------|------------------------------------|
| | <p>I would like to see the plans for Hudson st and it's not clear where the double yellow lines are. Have they change from the previous proposal last year</p> | | | | | | | | | | | | | | | |
| <p>(o52) Local resident, (Bicester, Hudson Street)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 373 2107 748"> <tr> <td data-bbox="577 373 1357 437">Barry Avenue –</td> <td data-bbox="1357 373 2107 437">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 437 1357 501">Bucknell Road – Support</td> <td data-bbox="1357 437 2107 501">St Marys Close –</td> </tr> <tr> <td data-bbox="577 501 1357 564">Ewart Close –</td> <td data-bbox="1357 501 2107 564">Villiers Road –</td> </tr> <tr> <td data-bbox="577 564 1357 628">Graham Road – Support</td> <td data-bbox="1357 564 2107 628">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 628 1357 692">Hudson Street – Support</td> <td data-bbox="1357 628 2107 692">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 692 1357 748">Kennedy Road – Support</td> <td data-bbox="1357 692 2107 748">Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 815 2107 879"> <tr> <td data-bbox="577 815 1357 879">Bucknell Road – Support</td> <td data-bbox="1357 815 2107 879">Shakespeare Drive – Support</td> </tr> </table> <p>As a resident of Hudson street, the parking restrictions are needed as the street and Bucknell road is gridlocked and dangerous due to the stupidity of parents with children at the school. However without enforcement this is a pointless exercise. Currently there is zero enforcement of the chaos outside the school.</p> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Support | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – Support | Wansbeck Drive – | Hudson Street – Support | Wellend Croft – | Kennedy Road – Support | Wensum Crescent – | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| <p>(o53) Local resident, (Bicester, Hudson Street)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1118 2107 1366"> <tr> <td data-bbox="577 1118 1357 1182">Barry Avenue – Support</td> <td data-bbox="1357 1118 2107 1182">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 1182 1357 1246">Bucknell Road – Support</td> <td data-bbox="1357 1182 2107 1246">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1246 1357 1310">Ewart Close –</td> <td data-bbox="1357 1246 2107 1310">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 1310 1357 1366">Graham Road – Support</td> <td data-bbox="1357 1310 2107 1366">Wansbeck Drive –</td> </tr> </table> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – | Ewart Close – | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – | | | | | | |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – | | | | | | | | | | | | | | | |

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|---|--|------------------------------------|
| | Hudson Street – Support | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | No comments. | |
| (o54) Local resident, (Bicester, Kennedy Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – Support |
| | Bucknell Road – | St Marys Close – Support |
| | Ewart Close – | Villiers Road – Support |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – Support | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | Needs more double yellows on Villiers Road near the junction with Middleton Stoney Road- it's basically one way with a blind narrow bend due to inconsiderate parking. | |
| (o55) Local resident, (Bicester, Kennedy Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |

| | |
|---|---------------------------------|
| Bucknell Road – | St Marys Close – Support |
| Ewart Close – | Villiers Road – Support |
| Graham Road – | Wansbeck Drive – |
| Hudson Street – | Wellend Croft – |
| Kennedy Road – Support | Wensum Crescent – |
| Bus stop clearways: | |
| Bucknell Road – | Shakespeare Drive – |
| <p>'As a current resident of Kennedy road, we are fed up with parking on road or road/pavements in certain locations making it very dangerous for both pedestrians and motorists. However the plans do not go far enough and i would like to raise further areas that should be looked at.</p> <ul style="list-style-type: none"> - Kennedy road - opposite Ashdene road, where a resident parks on the road/pavement daily/nightly making it dangerous for vehicles turning onto Kennedy road from Ashdene - Villiers road - East side from Lodden close junction extending approx 50m North, mainly parking by one resident with multiple cars making it very dangerous and a point of congestion. Often vehicles having to mount kerb to get past oncoming vehicles -Lodden Close - north side (should be both sides) extending 20-30m eastwards - same resident as above parking numerous vehicles. - Ashdene road - Both sides extending south from Villiers road, parking on road as lots of van permanently Parked in car park of KEA car park using up parking. - Kennedy Road (north End) both sides extending from Saint Edburgs Close to Tubb Close, HMOs not utilising driveways and blocking roads and pathways with parking. | |

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| (o56) Local resident, (Bicester, Kennedy Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – | St Marys Close – |
| | Ewart Close – | Villiers Road – Support |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – Object | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – | Shakespeare Drive – | |
| Hello, I live at 2 Kennedy Road. My concern is that the double yellow lines will mean residents will park their cars outside my house instead. Which is where the double yellow lines will stop. This will result in poor/no visibility when driving out my drive way. What can be done about this please? | | |
| (o57) Local resident, (Bicester, Kennedy Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – | St Marys Close – Object |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – Object | Wensum Crescent – |

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|---|---|-----------------|---------------------|-----------------|---------------------------------|---------------|--------------------------------|---------------|------------------|-----------------|-----------------|-------------------------------|-------------------|--------------------------------|------------------------------------|
| | <p>Bus stop clearways:</p> <table border="1" data-bbox="577 261 2107 323"> <tr> <td>Bucknell Road –</td> <td>Shakespeare Drive –</td> </tr> </table> <p>I am a resident of Kennedy Road (Villiers Road end). One of the benefits of living on Kennedy Road is that the majority of the houses have off-road parking. There are a couple of houses at the Villiers Road junction that do not have off-road parking, and there is daily thoughtless parking (too near the junction, and partially on the pavement) by the residents, which causes a danger to people turning into Kennedy Road. There are no other ongoing parking issues on Kennedy Road that cause significant problems for residents. Double yellow lines would potentially push the cars parked on the road at the Villiers Road junction further down Kennedy Road where they would cause a visual obstruction to residents pulling out of their driveways, and a physical obstruction to those turning in to their driveways. I object to the proposals based on safety and believe that the irresponsible and dangerous parking of the minority should be addressed appropriately, not just by relocating the problem elsewhere.</p> | Bucknell Road – | Shakespeare Drive – | | | | | | | | | | | | |
| Bucknell Road – | Shakespeare Drive – | | | | | | | | | | | | | | |
| <p>(o58) Local resident, (Bicester, Kennedy Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 767 2107 1139"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road –</td> <td>St Marys Close – Support</td> </tr> <tr> <td>Ewart Close –</td> <td>Villiers Road – Support</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road – Support</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 1208 2107 1270"> <tr> <td>Bucknell Road – Support</td> <td>Shakespeare Drive – Support</td> </tr> </table> | Barry Avenue – | Shakespeare Drive – | Bucknell Road – | St Marys Close – Support | Ewart Close – | Villiers Road – Support | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – Support | Wensum Crescent – | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | |
| Bucknell Road – | St Marys Close – Support | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – Support | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |

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| | <p>I am a resident in Kennedy road which itself is very narrow at it's mentioned junction with Villiers road .A resident has been parking almost on the junction and half pavement this has caused me many frightening near misses and I believe Double Yellow lines are the only option as it breaks Highway Code rules -It must be enforced if it goes ahead .</p> | |
| <p>(o59) Local resident, (Bicester, Kennedy Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> | |
| | <p>Barry Avenue –</p> | <p>Shakespeare Drive –</p> |
| | <p>Bucknell Road –</p> | <p>St Marys Close – Object</p> |
| | <p>Ewart Close –</p> | <p>Villiers Road – Partially support/concerns</p> |
| | <p>Graham Road –</p> | <p>Wansbeck Drive –</p> |
| | <p>Hudson Street –</p> | <p>Wellend Croft –</p> |
| | <p>Kennedy Road – Object</p> | <p>Wensum Crescent –</p> |
| | <p>Bus stop clearways:</p> | |
| <p>Bucknell Road –</p> | <p>Shakespeare Drive –</p> | |
| <p>I am writing to object to the proposed parking restrictions on Kennedy Road and St Mary's Close. While I support the goal of making our roads safer, I believe the proposed 84-meter restriction on Kennedy Road is excessive and unnecessary. Both Kennedy Road and St Mary's Close have very low traffic volumes; St Mary's Close, in particular, is a quiet cul-de-sac with only eight houses. A shorter, 45-meter restriction at the junction would be more than enough to address any safety concerns. The recent introduction of a 20mph speed limit has already improved safety significantly, giving drivers plenty of time to navigate the junctions. Furthermore, I am concerned that these restrictions will simply displace the parking problem, forcing cars to park further down the street where they could create new hazards and blind spots for residents trying to get out of their driveways. This could also force residents to park on the street themselves as they can no longer manoeuvre out of their own drives, which would only make the problem worse.</p> | | |

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| (o60) Local resident, (Bicester, Kennedy Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – | St Marys Close – Support |
| | Ewart Close – | Villiers Road – Support |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – Support | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – Support | Shakespeare Drive – Support | |
| <p>I live in Kennedy Road and a resident of the first house coming into Kennedy Road parks almost 24 hours a day on the junction with Villiers Road, partly on the path and partly on the road. Many times I have almost had an accident there. Also Villiers Road is ridiculous with the amount of mostly Mini cars parked there by the resident of the first house in Villiers Road. Again, this is unacceptable parking and so many vehicles have to give way or slam on their brakes at the last minute. I am whole heartily in agreement with the double yellow lines.</p> | | |
| (o61) Local resident, (Bicester, Lancaster) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Partially support/concerns | Shakespeare Drive – Partially support/concerns |
| | Bucknell Road – Partially support/concerns | St Marys Close – Partially support/concerns |
| | Ewart Close – Support | Villiers Road – Partially support/concerns |
| | Graham Road – Partially support/concerns | Wansbeck Drive – Support |
| Hudson Street – Support | Wellend Croft – Support | |

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| | Kennedy Road – Support | Wensum Crescent – Support |
| | Bus stop clearways: | |
| | Bucknell Road – Partially support/concerns | Shakespeare Drive – Support |
| | <p>I would support a time related parking prohibition say 0900-1900hrs.</p> <p>Further work needs to be done to create safer school routes in terms of crossings and encouragement of parents to walk etc. Enforcement if introduced I feel is not what the majority of the electorate would want or support. I also oppose the anti growth policies you impose elsewhere taking over Bicester.</p> | |
| (o62) Local resident, (Bicester, Maple Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Object | Shakespeare Drive – Object |
| | Bucknell Road – Object | St Marys Close – Object |
| | Ewart Close – Object | Villiers Road – Object |
| | Graham Road – Object | Wansbeck Drive – Object |
| | Hudson Street – Object | Wellend Croft – Object |
| | Kennedy Road – Object | Wensum Crescent – Object |
| | Bus stop clearways: | |
| | Bucknell Road – Partially support/concerns | Shakespeare Drive – Partially support/concerns |
| | <p>people have cars. they need to be able to park them safely. double yellows only move the problem somewhere else. we need more proper parking space near schools where people can safely park and take their children to their classes. it is about time councils etc realised the real need and did something about it.</p> | |

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| <p>(o63) Local resident, (Bicester, Melville Close)</p> | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – Support |
| | Ewart Close – Support | Villiers Road – Support |
| | Graham Road – Support | Wansbeck Drive – Support |
| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |
| | Bus stop clearways: | |
| Bucknell Road – Support | Shakespeare Drive – Support | |
| <p>About time - estate roads in kings end are narrow and crowded and dangerous especially the lower end of Villiers road and turning into Kennedy road</p> | | |
| <p>(o64) Local resident, (Bicester, New Street)</p> | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Partially support/concerns | Shakespeare Drive – |
| | Bucknell Road – Partially support/concerns | St Marys Close – |
| | Ewart Close – | Villiers Road – Partially support/concerns |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – Partially support/concerns | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |

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|--|---|--|---|-----------------------------------|-------------------------------|------------------|---------------|-------------------------------|---------------|------------------|-----------------|-----------------|----------------|-------------------|-------------------------------|-----------------------------------|
| | <p>Bus stop clearways:</p> <table border="1" data-bbox="577 225 2105 288"> <tr> <td data-bbox="577 225 1357 288">Bucknell Road – Partially support/concerns</td> <td data-bbox="1357 225 2105 288">Shakespeare Drive –</td> </tr> </table> <p>I live in New Street. We have commuters and residents of Buckingham Road already parking in our small overcrowded street. Stopping people from parking in Bucknell Road will just make this 100 times worse. If you give Bucknell Road double yellow lines, do the same for New Street.</p> | | Bucknell Road – Partially support/concerns | Shakespeare Drive – | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o65) Member of public, (Bicester, Redcar Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 528 2105 903"> <tr> <td data-bbox="577 528 1357 592">Barry Avenue – Object</td> <td data-bbox="1357 528 2105 592">Shakespeare Drive – Object</td> </tr> <tr> <td data-bbox="577 592 1357 655">Bucknell Road – Object</td> <td data-bbox="1357 592 2105 655">St Marys Close –</td> </tr> <tr> <td data-bbox="577 655 1357 719">Ewart Close –</td> <td data-bbox="1357 655 2105 719">Villiers Road – Object</td> </tr> <tr> <td data-bbox="577 719 1357 783">Graham Road –</td> <td data-bbox="1357 719 2105 783">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 783 1357 847">Hudson Street –</td> <td data-bbox="1357 783 2105 847">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 847 1357 903">Kennedy Road –</td> <td data-bbox="1357 847 2105 903">Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 967 2105 1031"> <tr> <td data-bbox="577 967 1357 1031">Bucknell Road – Object</td> <td data-bbox="1357 967 2105 1031">Shakespeare Drive – Object</td> </tr> </table> <p>It will cause huge problems for parents trying to drop their children off at school</p> | | Barry Avenue – Object | Shakespeare Drive – Object | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – Object | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Object | Shakespeare Drive – Object |
| Barry Avenue – Object | Shakespeare Drive – Object | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – Object | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | Shakespeare Drive – Object | | | | | | | | | | | | | | | |
| <p>(o66) Local resident, (Bicester, Roman Way)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1206 2105 1382"> <tr> <td data-bbox="577 1206 1357 1270">Barry Avenue –</td> <td data-bbox="1357 1206 2105 1270">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 1270 1357 1334">Bucknell Road – Object</td> <td data-bbox="1357 1270 2105 1334">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1334 1357 1382">Ewart Close –</td> <td data-bbox="1357 1334 2105 1382">Villiers Road –</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – | | | | | | | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |

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| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| (o67) Local resident, (Bicester, Roman Way) | Occupiers of Field street and visitors will overspill from town, station, plough etc and will park in nearby areas such as Roman way where there is already parking issues. Existing situation is fine, no changes are needed. | |
| | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Partially support/concerns | Shakespeare Drive – Partially support/concerns |
| | Bucknell Road – Partially support/concerns | St Marys Close – Partially support/concerns |
| | Ewart Close – Partially support/concerns | Villiers Road – Support |
| | Graham Road – Support | Wansbeck Drive – Partially support/concerns |
| | Hudson Street – Partially support/concerns | Wellend Croft – Partially support/concerns |
| | Kennedy Road – Support | Wensum Crescent – Partially support/concerns |
| | Bus stop clearways: | |
| | Bucknell Road – Partially support/concerns | Shakespeare Drive – Partially support/concerns |
| | I live in Roman way. And having these yellow lines puts alot more stress on the street. It's already bad as it is and I can't park outside my house someday. | |

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|--|--|--|--|-----------------------------------|---|--------------------------------|-----------------------------|-------------------------------|-----------------------------|--------------------------------|-----------------|-----------------|----------------|-------------------|---|---------------------|
| | <p>Would be happy if they could do permit parking in the street with it being issued for free for people living there so I'm not affected. But having yellow lines along Bucknell road and all around there will massively impact where I live</p> | | | | | | | | | | | | | | | |
| <p>(o68) Local resident, (Bicester, Roman Way)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 373 2107 746"> <tr> <td data-bbox="577 373 1357 437">Barry Avenue – Partially support/concerns</td> <td data-bbox="1357 373 2107 437">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 437 1357 501">Bucknell Road – Partially support/concerns</td> <td data-bbox="1357 437 2107 501">St Marys Close –</td> </tr> <tr> <td data-bbox="577 501 1357 564">Ewart Close –</td> <td data-bbox="1357 501 2107 564">Villiers Road –</td> </tr> <tr> <td data-bbox="577 564 1357 628">Graham Road –</td> <td data-bbox="1357 564 2107 628">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 628 1357 692">Hudson Street –</td> <td data-bbox="1357 628 2107 692">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 692 1357 746">Kennedy Road –</td> <td data-bbox="1357 692 2107 746">Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 815 2107 874"> <tr> <td data-bbox="577 815 1357 874">Bucknell Road – Partially support/concerns</td> <td data-bbox="1357 815 2107 874">Shakespeare Drive –</td> </tr> </table> <p>Bucknell Road, residents near the primary school surely have off road parking. What is the problem. Parents that have to drop their children is a national issue. Parking issues come about because housing developers and local councils do not consider the amount of vehicles in each household. HMO's are an issue. 4 Bed house now requires 8 parking spaces! Where?</p> | | Barry Avenue – Partially support/concerns | Shakespeare Drive – | Bucknell Road – Partially support/concerns | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Partially support/concerns | Shakespeare Drive – |
| Barry Avenue – Partially support/concerns | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o69) Local resident, (Bicester, Roman way)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1150 2107 1390"> <tr> <td data-bbox="577 1150 1357 1214">Barry Avenue – Object</td> <td data-bbox="1357 1150 2107 1214">Shakespeare Drive – Object</td> </tr> <tr> <td data-bbox="577 1214 1357 1278">Bucknell Road – Object</td> <td data-bbox="1357 1214 2107 1278">St Marys Close – Object</td> </tr> <tr> <td data-bbox="577 1278 1357 1342">Ewart Close – Object</td> <td data-bbox="1357 1278 2107 1342">Villiers Road – Object</td> </tr> <tr> <td data-bbox="577 1342 1357 1390">Graham Road – Object</td> <td data-bbox="1357 1342 2107 1390">Wansbeck Drive – Object</td> </tr> </table> | | Barry Avenue – Object | Shakespeare Drive – Object | Bucknell Road – Object | St Marys Close – Object | Ewart Close – Object | Villiers Road – Object | Graham Road – Object | Wansbeck Drive – Object | | | | | | |
| Barry Avenue – Object | Shakespeare Drive – Object | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – Object | | | | | | | | | | | | | | | |
| Ewart Close – Object | Villiers Road – Object | | | | | | | | | | | | | | | |
| Graham Road – Object | Wansbeck Drive – Object | | | | | | | | | | | | | | | |

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| | Hudson Street – Object | Wellend Croft – Object |
| | Kennedy Road – Object | Wensum Crescent – Object |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – Object |
| | Unfortunately around this area there is just no parking. Where are residents suppose to park if not on the street if they don't have driveways? | |
| (o70) Member of public, (Bicester, Siskin Road) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Object | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – Object | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – |
| | I object to the Bucknell Road double yellow lines as how are we going to drop our children off at school? | |
| (o71) Local resident, (Bicester, St Marys Close) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – Support |

| | | |
|--|---|------------------------------------|
| | Bucknell Road – Support | St Marys Close – Support |
| | Ewart Close – | Villiers Road – Support |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – Support | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| Supportive as sick of people blocking pavements and parking so close to junctions it makes driving harder than necessary | | |
| (o72) Local resident, (Bicester, Stoneburge Crescent) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – |

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|--|---|--|----------------|---------------------|---|------------------|---------------|-----------------|---------------|------------------|-----------------|-----------------|----------------|-------------------|-----------------|---------------------|
| | <p>I support the parking restrictions on Bucknell Road as it's currently extremely dangerous to cross this section of road in the morning. I live on Stoneburge Crescent and my kids go to Brookside school which is directly opposite. Getting them to school safely is a constant cause of stress and worry as it's complete carnage in the morning with cars driving up on the pavement to squeeze past one another, therefore I welcome any attempt to make it safer for them. I honestly feel that a tragic accident will happen if these proposed restrictions are not enforced as soon as possible, they are long overdue. Unfortunatley, on the downside, it means that people are likely to park their cars on Stoneburge Crescent when doing the school drop off and therefore block my driveway.</p> | | | | | | | | | | | | | | | |
| <p>(o73) Local resident, (Bicester, Stoneburge Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 534 2107 906"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road – Partially support/concerns</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close –</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 976 2107 1037"> <tr> <td>Bucknell Road –</td> <td>Shakespeare Drive –</td> </tr> </table> <p>As a resident of Stoneburge Crescent I am concerned that the double yellows proposed for the Bucknell Road will result in Stoneburge Crescent being used as a main drop off and collection point for parents driving their children to Brookside school and also that cars which currently park overnight on this stretch of the Bucknell road will be left in the crescent. Could there be some 'Private road - No Parking' signs for the crescent?</p> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Partially support/concerns | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – | Shakespeare Drive – |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o74) Local resident, (Bicester, Stoneburge Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1311 2107 1370"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |

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| Bucknell Road – Partially support/concerns | St Marys Close – |
| Ewart Close – | Villiers Road – |
| Graham Road – | Wansbeck Drive – |
| Hudson Street – | Wellend Croft – |
| Kennedy Road – | Wensum Crescent – |
| Bus stop clearways: | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – |
| <p>I am writing to formally raise my concerns regarding the proposed parking restrictions on Bucknell Road, which runs parallel to Stoneburge Crescent, where I reside.</p> <p>I fully acknowledge that Bucknell Road experiences significant congestion during school drop-off and pick-up times, and I understand the rationale behind introducing double yellow lines to improve traffic flow. However, I am deeply concerned about the unintended consequences these measures may have on Stoneburge Crescent.</p> <p>Stoneburge Crescent is already a narrow residential road, and residents frequently experience difficulty accessing their own driveways due to parents of schoolchildren parking here. Should parking be further restricted on Bucknell Road, it is highly likely that this issue will be exacerbated, with increased numbers of vehicles diverting into Stoneburge Crescent. This would not only cause considerable inconvenience to residents but could also present a serious risk in the event of an emergency, should an ambulance or fire service vehicle be unable to gain timely access.</p> <p>While I am not opposed in principle to parking restrictions on Bucknell Road, I must strongly object to any scheme that fails to address the knock-on impact for Stoneburge Crescent. I respectfully request that the Council include specific measures to prevent non-residents from using Stoneburge Crescent as a parking or waiting area during school times. Without such safeguards, the proposed changes risk displacing, rather than resolving, the existing problem. I would be grateful if my concerns could be taken into consideration before any final decision is made.</p> | |

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| <p>(o75) Local resident, (Bicester, Stoneburge Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1"> <tr> <td data-bbox="577 261 1357 323">Barry Avenue – Support</td> <td data-bbox="1357 261 2107 323">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 323 1357 386">Bucknell Road – Support</td> <td data-bbox="1357 323 2107 386">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 386 1357 448">Ewart Close – Support</td> <td data-bbox="1357 386 2107 448">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 448 1357 510">Graham Road – Support</td> <td data-bbox="1357 448 2107 510">Wansbeck Drive – Support</td> </tr> <tr> <td data-bbox="577 510 1357 572">Hudson Street – Support</td> <td data-bbox="1357 510 2107 572">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 572 1357 635">Kennedy Road – Support</td> <td data-bbox="1357 572 2107 635">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1"> <tr> <td data-bbox="577 703 1357 766">Bucknell Road – Support</td> <td data-bbox="1357 703 2107 766">Shakespeare Drive – Support</td> </tr> </table> <p>As a resident of Stoneburge crescent it is becoming more and more difficult to exit our property with cars ,vans and Lorrie’s continually parked there ,sometimes 24 hours a day.</p> | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| <p>(o76) Local resident, (Bicester, Stoneburge Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1"> <tr> <td data-bbox="577 970 1357 1032">Barry Avenue – Support</td> <td data-bbox="1357 970 2107 1032">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 1032 1357 1094">Bucknell Road – Support</td> <td data-bbox="1357 1032 2107 1094">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 1094 1357 1157">Ewart Close – Support</td> <td data-bbox="1357 1094 2107 1157">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 1157 1357 1219">Graham Road – Support</td> <td data-bbox="1357 1157 2107 1219">Wansbeck Drive – Support</td> </tr> <tr> <td data-bbox="577 1219 1357 1281">Hudson Street – Support</td> <td data-bbox="1357 1219 2107 1281">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 1281 1357 1343">Kennedy Road – Support</td> <td data-bbox="1357 1281 2107 1343">Wensum Crescent – Support</td> </tr> </table> | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | | |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | |

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| | <p>Bus stop clearways:</p> <table border="1" data-bbox="577 228 2105 288"> <tr> <td>Bucknell Road – Support</td> <td>Shakespeare Drive – Support</td> </tr> </table> <p>Too many cars park all day, I think these are drivers who are going to Bicester North train station. Parents delivering or collecting children park on the pavement in certain areas and create safety issues for pedestrians because the congestion means cars have to pass one another and the only solution is to run up onto the pavement.</p> | Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| <p>(o77) Local resident, (Bicester, Stoneburge Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 528 2105 901"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close –</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 970 2105 1031"> <tr> <td>Bucknell Road – Support</td> <td>Shakespeare Drive –</td> </tr> </table> <p>Concerns regarding Bucknell Road double yellow line scheme as detailed in the consultation documents will simply move the current problems further along the Bucknell Road and into Stoneburge Crescent. As a resident of Stoneburge Crescent we already experience verbal abuse, driveway, pavement and zig-zag obstruction from parents dropping/collecting children from Brookside Primary School. When double yellow lines were mentioned some time ago we were told the current situation would be monitored for 6 months and an impact statement would be published - do we have access to these findings? Reports of illegal parking and abuse to the Police no longer receive responses. Have the council considered how residents of Stoneburge Crescent will be impacted by this scheme; how protection of residents access and the additional cost of the upkeep of the private road will be provided if the scheme goes</p> | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Support | Shakespeare Drive – |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – | | | | | | | | | | | | | | |

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| | <p>ahead and Stoneburge Crescent is used for parking by town folk, residents of Field Street, commuters, parents dropping children at school, etc.</p> | | | | | | | | | | | | | | | |
| <p>(o78) Local resident, (Bicester, Stoneburge Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 375 2105 750"> <tr> <td>Barry Avenue –</td> <td>Shakespeare Drive –</td> </tr> <tr> <td>Bucknell Road – Partially support/concerns</td> <td>St Marys Close –</td> </tr> <tr> <td>Ewart Close –</td> <td>Villiers Road –</td> </tr> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street – Partially support/concerns</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road –</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 817 2105 877"> <tr> <td>Bucknell Road – Partially support/concerns</td> <td>Shakespeare Drive –</td> </tr> </table> <p>My main concern is where these cars will park once double yellows are installed, this could cause issues elsewhere for instance Stoneburge Crescent. There is enough grass verge near brookside school and opposite Stoneburge Crescent to allow a lay-by to be made, then parents taking children to school will be on the correct side of the road.</p> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Partially support/concerns | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – Partially support/concerns | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Partially support/concerns | Shakespeare Drive – |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – Partially support/concerns | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o79) Local resident, (Bicester, Thirsk Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1120 2105 1359"> <tr> <td>Barry Avenue – Object</td> <td>Shakespeare Drive – Partially support/concerns</td> </tr> <tr> <td>Bucknell Road – Object</td> <td>St Marys Close – Partially support/concerns</td> </tr> <tr> <td>Ewart Close – Object</td> <td>Villiers Road – Partially support/concerns</td> </tr> <tr> <td>Graham Road – Object</td> <td>Wansbeck Drive –</td> </tr> </table> | | Barry Avenue – Object | Shakespeare Drive – Partially support/concerns | Bucknell Road – Object | St Marys Close – Partially support/concerns | Ewart Close – Object | Villiers Road – Partially support/concerns | Graham Road – Object | Wansbeck Drive – | | | | | | |
| Barry Avenue – Object | Shakespeare Drive – Partially support/concerns | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – Partially support/concerns | | | | | | | | | | | | | | | |
| Ewart Close – Object | Villiers Road – Partially support/concerns | | | | | | | | | | | | | | | |
| Graham Road – Object | Wansbeck Drive – | | | | | | | | | | | | | | | |

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| | Hudson Street – Object | Wellend Croft – |
| | Kennedy Road – Object | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | Concerns that these streets already have limited parking for residents and will cause increased pressure on surrounding streets, and have a negative impact on tradesmen and delivery. Short sighted and not a real solution | |
| (o80) Member of public, (Bicester, Vervain) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Object | Shakespeare Drive – Partially support/concerns |
| | Bucknell Road – Support | St Marys Close – |
| | Ewart Close – Object | Villiers Road – |
| | Graham Road – Object | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | Barry Ave? It's "off the main" Bucknell Rd - don't understand why this needs to be included. What happens to visitors parking? Carers? Not everyone has a driveway that others can use. | |

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| <p>(o81) Local resident, (Bicester, Villiers Road)</p> | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – | St Marys Close – |
| | Ewart Close – | Villiers Road – Support |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – Support | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – | Shakespeare Drive – | |
| <p>I live on Villiers Road but the back of my house is on Kenny Road. Cars are parking very close to the junctions on Kenny Roads which makes it really dangerous as it reduces the visibility.</p> | | |
| <p>(o82) Local resident, (Bicester, Villiers Road)</p> | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – Support |
| | Ewart Close – Support | Villiers Road – Support |
| | Graham Road – Support | Wansbeck Drive – Support |
| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |

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| | <p>Bus stop clearways:</p> <table border="1" data-bbox="577 225 2107 288"> <tr> <td data-bbox="577 225 1357 288">Bucknell Road – Support</td> <td data-bbox="1357 225 2107 288">Shakespeare Drive – Support</td> </tr> </table> <p>Sounds smart</p> | | Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| <p>(o83) Local resident, (Bicester, Villiers Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 464 2107 831"> <tr> <td data-bbox="577 464 1357 523">Barry Avenue –</td> <td data-bbox="1357 464 2107 523">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 523 1357 582">Bucknell Road –</td> <td data-bbox="1357 523 2107 582">St Marys Close –</td> </tr> <tr> <td data-bbox="577 582 1357 641">Ewart Close –</td> <td data-bbox="1357 582 2107 641">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 641 1357 700">Graham Road –</td> <td data-bbox="1357 641 2107 700">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 700 1357 759">Hudson Street –</td> <td data-bbox="1357 700 2107 759">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 759 1357 831">Kennedy Road – Support</td> <td data-bbox="1357 759 2107 831">Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 903 2107 967"> <tr> <td data-bbox="577 903 1357 967">Bucknell Road – Partially support/concerns</td> <td data-bbox="1357 903 2107 967">Shakespeare Drive –</td> </tr> </table> <p>I have concerns about another bus stop on the Bucknell road and the need for it. That is a busy road with a stop on each side already. A further stop will impact traffic flow further and surely isn't needed.</p> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – | St Marys Close – | Ewart Close – | Villiers Road – Support | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – Support | Wensum Crescent – | Bucknell Road – Partially support/concerns | Shakespeare Drive – |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o84) Local resident, (Bicester, Villiers Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1174 2107 1350"> <tr> <td data-bbox="577 1174 1357 1233">Barry Avenue –</td> <td data-bbox="1357 1174 2107 1233">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 1233 1357 1292">Bucknell Road –</td> <td data-bbox="1357 1233 2107 1292">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 1292 1357 1350">Ewart Close –</td> <td data-bbox="1357 1292 2107 1350">Villiers Road – Support</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – Support | Bucknell Road – | St Marys Close – Support | Ewart Close – | Villiers Road – Support | | | | | | | | |
| Barry Avenue – | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – Support | | | | | | | | | | | | | | | |

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| | <table border="1"> <tr> <td>Graham Road –</td> <td>Wansbeck Drive –</td> </tr> <tr> <td>Hudson Street –</td> <td>Wellend Croft –</td> </tr> <tr> <td>Kennedy Road – Support</td> <td>Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1"> <tr> <td>Bucknell Road – Support</td> <td>Shakespeare Drive – Support</td> </tr> </table> <p>Road safety</p> | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – Support | Wensum Crescent – | Bucknell Road – Support | Shakespeare Drive – Support | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| (o85) Local resident, (Bicester, Welland Croft) | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1"> <tr> <td>Barry Avenue – Support</td> <td>Shakespeare Drive – Support</td> </tr> <tr> <td>Bucknell Road – Support</td> <td>St Marys Close – Support</td> </tr> <tr> <td>Ewart Close – Support</td> <td>Villiers Road – Support</td> </tr> <tr> <td>Graham Road – Support</td> <td>Wansbeck Drive – Support</td> </tr> <tr> <td>Hudson Street – Support</td> <td>Wellend Croft – Support</td> </tr> <tr> <td>Kennedy Road – Support</td> <td>Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1"> <tr> <td>Bucknell Road – Support</td> <td>Shakespeare Drive – Support</td> </tr> </table> <p>Road safety and visibility</p> | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | |
| (o86) Local resident, (Bicester, Welland Croft) | <p>No Waiting at Any Time (double yellow lines):</p> | | | | | | | | | | | | | | |

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| | Barry Avenue – | Shakespeare Drive – |
| | Bucknell Road – | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – |
| | Hudson Street – | Wellend Croft – Object |
| | Kennedy Road – | Wensum Crescent – |
| | Bus stop clearways: | |
| Bucknell Road – | Shakespeare Drive – | |
| Waste of time and money. 99.9% of the time there are never any vehicles parked there anyway. | | |
| (o87) Local resident, (Bicester, Wensum Crescent) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – | Shakespeare Drive – Support |
| | Bucknell Road – | St Marys Close – |
| | Ewart Close – | Villiers Road – |
| | Graham Road – | Wansbeck Drive – Support |
| | Hudson Street – | Wellend Croft – |
| | Kennedy Road – | Wensum Crescent – Support |
| Bus stop clearways: | | |
| Bucknell Road – | Shakespeare Drive – Support | |

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| | Difficult to see oncoming vehicles coming out of Wensum crescent due to parked cars. | | | | | | | | | | | | | | | |
| (o88) Local resident, (Bicester, Wensum Crescent) | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 376 2107 751"> <tr> <td data-bbox="577 376 1357 440">Barry Avenue –</td> <td data-bbox="1357 376 2107 440">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 440 1357 504">Bucknell Road –</td> <td data-bbox="1357 440 2107 504">St Marys Close –</td> </tr> <tr> <td data-bbox="577 504 1357 568">Ewart Close –</td> <td data-bbox="1357 504 2107 568">Villiers Road –</td> </tr> <tr> <td data-bbox="577 568 1357 632">Graham Road –</td> <td data-bbox="1357 568 2107 632">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 632 1357 695">Hudson Street –</td> <td data-bbox="1357 632 2107 695">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 695 1357 751">Kennedy Road –</td> <td data-bbox="1357 695 2107 751">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 818 2107 882"> <tr> <td data-bbox="577 818 1357 882">Bucknell Road –</td> <td data-bbox="1357 818 2107 882">Shakespeare Drive – Support</td> </tr> </table> <p>This should prevent parking close to junctions which could cause incidents, so I support the proposal.</p> | | Barry Avenue – | Shakespeare Drive – Support | Bucknell Road – | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – Support | Bucknell Road – | Shakespeare Drive – Support |
| Barry Avenue – | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – Support | | | | | | | | | | | | | | | |
| Bucknell Road – | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| (o89) Local resident, (Bicester, Wensum Crescent) | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1051 2107 1361"> <tr> <td data-bbox="577 1051 1357 1117">Barry Avenue –</td> <td data-bbox="1357 1051 2107 1117">Shakespeare Drive – Object</td> </tr> <tr> <td data-bbox="577 1117 1357 1181">Bucknell Road – Partially support/concerns</td> <td data-bbox="1357 1117 2107 1181">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1181 1357 1244">Ewart Close –</td> <td data-bbox="1357 1181 2107 1244">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 1244 1357 1308">Graham Road –</td> <td data-bbox="1357 1244 2107 1308">Wansbeck Drive – Object</td> </tr> <tr> <td data-bbox="577 1308 1357 1361">Hudson Street –</td> <td data-bbox="1357 1308 2107 1361">Wellend Croft –</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – Object | Bucknell Road – Partially support/concerns | St Marys Close – | Ewart Close – | Villiers Road – Support | Graham Road – | Wansbeck Drive – Object | Hudson Street – | Wellend Croft – | | | | |
| Barry Avenue – | Shakespeare Drive – Object | | | | | | | | | | | | | | | |
| Bucknell Road – Partially support/concerns | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – Object | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |

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| | Kennedy Road – | Wensum Crescent – Object |
| | Bus stop clearways: | |
| | Bucknell Road – | Shakespeare Drive – Support |
| | <p>Objecting to Wensum Crescent And Wansbeck Drive as residents use them for parking, there have never been any issues with cars parking there currently and putting restrictions in place with force people to park further away for no reason. Putting restrictions in place with have no benefit as there is no problem to fix and will simply be a waste of money and will annoy residents</p> | |
| (o90) Local resident, (Bicester, Wensum Crescent) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – Partially support/concerns |
| | Bucknell Road – Support | St Marys Close – Support |
| | Ewart Close – Support | Villiers Road – Support |
| | Graham Road – Support | Wansbeck Drive – Support |
| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | <p>the Shakespeare drive into Wansbeck should extend further into Wansbeck to stop the parked cars blocking the route to the exit on to Shakespeare drive as currently as you come down Wansbeck to exit you have to go around the cars parked there into traffic turning into Wansbeck from Shakespeare drive who are blind to you until they have made the turn, causing traffic to stop suddenly on the junction</p> | |

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| <p>(o91) Local resident, (Bicester, Wensum Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 260 2107 632"> <tr> <td data-bbox="577 260 1357 323">Barry Avenue – Support</td> <td data-bbox="1357 260 2107 323">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 323 1357 387">Bucknell Road – Support</td> <td data-bbox="1357 323 2107 387">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 387 1357 451">Ewart Close – Support</td> <td data-bbox="1357 387 2107 451">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 451 1357 515">Graham Road – Support</td> <td data-bbox="1357 451 2107 515">Wansbeck Drive – Partially support/concerns</td> </tr> <tr> <td data-bbox="577 515 1357 579">Hudson Street – Support</td> <td data-bbox="1357 515 2107 579">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 579 1357 632">Kennedy Road – Support</td> <td data-bbox="1357 579 2107 632">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 703 2107 762"> <tr> <td data-bbox="577 703 1357 762">Bucknell Road – Support</td> <td data-bbox="1357 703 2107 762">Shakespeare Drive – Support</td> </tr> </table> <p>The parking restriction for the west of wansbeck drive and goes south from the junction with Wensum crescent needs to be extended as far as the bus stop. If it only goes 10m as proposed it still allows a vehicle to be parked at the North end of the bus stop and in front of No. 1 Wensum crescent. A vehicle parked there will still mask any vehicle turning left towards Wensum crescent from Isis Avenue. I've witnessed many near misses by vehicles leaving Wensum crescent having to brake sharply as a vehicle travelling north along wansbeck avenue was masked by vehicles parked in front of 1 & 2 Wensum Crescent.</p> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Partially support/concerns | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Partially support/concerns | | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| <p>(o92) Local resident, (Bicester, Wensum Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1106 2107 1353"> <tr> <td data-bbox="577 1106 1357 1169">Barry Avenue –</td> <td data-bbox="1357 1106 2107 1169">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 1169 1357 1233">Bucknell Road –</td> <td data-bbox="1357 1169 2107 1233">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1233 1357 1297">Ewart Close –</td> <td data-bbox="1357 1233 2107 1297">Villiers Road –</td> </tr> <tr> <td data-bbox="577 1297 1357 1353">Graham Road –</td> <td data-bbox="1357 1297 2107 1353">Wansbeck Drive – Support</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – Support | | | | | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – Support | | | | | | | | | | | | | | | |

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| | Hudson Street – | Wellend Croft – Support |
| | Kennedy Road – | Wensum Crescent – Support |
| | Bus stop clearways: | |
| | Bucknell Road – | Shakespeare Drive – |
| | <p>The junction between Wensum Crescent and Wansbeck Drive has become incredibly difficult to navigate often, due to residents parking within 5m of the junction. We have often gone to pull out of Wensum Crescent only to find a car travelling north on Wansbeck suddenly appearing from behind parked cars.</p> | |
| (093) Local resident, (Bicester, Wensum Crescent) | No Waiting at Any Time (double yellow lines): | |
| | Barry Avenue – Support | Shakespeare Drive – Support |
| | Bucknell Road – Support | St Marys Close – Support |
| | Ewart Close – Support | Villiers Road – Support |
| | Graham Road – Support | Wansbeck Drive – Support |
| | Hudson Street – Support | Wellend Croft – Support |
| | Kennedy Road – Support | Wensum Crescent – Support |
| | Bus stop clearways: | |
| | Bucknell Road – Support | Shakespeare Drive – Support |
| | <p>Too many cars parking in front of junctions, Wensum Crescent is a must when cars are parking right on the junction . So many near accidents/incidents at this junction</p> | |

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| <p>(o94) Local resident, (Bicester, Wensum Crescent)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 261 2107 633"> <tr> <td data-bbox="577 261 1357 323">Barry Avenue – Support</td> <td data-bbox="1357 261 2107 323">Shakespeare Drive – Support</td> </tr> <tr> <td data-bbox="577 323 1357 386">Bucknell Road – Support</td> <td data-bbox="1357 323 2107 386">St Marys Close – Support</td> </tr> <tr> <td data-bbox="577 386 1357 448">Ewart Close – Support</td> <td data-bbox="1357 386 2107 448">Villiers Road – Support</td> </tr> <tr> <td data-bbox="577 448 1357 510">Graham Road – Support</td> <td data-bbox="1357 448 2107 510">Wansbeck Drive – Support</td> </tr> <tr> <td data-bbox="577 510 1357 572">Hudson Street – Support</td> <td data-bbox="1357 510 2107 572">Wellend Croft – Support</td> </tr> <tr> <td data-bbox="577 572 1357 633">Kennedy Road – Support</td> <td data-bbox="1357 572 2107 633">Wensum Crescent – Support</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 702 2107 764"> <tr> <td data-bbox="577 702 1357 764">Bucknell Road – Support</td> <td data-bbox="1357 702 2107 764">Shakespeare Drive – Support</td> </tr> </table> <p>All these roads are hazardous and dangerous to drive through/ along. Someone needs to act before someone is seriously injured or killed. (Act now before it's to late)</p> | | Barry Avenue – Support | Shakespeare Drive – Support | Bucknell Road – Support | St Marys Close – Support | Ewart Close – Support | Villiers Road – Support | Graham Road – Support | Wansbeck Drive – Support | Hudson Street – Support | Wellend Croft – Support | Kennedy Road – Support | Wensum Crescent – Support | Bucknell Road – Support | Shakespeare Drive – Support |
| Barry Avenue – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | St Marys Close – Support | | | | | | | | | | | | | | | |
| Ewart Close – Support | Villiers Road – Support | | | | | | | | | | | | | | | |
| Graham Road – Support | Wansbeck Drive – Support | | | | | | | | | | | | | | | |
| Hudson Street – Support | Wellend Croft – Support | | | | | | | | | | | | | | | |
| Kennedy Road – Support | Wensum Crescent – Support | | | | | | | | | | | | | | | |
| Bucknell Road – Support | Shakespeare Drive – Support | | | | | | | | | | | | | | | |
| <p>(o95) Member of public, (London, Ashford Road)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 970 2107 1342"> <tr> <td data-bbox="577 970 1357 1032">Barry Avenue –</td> <td data-bbox="1357 970 2107 1032">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 1032 1357 1094">Bucknell Road – Object</td> <td data-bbox="1357 1032 2107 1094">St Marys Close –</td> </tr> <tr> <td data-bbox="577 1094 1357 1157">Ewart Close –</td> <td data-bbox="1357 1094 2107 1157">Villiers Road –</td> </tr> <tr> <td data-bbox="577 1157 1357 1219">Graham Road –</td> <td data-bbox="1357 1157 2107 1219">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 1219 1357 1281">Hudson Street –</td> <td data-bbox="1357 1219 2107 1281">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 1281 1357 1342">Kennedy Road –</td> <td data-bbox="1357 1281 2107 1342">Wensum Crescent –</td> </tr> </table> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – | Wellend Croft – | Kennedy Road – | Wensum Crescent – | | |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |

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| | <p>Bus stop clearways:</p> <table border="1" data-bbox="577 225 2107 288"> <tr> <td data-bbox="577 225 1357 288">Bucknell Road – Object</td> <td data-bbox="1357 225 2107 288">Shakespeare Drive –</td> </tr> </table> <p>This is make our day today life very harder.</p> | | Bucknell Road – Object | Shakespeare Drive – | | | | | | | | | | | | |
| Bucknell Road – Object | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o96) Member of public, (Upper Heyford, Dale way)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 461 2107 831"> <tr> <td data-bbox="577 461 1357 525">Barry Avenue –</td> <td data-bbox="1357 461 2107 525">Shakespeare Drive –</td> </tr> <tr> <td data-bbox="577 525 1357 588">Bucknell Road – Object</td> <td data-bbox="1357 525 2107 588">St Marys Close –</td> </tr> <tr> <td data-bbox="577 588 1357 652">Ewart Close –</td> <td data-bbox="1357 588 2107 652">Villiers Road –</td> </tr> <tr> <td data-bbox="577 652 1357 716">Graham Road –</td> <td data-bbox="1357 652 2107 716">Wansbeck Drive –</td> </tr> <tr> <td data-bbox="577 716 1357 780">Hudson Street – Object</td> <td data-bbox="1357 716 2107 780">Wellend Croft –</td> </tr> <tr> <td data-bbox="577 780 1357 831">Kennedy Road –</td> <td data-bbox="1357 780 2107 831">Wensum Crescent –</td> </tr> </table> <p>Bus stop clearways:</p> <table border="1" data-bbox="577 901 2107 965"> <tr> <td data-bbox="577 901 1357 965">Bucknell Road – Object</td> <td data-bbox="1357 901 2107 965">Shakespeare Drive –</td> </tr> </table> <p>I object as my child attends Brookside school which has no car park hence we are required to park on Bucknell and Hudson Road</p> | | Barry Avenue – | Shakespeare Drive – | Bucknell Road – Object | St Marys Close – | Ewart Close – | Villiers Road – | Graham Road – | Wansbeck Drive – | Hudson Street – Object | Wellend Croft – | Kennedy Road – | Wensum Crescent – | Bucknell Road – Object | Shakespeare Drive – |
| Barry Avenue – | Shakespeare Drive – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – | | | | | | | | | | | | | | | |
| Ewart Close – | Villiers Road – | | | | | | | | | | | | | | | |
| Graham Road – | Wansbeck Drive – | | | | | | | | | | | | | | | |
| Hudson Street – Object | Wellend Croft – | | | | | | | | | | | | | | | |
| Kennedy Road – | Wensum Crescent – | | | | | | | | | | | | | | | |
| Bucknell Road – Object | Shakespeare Drive – | | | | | | | | | | | | | | | |
| <p>(o97) As a business, (unknown)</p> | <p>No Waiting at Any Time (double yellow lines):</p> <table border="1" data-bbox="577 1169 2107 1348"> <tr> <td data-bbox="577 1169 1357 1233">Barry Avenue – Object</td> <td data-bbox="1357 1169 2107 1233">Shakespeare Drive – Object</td> </tr> <tr> <td data-bbox="577 1233 1357 1297">Bucknell Road – Object</td> <td data-bbox="1357 1233 2107 1297">St Marys Close – Object</td> </tr> <tr> <td data-bbox="577 1297 1357 1348">Ewart Close – Object</td> <td data-bbox="1357 1297 2107 1348">Villiers Road – Object</td> </tr> </table> | | Barry Avenue – Object | Shakespeare Drive – Object | Bucknell Road – Object | St Marys Close – Object | Ewart Close – Object | Villiers Road – Object | | | | | | | | |
| Barry Avenue – Object | Shakespeare Drive – Object | | | | | | | | | | | | | | | |
| Bucknell Road – Object | St Marys Close – Object | | | | | | | | | | | | | | | |
| Ewart Close – Object | Villiers Road – Object | | | | | | | | | | | | | | | |

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| | Graham Road – Object | Wansbeck Drive – Object |
| | Hudson Street – Object | Wellend Croft – Object |
| | Kennedy Road – Object | Wensum Crescent – Object |
| | Bus stop clearways: | |
| | Bucknell Road – Object | Shakespeare Drive – Object |
| | No comments | |