

Divisions affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

WHEATLEY: VARIOUS LOCATIONS – PROPOSED PARKING RESTRICTIONS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following:

- a) **New ‘No Waiting at Any Time’ (double yellow lines) restrictions, on sections of Westfield Road, Templars Close, Church Road, Station Road, Simon’s Close, Farm Close Road, Howe Close, Ladder Hill, Kelham Hall Drive, Park Hill, London Road, A40 Overbridge, Morland Close, Holloway Road and Littleworth Road, as advertised.**
- b) **Upgrade the existing advisory ‘School Keep Clear’ markings to enforceable ‘No Stopping on school entrance markings Mondays to Fridays 8am-9am and 2.30pm-3.30pm’ on Littleworth Road as advertised,**
- c) **New permit holders only parking bay ‘Mondays to Fridays 9am to 4pm’ on Bell Lane as advertised,**
- d) **In High Street, the time-limit for the new ‘shared’ parking spaces, operating on Mondays to Fridays between 9am and 4pm, should be relaxed to 2 hours – instead of the 1 hour as advertised.**

Executive Summary

2. This report presents responses to the statutory consultation on the proposals to introduce new & amend existing parking measures in Wheatley, as shown in **Annexes 1 & 2**.
3. Following the County Council taking over Civil Parking Enforcement (CPE) from Thames Valley Police, in November 2021, officers have been contacted by Wheatley Parish Council to undertake a review of parking & waiting restrictions at various locations within the village.

4. Wheatley High Street already has some 'time-limited' parking restrictions but, before the onset of CPE, enforcement by Thames Valley Police was minimal. This meant that local residents were able to park without time limit, and eventually this spread to other users including businesses and, in some cases, all-day parking by commuters travelling into Oxford by bus, using the village as an informal park & ride location.
5. With the advent of CPE, enforcement increased, and local residents were concerned about the impact this would have upon their long-stay parking needs. This has led to the Parish Council seeking a review of the restrictions, which the County Council had offered to consider as part of the introduction of CPE.
6. The Parish Council first undertook their own informal consultation exercise in 2022, and the County Council agreed to suspend enforcement pending the outcome of that review. Also, there were requests to consider the need for further restrictions nearby, to address safety concerns and congestion on the local road network, particularly impacting on bus services.
7. Subsequently, the outcome of those informal discussions led to a request for the County Council to make changes to existing restrictions. The proposals therefore include the introduction of residents parking permits, to address the needs of local residents along the High Street and Bell Lane, and also address other problems throughout the village such as unsafe parking at junctions and elsewhere where parking is causing congestion to bus services.

Financial Implications

8. Funding for the proposals (including consultation) has been provided by the CIL budget for parking schemes, received via South Oxfordshire District Council.

Legal Implications

9. No legal implications have been identified in respect of the proposals.

Equality and Inclusion Implications

10. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

11. The proposals would help facilitate cycling and the safe movement of traffic in the area.

Formal Consultation

12. A formal consultation was carried out between 21 March & 19 April 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, local District Cllr's, Wheatley Parish Council and the local County Councillor representing the Wheatley division.
13. A letter was also sent to approx. 605 properties in the area, and street notices were placed on site in the immediate vicinity of the proposals.
14. 76 responses were received via the online survey during the course of the formal consultation, and these are summarised in the various tables below:

Table1. respondent capacity.

Capacity	Number	Percentage
Local resident	63	83%
Member of public	3	4%
Local Cllr (i.e. Town/Parish/District)	1	1%
As a business	4	5%
As part of a group/organisation	1	1%
Rather not say	1	1%
Other	3	4%
Total	76	100%

Table2. overall opinion of the proposals being put forward.

Opinion	Number	Percentage
Support	22	29%
Partially support	32	42%
Object	17	22%
No objection	5	7%
Total	76	100%

Table3. opinion of the proposed 'No Waiting at Any Time' parking restrictions.

Road	Support	Partially support	Object	No objection	Total
A40 Overbridge	50	11	4	11	76
Church Road	31	16	27	2	76
Farm Close Road	32	13	18	13	76
Holloway Road	36	13	14	13	76

Howe Close	30	12	15	19	76
Kelham Hall Drive	26	13	17	20	76
Ladder Hill	39	9	12	16	76
Littleworth Road	37	13	9	17	76
London Road	32	14	12	18	76
Morland Close	34	13	12	17	76
Park Hill	33	16	11	16	76
Simon's Close	30	11	12	23	76
Station Road	36	10	10	20	76
Templars Close	26	16	19	15	76
Westfield Road	28	28	28	28	76

Table4. opinion of the proposed upgrade of the existing advisory 'School Keep Clear'.

Opinion	Number	Percentage
Support	59	77%
Partially support	3	4%
Object	2	3%
No objection	12	16%
Total	76	100%

Table5. opinion of the proposed parking places being put forward in various locations.

Proposal	Support	Partially support	Object	No objection	Total
New 'residents permit holders only' parking in Bell Lane	37	12	14	13	76
Existing time limited parking bays converted to shared-use parking bays on High Street	22	21	26	7	76
Existing time limited parking bays to remain as short stay parking (1 hr) on High Street (outside of shops)	48	7	18	3	76

15. Additionally, a further 32 emails were received, comprising of: eight objections, 15 raising concerns, seven in support (including strong support from Oxford Bus Company), and two non-objections.

16. The following table is a summary of the objections and concerns raised during the course of the consultation, with the views of some respondents covering more than one category:

Summary of concern / objection	Number of comments
--------------------------------	--------------------

Proposals seem sensible / good compromise / something is needed	46
Proposals will cause displacement / problems in other roads	29
Restrictions around schools are needed for safety	28
Proposals go too far / are not required	26
Restrictions are needed in other locations inc. residents parking	26
The proposals will be detrimental to High Street businesses	20
Restrictions need to be properly enforced	19
Parking on the High Street should remain 2 hours	15
Residents shouldn't have to pay for a permit to park / Too expensive	14
Proposals will encourage more rat running / increase speeds	9
No provision for businesses and their employees	9
Church Road is too narrow for buses	7
Residents parking needs have not been considered	6
The situation on Church Road would be better managed by other traffic management measures	3
Proposals will not ensure residents are guaranteed a space / more permits are needed	2
The matter of parking in off-street car parks needs to be resolved before restrictions are implemented	2
Traffic calming should be removed to create parking	1
Time limited restrictions shouldn't be enforced on bank holidays	1

17. The full responses are shown at **Annex 3** (email) and **Annex 4** (online), and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

18. Thames Valley Police raised no objection to the proposals.

19. The 108 responses to the proposals cover many and varied aspects, which officers have analysed and offered comments to below. The specific sub-headings are in order of the most common issues raised, as summarised in the table above.

20. All items have been considered in recommending whether to proceed with the proposals.

a) The proposals will cause displacement / problems in other roads

21. The proposals are not intended to be a 'holistic' solution to controlled parking in the village centre. They constitute a '2-pronged' approach to enable full parking enforcement to recommence: - firstly to enable residents' permit holders (and residents' visitors) to park within the existing 2-hour parking bays without time limit, and secondly to address some existing safety concerns about parking near junctions and on bus routes.

b) That the proposals go too far / are not required

22. The proposals only include new restrictions where they are deemed necessary on safety or congestion grounds. The 'time-limit' controls have not been extended and so, where parking is permitted, all-day parking would still be possible.

c) Restrictions are needed in other locations inc. residents parking

23. If approved, the proposals will be monitored and, if new safety issues arise or if residents in areas close to the High Street are impacted by displaced all-day parking, then further consultation can be undertaken on whether there would be support to extend the resident parking permit scheme further out.

d) The proposals will be detrimental to High Street businesses

24. The proposed changes to the time-limited spaces in the High Street would only alter the existing restrictions by allowing residents to park without time limit. This is not thought to be detrimental to the current operations of businesses, and in fact the change would mean that enforcement of the 2-hour time limit would recommence, encouraging a turnover of spaces, thus increasing parking availability for shoppers.

e) Restrictions need to be properly enforced

25. The proposals would achieve a balanced resolution to the problems of enforcing current restrictions, which has been suspended. This means there would be a greater enforcement presence helping achieve better compliance with existing, changed, and new restrictions.

f) Parking on the High Street should remain 2 hours

26. The proposals for the new 'shared' parking spaces allow a 1-hour stay or unlimited stays for permit holders, on Mondays to Fridays between 9am and 4pm. This would align with the existing 1-hour short-stay only spaces outside the shops (no's 66-76 High Street). However, these operate on Mondays to Saturdays, and from 8am-6pm, so there would be different times/days in operation.

27. It is therefore agreed to recommend that the new 'shared' spaces should allow stays of up to 2 hours.

g) Residents shouldn't have to pay for a permit to park / Too expensive

28. The proposed charge for residents' permits is £70 per permit per annum. This charge contributes towards the cost of managing and enforcing the permit parking rules, which offer a benefit to residents and, to some degree, helps to ration the limited supply of on-street parking to those who really need it. If permits were free, then there would be no incentive to make use of alternative off-street parking. The cost of £70 compares to a range of prices between £55/year (in Woodstock) and £132/year (in Abingdon).

h) Proposals will encourage more rat running / increase speeds

29. The proposals do not remove long lengths of parking on both sides of roads, except where parking is deemed to be unsafe (at junctions/on corners) or where it is opposite/adjacent to bus stops in Church Road. The particular proposals in Church Road offer a 'staggered' layout, with parking alternating on one-side only. It is considered this offers a balanced approach by allowing some parking but removing congestion which is currently causing delays to bus services.

i) No provision for businesses and their employees

30. The proposals do not alter the existing restriction upon employees, i.e. a 2-hour time limit (in most of the High Street); it is true that enforcement of the restriction is currently suspended, pending the outcome of this review, but the restriction has otherwise been in place for many years. Elsewhere, the restrictions do not deter all-day parking where parking is permitted.

j) Church Road is too narrow for buses

31. The bus service operator has responded with unequivocal support for the proposals. They have commented that the current gaps in parking restrictions in Church Road are insufficient to allow buses, and other traffic, to pass. There are some sections that allow parking on both sides, which does not provide enough room for vehicles to pass easily between them, leading to footways being driven upon, endangering pedestrians. The road also has two pairs of bus stops and is part of the National Cycle Network. It is considered that, if the proposals are approved, the road can retain some parking and yet improve the flow of traffic, notably for buses.

k) Residents parking needs have not been considered

32. The parking needs of residents in The High Street, where there is already a time-limit upon parking that applies to them, have been considered, and this is one of the essential elements of the proposals.

l) The situation on Church Road would be better managed by other traffic management measures

33. The proposals for Church Road address the main problem encountered by through traffic – that of parking on both sides, and near/close to bus stops. Other traffic management measures might include physical measures to reduce speeds or a one-way street arrangement. The former would not remove the parking and the latter would impact on the routes used by buses in the banned direction and indeed other traffic, which could, in turn, displace problems to other parts of the road network.

m) Proposals will not ensure residents are guaranteed a space / more permits are needed

34. If approved, the proposals will be monitored and, if there are difficulties with the number of spaces available to permit holders, then a further review of the scheme could be considered, which might identify more spaces without necessarily extending the area of the scheme; for example, it might be possible to alter some of the 'shared' spaces to permit-only.

n) The matter of parking in off-street car parks needs to be resolved before restrictions are implemented

35. The only aspect of the proposals that impacts on off-street car parks is in Church Road, where new double yellow lines are proposed west of the District Council car park, outside property numbers 23-35 and 42-46. As a consequence, it has been agreed with South Oxfordshire District Council that they would advertise a proposal to alter their off-street car park order to allow those residents, to apply for permits to use at the car park at the same price as the proposed on-street permit charge i.e. £70 per year.

o) Traffic calming should be removed to create parking

36. There are 'build-outs' in some locations of the High Street that help delineate (and shelter) the parking bays. They also offer some assistance to pedestrians crossing the road. At this stage, it is not proposed to alter the physical layout of parking in the High Street – only to address the type of control to enable enforcement to recommence.

p) Time limited restrictions shouldn't be enforced on bank holidays

37. The proposals are for the 'shared' spaces, resident-only spaces in Bell Lane and the 1-hour parking spaces outside the shops in the High Street, to remain operating on bank holidays as is the case with the current restrictions. A future review could consider removing that but would need to assess how this might impact on residents, whose parking needs on bank holidays could actually be greater.

38. If approved, the scheme will be monitored following implementation, and changes to the proposals could be considered if deemed necessary and/or appropriate.

Bill Cotton
Corporate Director for Environment and Place

Annexes: Annexes 1-2: Consultation plans
 Annex 3: Email consultation responses
 Annex 4: Online consultation responses

Contact Officer: Mike Horton (Senior Officer – TRO and Parking Schemes)

May 2024

Drawing No. PRD/2023/005

KEY

- Existing No waiting at any time (double yellow lines)
- Proposed No waiting at any time (double yellow lines)
- Shared parking spaces Mon-Fri 9am - 4pm Permit holders and short-stay parking 1 hour no return within 1 hour
- Existing short-stay parking only Mon - Sat 8am - 6pm 1 hour no return within 1 hour
- Permit-holder parking only Mon-Fri 9am - 4pm
- Unrestricted parking (only shown for reference)
- Existing bus stop clearway (At any time)
- Existing School Keep Clear markings (Mondays to Fridays 8am-9am and 2.30pm-3.30pm)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
Wheatley: Parking review

Drawing title
Formal consultation

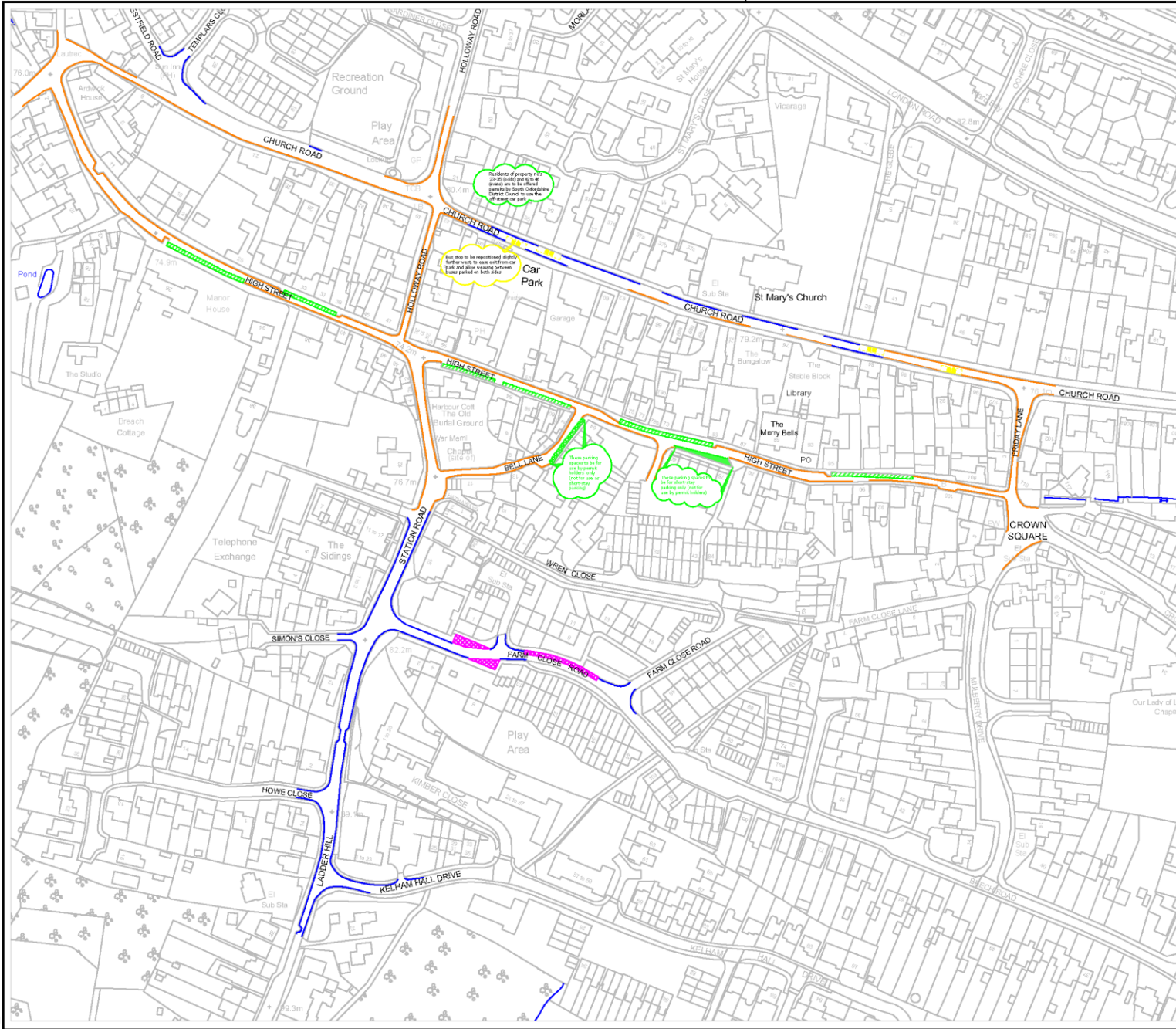
Drawing Status Preliminary

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MDH	JVW	JVW

Date drawn	Date checked	Date approved
July '23	July '23	July '23

Oxfordshire Project No. & File Ref

Drawing No.	Revision
PRD/2023/005	0



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Formal consultation

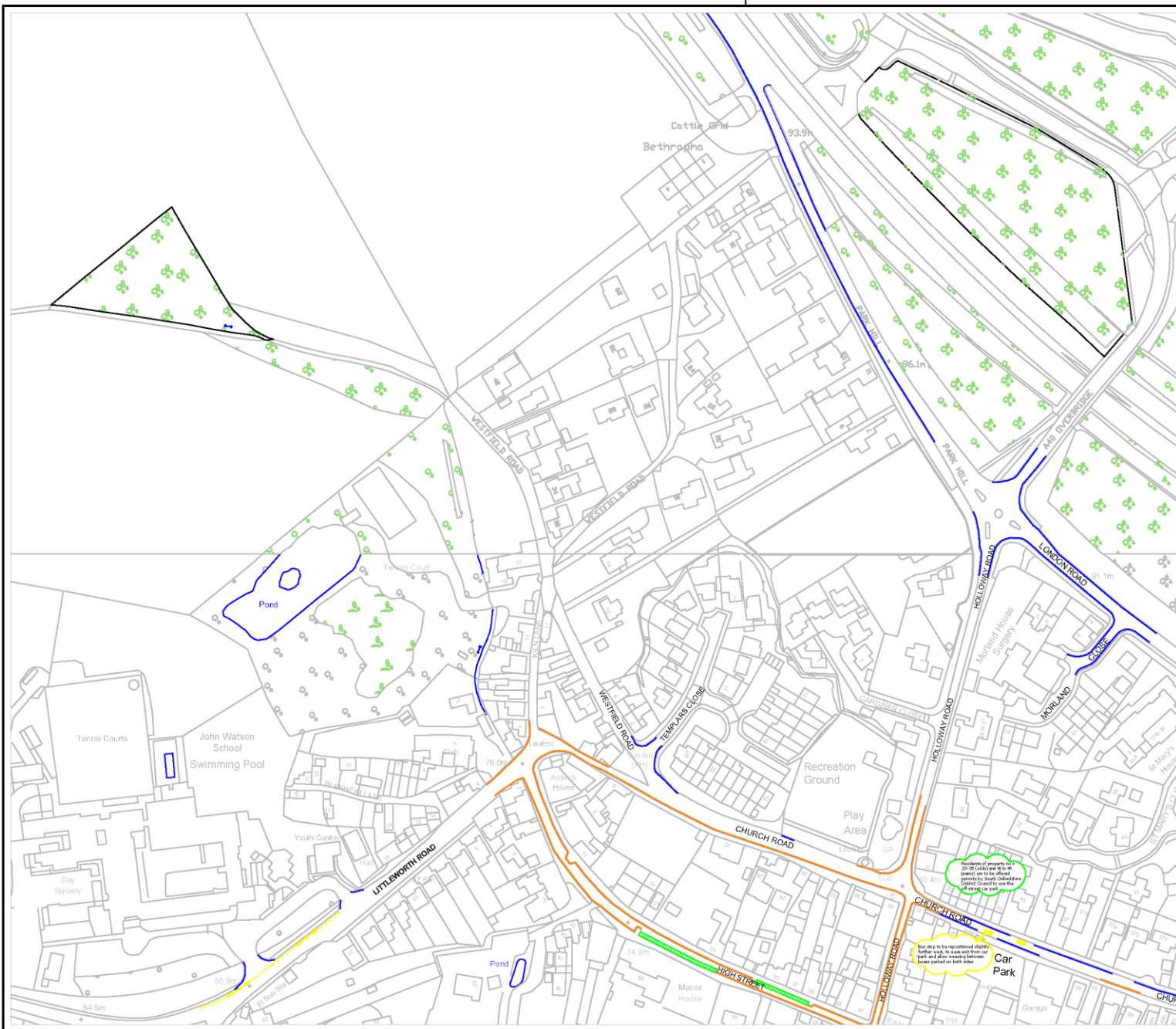
Drawing Status Preliminary

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Drawn by MDH	Checked by JWV	Approved by JWV
Date drawn July '23	Date checked July '23	Date approved July '23

Oxfordshire Project No. & File Ref

Drawing No. PRD/2023/005	Revision 0
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ANNEX 3 – Email responses.

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – The Police have no objection.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – City of Oxford Motor Services Limited (“Oxford Bus Company”, “OBC”) and Thames Travel (Wallingford) Limited (“Thames Travel”, “TTW”) formally lend strong support to the proposed changes to this Order. The basis for this support is set out below.</p> <p>Oxford Bus Company has long operated through the village as part of its Brookes Bus operation. Today, services 400 and NU1 run through the village between Headington and the existing Oxford Brookes University Campus, established for many years. In June 2024 the Campus will close. However, it is our intention to continue to run some kind of local service between Oxford Headington and Wheatley thereafter. Furthermore, the Campus site is an allocation for housing development in the adopted South Oxfordshire Local Plan, and benefits from a current permission for residential redevelopment. Conditions on this permission are in the process of being discharged and we anticipate that the redevelopment will commence relatively propitiously. The consent envisages that bus services will continue to be provided to serve the site in its future use.</p> <p>We are not the only operator running bus services through Wheatley. Arriva The Shires operates the main inter-urban link now known as X7 between Oxford, Thame and Aylesbury through the settlement along the same route using Church Road. This service runs up to two times per hour in each direction, and has in the past run rather more frequently.</p> <p>Finally, OBC also runs an additional hourly service 46 through the village between Oxford, Horspath, Wheatley and Great Milton. This relatively new facility is provided in partnership with Oxfordshire County Council, and Belmond International who own the world-renowned restaurant and hotel destination at Le Manoir aux Quat’ Saisons, and the timetable running late into the night, serves the needs of staff there. However, it also provides unprecedented connectivity to the smaller settlements on the route, hourly and seven days a week. We are keen to ensure that this service develops patronage to become sustainable in the long term.</p> <p>The National Bus Strategy for England, “Bus Back Better” makes plain the Government’s expectation that bus services should become consistently faster and more reliable, applicable to all transport and highways authorities. The</p>

Oxfordshire Bus Service Improvement Plan (BSIP) and its supporting Statutory Enhanced Partnership (EP) has these objectives front and centre.

The Council also has an ambitious policy agenda that seeks to radically reduce car-borne trips by 2030, with improved and more attractive bus services being the key to securing the headline policy objective.

The proposed changes to on-street parking on Park Row and on Church Street between Holloway Road and the junction of Friday Lane will address a very severe constriction on the operation of regular and strategically important bus services. Current levels of on-street parking reduce Church Street in particular to tight single carriageway operation, and remaining gaps that the current restrictions are intended to provide suitable passing places are simply insufficient to allow buses and other traffic, especially larger vehicles, to pass, especially with levels of general traffic encountered at busier times, in both directions. Currently, there are a number of lengths of road that allow parking on both sides. This cannot be achieved within the existing carriageway while allowing enough room for a vehicle to pass between them. Accordingly, already narrow footways are regularly impinged upon, greatly undermining the passage of pedestrians as well. The road is also part of the National Cycle Network.

There are also two pairs of bus stops on the affected stretch of road. The high frequency and range of connectivity offered by bus services means that levels of use to and from the village are high, and buses not only serve these stops regularly, as there are invariably customer seeking to board or alight, but at busier times buses can be stationary for a more extended period. This naturally creates further pressure and conflict on the road.

We note that the changes make continuing provision for a lesser amount of on-street parking on Church Street, to support adjacent residences, but also to maintain a traffic calming effect, as this forces on-coming traffic to give way to each other. The planned constrictions formed by remaining parking alternate on both sides of the road in such a way that this does not give rise to the levels of congestion and delay that are frequently encountered today.

The proposed changes can be expected to substantially improve the reliability and journey time of all bus services through the village. They can also be expected to support improved conditions for pedestrians and cyclists, as well as wider traffic circulation in the village. Reduction in conflicts while maintaining appropriate traffic calming ought additionally to have wider benefits in reducing intimidation to vulnerable road users, in line with the County Council's Draft "Vision Zero" highway safety strategy as well as Local Transport and Connectivity Plan policy.

We therefore offer unequivocal support for the proposals.

<p>(e3) Local business, (Wheatley, High Street)</p>	<p>Object – I am a business owner on the High Street in Wheatley and I am writing to express my concerns of the proposed parking restrictions that the County Council wish to enforce.</p> <p>My business partner and I have both grown up in the village and when selecting a location for our salon, we decided Wheatley would be perfect due to it being an accessible bustling village with appealing parking facilities. When carrying out Market Research prior to our business opening, having ample parking was desirable when attracting potential clients.</p> <p>Although not enforced, we have always respected the current signs that are visible and we advise our clients to park accordingly for their appointment times and our clients have never struggled to find a parking space.</p> <p>I strongly disagree with the proposed restrictions of the High Street as I believe it will have a negative impact on the businesses in the village as it will be a deterrent if people are unable to park. If the businesses had been considered in the consultation process, you would know that the proposed hour for non permit holders just simply is not enough time for most the businesses on the High Street.</p> <p>A large percentage of our clients travel to Wheatley by car and use the other facilities and businesses before and/or after their appointments as the available parking allows them to.</p> <p>I also strongly disagree with the proposed Double Yellow lines on Church Road and offering houses parking permits to the carpark that's situated behind the main bus stop. There are only 18 available spaces in this carpark and if those houses have 1/2 cars per household, this leaves minimal long stay parking for our clients who require longer appointments.</p> <p>A Parish councillor member commented in a meeting that I attended that "it was a priority to increase the parking facilities of the village" but I'm struggling to understand how the proposed restrictions meet that criteria if you insist on issuing residential parking permits and double yellow lining the roads where business users can park.</p> <p>I do hope this letter does re-evaluate the councils' thoughts on the proposed restrictions and the long term effect this will have on a bustling thriving village with successful and established businesses within it. It would be devastating for the locals, business owners & staff should our businesses close.</p>
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<p>(e4) Local resident, (Wheatley)</p>	<p>Object – There is little point in increasing the restrictions when even those already in place are not enforced and are frequently flagrantly disregarded. All you will be doing is creating more restrictions which will also be disregarded. (For example, outside the Fish & Chip shop, towards the east end of Church Road – but there are others).</p> <p>Personally speaking I would welcome the enforcement of current restrictions – this is much more important than introducing new ones. When adequate enforcement is in place it will be possible to assess if and where further restrictions might be appropriate.</p>
<p>(e5) Local resident, (Wheatley)</p>	<p>No objection – I have no strong objection to double yellow lines along Church Road although I worry that it will encourage speeding along the road if there are no parked cars causing an obstruction. However, I note that there will be a break in the yellow lines by the entrance to 37a b and c Church Road. It is difficult enough pulling into Church road from these properties as it is without a car parked right by the entrance. We pull out of the drive from behind a high stone wall and cars do not expect to see us pulling out when they are travelling along! Furthermore, pulling into the entrance from Church road (Holloway road end) will be harder if there is a car parked right by the entrance especially if the driver had a bigger vehicle or it was an ambulance. We will have to pull onto the other side of the road to swing into the entrance. Please consider this when painting the double yellows right outside these properties behind the stone wall but leaving a space for one car to park. If you have to leave a gap in the lines maybe it shouldn't be right by a concealed entrance.</p>
<p>(e6) Local resident, (Wheatley)</p>	<p>Object – The permit parking on the high street will seriously affect the small businesses that operate on our little high street, we don't want to lose our small businesses. These are life blood to the village. This village has only 2 buses that service it, the council should be actively supporting local businesses to thrive and encouraging people to use the services and visit the village. The infrastructure for people to use public transport is diminished yet you want to reduce the parking within the village to make it even harder to visit and live in the village.</p> <p>On the Farm Close Road proposed plans, driveways aren't large however cars are getting larger and the parking particularly opposite the seating/patio area is in constant use mostly from residents and you are penalising us. It is also not very clear from the description how much of the road won't be double yellow lines a map of what this actually means would have been more useful. Whilst I welcome any plans to reduce those who park along the side roads instead of paying to park at Thornhill, it is actually penalising residents.</p>

	<p>You are aware that we are in the middle of the cost of living crisis and this extra expense isn't welcome. People have found other ways to save money instead of paying to park at the P&R. All this is going to do is move the problem to another village. It makes Wheatley feel unwelcoming and I for one don't want to live in a village that has that outlook.</p> <p>Also how do the council propose to police this?</p> <p>Whilst appreciate what the council is trying to do, i.e. giving residents precedent over non-residents, these plans actually stop that end result.</p>
<p>(e7) Local resident, (Wheatley, Bell Lane)</p>	<p>Concerns – I live at 9 Bell Lane and we have an off road area at the side of 9 Bell Lane with a drive leading to it. We have lived here for 25+ years.</p> <p>We have problems with people parking too far back in the parking bays next to 7 Bell Lane, making it difficult to access our drive.</p> <p>The area is marked with white hatch marking (to show they shouldn't park there), but people still park there.</p> <p>Would it be possible to extend the double yellow lines on the roadside a couple of feet farther from number 9 in the direction of number 7, so that it makes it clear that there should not be parking there. I think some years ago the double yellow lines did extend a little further and it was only when they repainted them that it seemed to “move” a little! Unfortunately we were out that day!</p>
<p>(e8) Local resident, (Wheatley, Bell Lane)</p>	<p>Concerns – In general I agree with most of the proposed changes; however, I do have a few comments/suggestions about the changes in Station Road/Ladder Hill and High Street/Bell Lane; also, I am not in favour of the changes in Church Road.</p> <p>It is especially good to see the extension of double yellow lines on Station Road/Ladder Hill; and it also makes good sense to extend those double yellows for a few metres into the various adjoining side roads (Farm Close Road, Howe Close, etc.)</p> <p>However, a couple of other things that I think are also worth mentioning with relation to Station Road/Ladder Hill:</p> <ul style="list-style-type: none"> - The on-road parking around the area of the Co-Op leads to the area becoming very hazardous, for motorists and pedestrians alike; it is vital to enforce all restrictions in this area. - Another great danger is the speed of vehicles on Station Road/Ladder Hill; I think it would be of huge benefit to extend the 20mph restriction further up Ladder Hill, certainly beyond the Co-Op, so maybe somewhere between Farm Close Road and Kelham Hall Drive.

I am also extremely happy to see some further enforcement of parking restrictions around the school entrance in Littleworth Road.

I am also generally happy with the proposed changes to the parking spaces in Bell Lane and High Street. I do have a couple of comments here, though:

- I live at No.9 Bell Lane, and access to our drive is often compromised by people parking over the end of the current parking spaces. So for me it is very important that the parking spaces outside 1-7 Bell Lane are clearly designated, including removing the unnecessary area of "hatched lines", and that the parking within the confines of these spaces is properly enforced.

- Visibility is very poor when exiting from Bell Lane onto High Street. The parking spaces outside properties 54-62 very much block visibility, making this quite a dangerous junction, especially if traffic proceeding down High Street is exceeding the speed limit. (Which it often does!) I can think of two different options which could help this situation:

1. Remove the most eastern parking space outside No.62 High Street. This parking place is simply too close to the junction with Bell Lane. Removing this parking space would improve visibility enormously!
2. Failing this, the other option could be to introduce another speed hump in the High Street, just before the junction with Bell Lane, to try and limit traffic speed there.

The main part of the changes that I think raises questions is the introduction of many double yellows along Church Road; the reasoning for this it is not entirely clear to me; what are we trying to achieve here?

The proposals, as they stand, generally seem to be removing quite a lot of parking, with no real gain.

If, as I suspect, we are trying to better manage the traffic flow, then surely there are other ways we could do this? For example:

- Move the bus routes up onto London Road.
- Make the stretch of Church Road between Friday Lane and Holloway Road "Access Only". (But still allow the buses to go along Church Road.)
- Make Church Road a 20mph zone.
- Introduce speed humps along Church Road.
- Maybe introduce a "No Left Turn" from Church Road into the lower section of Holloway Road?

In summary, I object to the introduction of lots more "No Parking" along Church Road; it would be better to retain as much parking as possible along Church Road, and to use other traffic control measures to try and dissuade (or completely prevent) so much use of this road as a through route; it would surely be better to try and direct as much traffic as possible up along London Road.

I am aware that some of these points concern traffic, and not only parking.

(e9) Local resident, (Wheatley, Church Road)	<p>Object – I would like to register the following comments, relating particularly to the proposed parking restriction changes in CHURCH ROAD.</p> <ul style="list-style-type: none"> - Wheatley is a residential community which has become increasingly blighted by vehicles taking short cuts through the village rather than using the longer route along the A40. - The volume of cars, particularly during the morning 'rush hour' from 7.30-9.30am, makes crossing the road safely almost impossible. - Fortunately these cars do not have the opportunity to travel at speed, mainly because residents' cars are parked in front of their homes - Removing these parked cars would result in traffic having a 'clear run' in Church Road, resulting in dangerous speeding. <p>Would it not be simpler and safer to limit access to Church Road from the East end, forcing cars to travel along the London Road.</p>
(e10) Local resident, (Wheatley, Church Road)	<p>Concerns – The parking proposals are a welcome move to rationalise and improve parking in Wheatley. I am a resident of 37D Church Road, my garage and rear of the house are accessed via St Mary's Close. I would like to make some comments for your consideration.</p> <ol style="list-style-type: none"> 1. Announcing the new arrangement (2b) for parking on Church Road without having reached agreement regarding the use of the neighbouring off-street parking seems ill-judged, at best. I suggest that the "Note" is updated to indicate when agreement will be reached and that the parking permission will be provided free of charge. 2. The provision of parking restrictions on Park Hill is to be welcomed. Would it be possible to also restrict ad hoc parking on the grass verges at Park Hill, the A40 overbridge and the exit area of Morland House by the placement of suitable bollards. 3. Intrusive and unwelcome parking on Park Hill has been caused by drivers using Wheatley as a free "Park and Ride". Now that Wellford Gardens has been opened it has to be recognised that at some times the visitor parking will be saturated thereby causing drivers to seek alternative locations. Measures taken in 3.10 are appropriate for Morland Close as this facilitates uninterrupted access to the surgery and pharmacy. 4. I would like to request that similar measures are taken for St Mary's Close. It is very often the case that during the day there are visitors to the SOHA housing (St Mary's House) whereupon the west side of St Mary's Close is used

	<p>for parking from the junction with the London Road to the entrance of 36 St Mary's Close. Under these circumstances St Mary's Close becomes a single lane, traffic exiting left from St Mary's Close on to the London Road have limited visibility and traffic exiting left or right from the London Road on to St Mary's Close can be confronted with an oncoming vehicle.</p> <p>5. I am concerned that (as an unintended consequence) the new parking provisions for Park Hill may result in pressure to now use St Mary's Close as an alternative ad hoc parking area. As a minimum provision I would like to request that double yellow line restriction is provided, at the north end, for both sides of St Mary's Close for a sufficient distance to afford safe visibility when turning on and off the London Road. An additional and desirable provision would be to declare St Mary's Close a resident and visitor parking area. This would be similar to the existing status of Morland Close.</p> <p>6. Consideration should also be given for similar measures at Gardner's Close.</p>
<p>(e11) Local resident, (Wheatley, Church Road)</p>	<p>Object – I feel the proposed changes do little to help those living in the village who have a car. Wheatley is old village and as such the roads and the houses were not designed for the modern life of having a car. I do cycle to Headington every day for work and use the buses but the fact is I still require a car and somewhere to park the car. By removing the street parking in Church road creates huge problems for the residents. I recognise there may be a possibility of South Oxfordshire district council allowing some residents to park in car park but it appears this is a separate issue. If the NWAA goes ahead it appears we could be in a position where south oxfordshire district council refuses this. I am reluctant to agree a proposal if a solution being offered is out of the control of the party making the proposal.</p> <p>I believe the scale of the NWAA is too large and will create mayhem in the village for those who live here but benefit those who use the village as a transport route.</p> <p>By removing parked cars in Church road there will be more speeding along this road, this already happens at a quiet weekend when less cars. Also cars will not be able to overtake buses when they stop. There are many areas this will require them to mount the curb slightly, this is so dangerous. Outside my house the curb is low to the ground, on occasion when there have been no cars outside (which is rare) cars mount pavement to pass bus - especially when the bus has 30 students from the language school getting on bus. On one occasion I have opened my gate and about to step onto pavement and a car has whizzed by on the pavement. This practice I believe would become the norm if there were not cars outside my house on Church Road. No does it reassure me that reducing the speed to 20 will help with this. Being hit by a car a 20 mile/hr still causes significant injury.</p>

	<p>The other issue is where are visitors to the residents in Church road going to park? Can we get visitor permits? Why should the people who live in Bell Lane and High Street be allowed visitors and no provision is made for other residents.</p> <p>Many of the traffic issues in Wheatley would be solved by the bus routes being moved to London road.</p>
<p>(e12) Local resident, (Wheatley, Church Road)</p>	<p>Concerns – Thank you for the opportunity to feed back on current proposals for parking in Wheatley. I live on Church Road, which is a core part of the proposals. I recognise that there are problems across the village. The consultation meeting talked at length about Littleworth Road, around the school, and about Church Road. The suggestions for the High Street seemed to be more straightforward and helpful. My main concerns are listed below - apologies if there is a change in font - my email system has never learnt how to cut and paste properly, though I am usually quite adept at such things!</p> <p>Comments on proposals for Oxfordshire CC parking in Wheatley 21/3/24</p> <ol style="list-style-type: none"> 1. Considering parking in isolation from traffic flow through Wheatley is likely to lead to poor conclusions, in particular (a) ignoring the use of the village as a 'rat run' for commuters into Oxford means that the full complexity of Church Road parking and its ability to actually slow down some of the drivers has been ignored (b) the busses are now numerous and very often all arrive at once, from both directions, which adds to the sense of chaos particularly around the junction between Church Road and Holloway Road, but could be addressed in other ways, perhaps moving the 400 on to London Road. 2. Considering parking in isolation from the Local Area Plan is also a mistake; in particular (a) the fact that it has been agreed in the Plan to increase the level of parking in and around the village, not decrease it as this set of proposals do and (b) the failure to take into account the relatively imminent addition of 500 homes and families on the Oxford Brookes site who need to be encouraged to use the village facilities and who will not walk everywhere (e.g. even the primary/junior school must be expecting at least 50 new families, 50 more cars every morning and afternoon for drop-off and pick-up parking) 3. Painting yellow stripes all over the village, even in places where people hardly ever park such as outside St Mary's church, will not necessarily improve anything. Some enforcement of existing yellow lines (e.g. near the corner of Church Road, on the north side, by the Kings Head) would actually help.

	<p>4. Removing the parking on Church Road in front of the cottages at the west end (no's 23-35 I believe) would reduce their levels of amenity and, particularly for the elderly or those with small children, would increase their risk, crossing the road every time they return home.</p> <p>5. In addition, this parking actually slows down most people driving east to west on Church Road. Another safety hazard added if you remove it. If the bus companies are complaining, better to move the west-bound bus stop 20 meters along from above the SODC car park to outside Bryant's, away from the junction with Holloway Road. There would still be a loss of parking but lower and less impact on residents.</p> <p>6. How will the SODC car park, parking for a very small number of residents, be managed? Much more realistic to open it to all with parking permits?</p> <p>7. The issues around the school leach in to issues about the flow of traffic past The Sun. Introducing some restrictions at the Sun, perhaps moving more west-bound traffic down onto the west end of the High Street, would help to ease a very difficult situation which will not be helped by trying to restrict parking. 5 year-olds cannot be left to find their own way to a waiting mum driving around in circles in a car. Can't there be some parking taken from the playing field, just for the school's use?</p> <p>8. The rules for parking permits seem very tight and exclusionary e.g. (a) has anyone talked to the businesses on the High Street about their staff parking requirements, or their customers' requirements? Do they need any permits? (b) I believe from the public meeting that there are a small number of other properties (e.g. on Holloway Road) who have no off-street parking and should be included (c) it would seem fairer for each household without off-street parking to receive one permanent permit free, at least for existing residents – less admin for you as well!</p> <p>9. Many of these points were well made by many attendees at the consultation meeting. Was there any feedback? There does not seem to have been any change to the plan as a result of the meeting.</p> <p>Thank you for your time. I don't envy you this responsibility but I do feel your task would actually be easier if you could/would take some other factors into account.</p>
(e13) Local resident, (Wheatley, Church Road)	<p>Concerns – The reason there is a parking problem in Church Road is largely due to traffic coming from the East side of the village (from the Asda direction) branching off from the main London Road into Church Road to turn left into the lower Holloway road at the far end. It is used as a rat run for the majority of vehicles. The Church Road traffic has the right of way to that coming from the top end of Holloway Road, ie from the roundabout. Consequently, there is</p>

	<p>frequently a back log of traffic during peak times in the morning on the upper part of Holloway Road with traffic trying to cross Church road into the lower part of Holloway Road. This in turn encourages more people to use Church Road.</p> <p>Further, from this east end Church Road the corner into the lower Holloway Road is very sharp, with a very narrow pavement. Pedestrians, particularly children are in danger from large vehicles turning left. The house on the corner has frequently been damaged, and is a source of stress and anxiety for the resident Hairdresser.</p> <p>If there was a no left turn into lower Holloway Road from the East side of Church Road, there would be no need for the heavy traffic we have at present on Church Road. Consequently there would be no need to change the parking places. To remove the parking spaces would allow the traffic to go too fast, even with a 20mph prohibition. Many people walk in Church Road, where the pavements are narrow and there are frequently large curb side puddles and blocked drains. Pedestrians and people using the community hub at the church are frequently drenched by cars driving too fast through this water.</p> <p>Many of us would suggest: 1) a no left turn for traffic coming from the east end of Church Road into the lower Holloway Road. 2) No change in the parking spaces on Church Road, thereby keeping it a difficult road in which to drive fast 3) a weight limit for vehicles using Church Road other than for access and for buses 4) a 20mph speed limit.</p>
<p>(e14) Local resident, (Wheatley, Church Road)</p>	<p>Object – I live on Church road, right on the corner of Holloway and church road.</p> <p>I am disappointed that our property has not been included in the proposed permits. The second order consequence of removing 4 spaces from church road and giving 9 permits to my neighbours would increase the issue of parking for me and my partner who already struggle at times due to commuter traffic. It would result in 9 more non-local commuters having to find space on church road. It would be better if this did not happen, or add 21a and b to the permit list, or alternatively if you could make all of church road permit parking instead. That being said, I don't think this idea I'd a good idea at all as it ignore us residents and only suits the busses. I also think it would increase the risk of church road becoming a faster road and therefore more dangerous to pedestrians, especially considering it is a main path to the children's playground.</p> <p>What i think is a far simpler and safer solution, is to put the Thame and Aylesbury busses along London Road, not church road. That would reduce bus wait times and congestion, negating the need to remove parking spaces on church road. There are other benefits to this action, London Road has no pinch points and would allow traffic to flow</p>

	<p>freely. Church road is over a meter narrower in places with 2 buses unable to pass each other without mounting the pavement. The pavement on London Road is wider than church road, making it safer for individuals to pass without having to step on the road.</p> <p>If a bus stop is placed near the church on london road, there would be no houses directly next to the bus stop with plenty of room to put a sheltered bus stop too. There is also flatter access to London Road via the church path.</p> <p>To summarise, I believe the current proposals would be far too damaging to the residents of church road and believe the thame/ Aylesbury direction buses should be directed through London Road. Even if its for a trial period for data gathering.</p> <p>I have attached a few images of buses mounting the pavement on church road. This is a daily occurrence and I'm often unable to leave my gate, or being driven at by buses.</p>
(e15) Local resident, (Wheatley, Church Road)	<p>Object – I am writing to voice an objection to the proposed parking restrictions on Church Road Wheatley, I and many other residents feel that once again this proposal is primarily to facilitate the movement of busses. I have lived at 25 Church Road for over 27 years and have seen parking outside numbers 35 to 23 reduced considerably to allow ease of passage of busses. The new proposal will allow cars to overtake a bus boarding passengers oxford bound increasing the likelihood of a collision with people crossing the road on the west side of the bus. Allowing cars to park as they do at present prevents this.</p> <p>Furthermore in the 27 years I have lived here there has been the opportunity to park outside numbers 35 to 23,although this has been reduced. I noted the parking restrictions document stated parking allocation for Church Road residents numbers 23 to 35 ,42 and 46 is still under discussion. We were led to believe the restrictions would not be implemented unless parking permits were provided,as parking has always been available for these residents, could you please confirm this is still the case.</p> <p>All in all residents of Wheatley (not all of whom have the luxury of off road parking) still need to park their vehicles somewhere and this document raises serious concerns.</p>
(e16) Local resident, (Wheatley, Crown Road)	<p>Concerns – This is quite an extensive proposal.</p>

	<p>However, when parking in the High Street (and potential residents parking there), was discussed in a local/parish council meeting some time back, points were made regarding wanting to avoid displacement of cars into surrounding areas of the village. This may be partially why all the changes included in this proposal are as they are.</p> <p>Unfortunately, as Crown Road is omitted, however, I suspect these changes will displace even more cars into it.</p> <p>I am a resident of Crown Road. The double yellow lines in the High Street stop after Crown Square, not extending up Crown Road. There are consequently many cars parked in the road during the day - some it seems are people who then hop on a bus to elsewhere. I can only assume this will get much worse, after the changes described in your proposal, which will displace cars from other roads eg Church Road.</p> <p>Crown Road is a narrow, residential road, with some house/driveway entrances straight onto the street. Plus there are no pedestrian paths in some of the particularly narrow areas, thus pedestrians have to navigate the road.</p> <p>I would therefore like to register my concern about the effect of the proposals on Crown Road, and would like to know what mitigations will be put in place.</p> <p>It is a mystery to me why roads like Kelham Hall Drive ARE included, but Crown Road is not.</p> <p>I really hope some actual changes to the proposals are made, rather than just passing this through with a tick box for having engaged....</p> <p>Double yellow lines (as proposed for other, possibly safer! roads on this scheme) on both sides of Crown Road (excluding the parking bay obviously), would seem highly appropriate and long overdue. Especially where there are hidden entrances (as with our property) and narrow roads with no pavement for pedestrians.</p>
(e17) Local resident, (Wheatley, Crown Road)	<p>Concerns – I am writing to you regarding the Proposed Wheatley parking changes, as a local resident who lives on Crown Road, Wheatley, to raise concerns that I did at the previous Parish Council meeting and also in your survey.</p> <p>While many of the proposed changes are sensible, I am very concerned about the effect these changes will have on other roads, as the proposals will displace even more cars into Crown Rd where I live.</p>

	<p>Crown Road is an extremely narrow residential street with some houses/driveways (including ours) with hidden openings directly onto the road.</p> <p>There are no pedestrian paths at all in the narrowest areas (& outside our house), so pedestrians are forced onto the road, where the speed limit is still 30mph (it should be 20mph max) and unfortunately drivers often speed - sometimes "rat-running" and accelerating to dangerously high speeds.</p> <p>In my view the proposals will push more cars to park on Crown Road and turn it into even more of an unregulated jammed up unofficial car park.</p> <p>As pedestrians already have to walk in the road, they will then be forced to also walk around parked cars and into the middle of the road, making it a death trap for residents such as my wife and I and for all pedestrians, including school children walking home from school (especially in the dark winter months) and parents with buggies etc.</p> <p>The extra cars parked on our road will also cause huge problems on refuse collection days and when farm vehicles or delivery vehicles have to drive along Crown Road.</p> <p>These proposals are ill conceived and will simply displace the current parking and pedestrian safety issues onto Crown Road and other residential roads in Wheatley, so please redesign them or scrap them altogether.</p>
<p>(e18) Local resident, (Wheatley, Crown Square)</p>	<p>Concerns – I note that they all relate to the west end and centre of the village and there are none covering the east end . What will happen is that if these proposals go ahead they will only push the problem of parking into the surrounding roads for example Mulberry Drive and Crown Road.</p> <p>I would also ask who is going to enforce these restrictions as our experience in Crown Square is that people totally ignore double yellow lines meaning that these proposals, without adequate enforcement throughout the village, will just be a waste of money</p>
<p>(e19) Local resident, (Wheatley, High Street)</p>	<p>Concerns – I note that there is a proposal for a shared permit parking and short stay parking for up to 1 hour for the High Street - please can I ask how the 'up to one hour' requirement will be enforced? Equally, the parking on the High Street is especially busy on Thursday and Friday evenings and weekends - how does stopping the permit and up to</p>

	<p>one hour requirement during this time help alleviate the problem for residents who live on the High Street? Equally, there are a number of businesses in the area who use this parking - where will they now park during the day?</p> <p>Also, if the parking on Church Road is changing to double yellow lines, more people will seek to use the 1 hour slot on the High Street - where will all residents of the High Street who have a permit then park?</p> <p>Please could I also confirm what the cost of a £70 permit will contribute towards?</p>
<p>(e20) Local resident, (Wheatley, High Street)</p>	<p>Concerns – I have discussed these proposals with many other residents, particularly those living in Church Road and affected by your proposals for Church Road east, on which I have commented below. I would be pleased to have your observations on my last point below in case I have misunderstood what is being proposed.</p> <p>Firstly, I have been aware of these proposals for some time and I broadly support the majority of them. The exception is my point 2 under Church Road east of Holloway Road. My full comments are as follows:</p> <p>Church Road west of Holloway Road</p> <ol style="list-style-type: none"> 1. The proposed proposal from the east side of Templars Close is shown on the Plan but not referred to in the text. Assuming that this is proposed, I suggest that it be extended further east on the northside of Church Road as cars parked in this part of Church Road restrict two-way movement. 2. I can see no purpose in effectively removing one space to the east of the entrance to the recreation ground ((item 2 Church Road North Side a) which is clearly marked that it should be kept clear. <p>Church Road east of Holloway Road</p> <ol style="list-style-type: none"> 1. I understand the benefit to bus movements of proposal item 2 Church Road North Side b. But I am aware that the current parking acts as ‘traffic calming’ for the buses approaching down Holloway Road and turning left into Church Road and share the concern of these residents if this ‘traffic calming’ is removed. 2. I cannot understand or see the logic in the remainder of the proposals for this section. If you have consulted the bus companies, I am sure that they will be aghast at this proposal which will create a ‘chicane’ in Church Road, requiring them to weave from one side of the road to the other. At present there is an unwritten ‘code’ that people only park on the south side leaving a straight clear section on the north side for the buses going either way. By introducing gaps in the proposed yellow-lined section on the north (and having no parking opposite these gaps), this is an invitation for cars to park in these gaps. With parking still permitted on the south side where no new yellow lines are introduced, this will result in a chicane for the buses which will have to move from one side of the road to the other as they progress along. Furthermore, a lesser amount of parking is proposed on the north side compared with that now

	<p>proposed not to be permitted on the south side. I and the rest of Wheatley's residents are implacably opposed to any (unnecessary) reduction in the already very deficient parking availability in the centre of the village. Instead of this chicane being introduced, which does not seem sensible, it would be far better to leave well alone and just double-yellow-line the north side. Apart from the reduction of 5 spaces in the SODC car park resulting from my item 1 of this section (which is probably inevitable), there would be no other reduction in parking in this part of Church Road.</p>
<p>(e21) Local resident, (Wheatley, High Street)</p>	<p>Support – We are very pleased with the parking restriction proposal as it gives allowances for both residents and other users of the local businesses.</p>
<p>(e22) Local resident, (Wheatley, High Street)</p>	<p>Concerns – Our feedback on the current consultation is as follows:</p> <ol style="list-style-type: none"> 1. We broadly prefer continuation of status quo of unrestricted (unenforced) parking on the High Street. But we support a consultation if enforcement is needed. We have not encountered significant problems with parking on the High Street in the 12 years we have lived here and, whilst there has been voices on both sides regarding it, we are concerned that decisions are being made on anecdote rather than objective evidence. An enforcement of parking restrictions would certainly create problems for us. As doctors, we work shifts, and our job demands sometimes include 'working remotely from home', so parking in the day is needed. 2. There is not sufficient plan to support local businesses' parking needs. Those who own business in and around the High Street need somewhere for their staff to park for the duration of their shift. There is currently no plan to give businesses sufficient permits for this. It has been said in a recent parish council meeting (8th April 2024) that the OCC policy is to not prioritise business staff parking needs because encouraging high turn-around in parking increases customer footfall which is ultimately better for businesses. However, this does very little for those businesses such as lawyers, dentists, or healthcare practitioners (all of whom work on or around the High Street), and other non-shop-based businesses who need parking allowances that cover a worker's full shift, or longer customer stays beyond the proposed 1-hour limit. Local businesses should be given sufficient parking permits to meet their needs, which should not be arbitrarily capped. 3. The amount of permits available to residents is insufficient.

	<p>a. We have an independent cleaner / home help who attends our home twice weekly (once for four hours, and a second shift for 2 hours). She will have nowhere to park. Use of the SODC car park will be unfeasible because it will be full most of the time (given that the proposals are for half of it to be for permit holders only).</p> <p>b. Residents' temporary permit allowances are currently proposed to be 50 per annum. This would not cover the use of visiting cleaners, carers for the aged or vulnerable, or childminders for families of working parents, for example. Asking residents to use their temporary permits for these purposes would mean they would not have enough, and leave them without temporary permits for other purposes.</p> <p>c. The solution would be for residents to have much higher – or unlimited – allowance of temporary permits. Inappropriate use could be minimised by a gradations in the cost of additional temporary permits. One of the key aims for enforcing parking in the village is to minimise the use of the village as a 'park and ride' for commuters. Having a larger number of available permits to residents and businesses would not impair the delivery of this aim.</p> <p>4. The proposal for a 1-hour parking limit on the High Street (reduced from the existing but unenforced 2-hours) is too short. Those who have their hair cut and coloured require well in excess of two hours (!). For the several hairdressers in the village, one-hour parking is unfeasible. For others, a shopping trip at the local stores, followed by a coffee or a lunch needs more than one hour. We do not understand why the current unenforced 2-hour limit is being reduced, nor do we support it. We would encourage the council to return this value to 2-hours or consider increasing it to 4-hours (which would also improve cleaner/carer/childminder parking problems).</p>
<p>(e23) Local resident, (Wheatley, High Street)</p>	<p>Support – I think the changes are broadly an acceptable compromise to resolve the situation.</p> <p>The only request/comment I would make is that Bank Holidays should be excluded from the Bell Lane/High Street restrictions (both North and South side as well as outside the shops on the South side), as 99% of the businesses are closed on Bank Holidays and would therefore not impact on trade. Currently on a Bank Holiday there are generally only one or two cars parked in the bays outside the shops.</p> <p>ie 'Short stay parking only for up to 1 hour, no return within 1 hour, on Mondays to Saturdays 8am to 6pm excluding Bank Holidays'</p>

<p>(e24) Local resident, (Wheatley, High Street)</p>	<p>Support – I am in full agreement with the proposed parking changes to Wheatley. I particularly like the idea of buses being able to travel along Church Road without having to overtake parked cars. My biggest gripe is the fact that we do not have a parking officer regularly coming to Wheatley to stop cars and vans parking on double yellow lines outside the post office. This is a highly dangerous regular occurrence. The speed limit is 20mph and I would like to see more posts displaying this fact as cars regularly go much faster than this.</p>
<p>(e25) Local resident, (Wheatley, Park Hill)</p>	<p>Support – I would just like to say thank you at long last with coming up with a scheme to try resolve the parking issues in The Park Hill, otherwise known as car park hill, it has been an unofficial park and ride for too many years. Myself and neighbours have endured motorist driving at us on the wrong side of the road, safety has always been our top priority. I do hope the double yellow lines will be on both sides of the road right down to the slip road that joins the motorway it's not clear from your letter?</p>
<p>(e26) Local resident, (Wheatley, Park Hill)</p>	<p>Support – I live on Park Hill and keen to get the yellow lines in place to stop people parking on the slip road. Trying to get in and out of my own drive way at times can be dangerous with people parking on the slip road as you are pulling out in to very fast moving traffic with restricted view because of parked cars. Also people parking on the pavement means you have to step out into oncoming traffic, which for the children on the road walking to school is very dangerous. There has been times where cars are parked on both sides of the slip road making the road narrow. As it is a two-way slip road and again making it dangerous for residents driving towards the village to manoeuvre round parked cars with traffic speeding up coming down the slip road towards Oxford. If yellow lines are to be put in place will these be enforced, as no point having them if not monitored. With the new care home at the top of Park Hill due to fully open soon, more cars will be parking on Park Hill, so feel this needs to be implemented before the parking on the slip road becomes a bigger problem.</p>
<p>(e27) Local resident, (Wheatley, Simons Close)</p>	<p>Concerns – A key objective appears to be for road safety reasons if I am correct and support for residents living in restricted parking zones. To be able to asses this fully I believe that the public, including myself, should receive a comprehensive report covering the last 5 years, possibly 10years of: a) Reported road traffic incidents/accidents including a summary of their locations in Wheatley and any pedestrian involvement to put a measure on the safety issue.</p>

b) Over the same period of time a report should be provided on the number of parking violation tickets that have been issued and number upheld.
The map of existing and additional parking restrictions is very comprehensive and include many areas where statutory restrictions already exist and contained within the Highway Code.

For example: Parking on Zebra crossing Zig Zag Lines, Parking on the pavement, Parking within 10 metres of a road junction.

It is my opinion that painting more lines on the road will not change the engrained current parking habits of many people 'Unless there is Enforcement'

I personally cannot recall observing any parking enforcement in Wheatley at all, especially in the vicinity of the Co-Op, opposite where I live, in the last 10 possibly more years.

Example of policing - During voting at the Merry Bells some maybe 3 years ago Community Police Officers refused to even speak to a lady who parked on double lines to go into the Post Office, not even vote, when asked by us, their response being, we will have to book others if we do and we don't have time.

If further costs are to be incurred including painting more lines this will be money wasted unless combined with enforcement. Please provide myself and residents the enforcement plan proposed including the anticipated frequency and anticipated cost and how much will come from the council. If it is intended to use a private company then the enforcement to be expected will be very draconian with absolutely no latitude since it can be assumed for this policing of parking fines will contribute to covering the costs.

If this plan is implemented and enforced, has thought been given to where people will move their vehicles to and the unintended consequences.

I believe I am correct in that parking on the corner of Simons Close is already covered by the Highway Code and illegal. Whilst the small area of yellow lines proposed is welcome if those that often park there when I wish to exit or enter my property, causing extreme difficulty, do not, they may well cause greater difficulty trying to park further into Simons Close. This may also inevitably be the case of people aiming to shop in the Co-Op.

In relation to the yellow lines extending up Ladder Hill, in over 30 years I have not witnessed any significant inappropriate parking causing a major issue. Unless of course it is expected that drivers would try to park here following the implementation of the proposed parking restrictions.

	<p>A few points regarding the Co-Op Planning permission was I understand, given for this business on the basis that the garage was a shop (actually it was a petrol payment kiosk). Ever since and with limited parking available many shoppers have regularly parked illegally and disrespectfully since it opened. The introduction more recently of the Zebra Crossing and Zig Zag lines has had not impact.</p> <p>Examples include, parking in disabled bay (not disabled), parking in the appropriately marked bay restricting delivery lorries, parking on the pavement both sides of the road, within 10 metres of a road junction, parking on zig zag lines, obstructing the chicane into Farm Close Road and on occasions restricting access in and out of my drive.</p> <p>One further point regarding the Co-Op which has never been addressed is the size of the delivery vehicles. These cause a major restriction to the flow of traffic, with drivers frequently having to wait a) until the access bay is vacated with the street parked lorry causing a blockage for some considerable time. The lorries regularly reverse into Farm Close Road to turn before then attempting to reverse in the unloading bay. Owing to the length of the vehicle and its size the lorry regularly mounts the pavement outside 'The Sidings' whilst backing into the unload bay. It has been requested previously that the Co-Op be instructed to use smaller lorries for deliveries. Why has this not happened? I look forward to receiving a summary of the findings of this consultation and the answers to the questions I have raised prior to any implementation.</p>
<p>(e28) Local resident, (Wheatley, St Marys Close)</p>	<p>Concerns – In general I can understand the need for restrictions where there is a clear Safety issue. In particular the levels of “rat run “ traffic in Church Road, and Holloway Road, together with the existence of the bus routes serving the village, make some of these changes reasonable. Alternatively re-routing the bus services to London Road would address many of the congestion issues in Church Road.</p> <p>My main concern is where the displaced parked vehicles will end up, as they will undoubtedly seek unrestricted parking on roads close by. In particular, St Mary's Close already suffers from significant non resident parking, probably due to accessing the Church Road bus stops (despite the availability of the SODC Church Road Car Park), or possibly, the Moorland House Surgery.</p> <p>With the possibility of additional vehicles parking in St Marys Close displaced from Church Road, Moorland Close, and London Road, there are two principal issues arising</p> <ul style="list-style-type: none"> – parking very close to the junction with London Road is potentially unsafe due to exiting vehicles being forced onto the wrong side of the road into the path of traffic entering the close from London Road.

	<p>– the width of St Mary's Close becomes very restricted when vehicles are parked, restricting access for emergency, service, and delivery vehicles, as well as disrupting access to residents properties.</p> <p>So I view the proposal with mixed feelings, understanding the Safety requirement, but very apprehensive about the unintended consequences for access to my property.</p>
<p>(e29) Local resident, (Wheatley, St Marys Close)</p>	<p>Concerns – I'm concerned that new 'No waiting at any time' restrictions will be introduced in many areas of the village, and this will undoubtedly lead to more people parking on St Mary's Close in order to walk to the bus stops/village.</p> <p>St Mary's Close is congested with roadside parking even now, and I can see a situation where both sides of the road have parked cars all day, making accessibility difficult.</p> <p>Could we include St Mary's Close in the 'No waiting at any time' restrictions please?</p>
<p>(e30) Local resident, (Wheatley, St Marys Close)</p>	<p>Concerns – I welcome a number of the proposals to improve parking in Wheatley.</p> <p>I am, however, concerned with the likely impact these proposals will have on the residents and visitors of St Mary's Close. These impacts are discussed under the following headings below:</p> <ol style="list-style-type: none"> 1. St Mary's Close suffers from significant non-resident street parking. 2. Non-resident street parking in St Mary's Close is already a road safety and access issue. 3. The Proposal will exacerbate road safety and access issues for residents and visitors of St Mary's Close. <p>In section 4 of this response, I have requested some parking measures that I believe would help mitigate some of the road safety and access issues for the residents and visitors of St Mary's Close and help with the lack of parking provision elsewhere in Wheatley.</p> <ol style="list-style-type: none"> 1. St Mary's Close suffers from significant non-resident street parking <p>There is a significant and growing level of non-resident street parking in St Mary's Close, which is at its peak on week days. This is due to several factors. They are:</p>

- The lack of parking provision elsewhere in Wheatley (a recognised problem), resulting in St Mary's Close being used as an alternative ad hoc parking area. Whilst parking provision is not a new problem for Wheatley, it has been exacerbated by a number of recent developments. In particular:
 - o the quantum expansion of doctors, specialist staff and patient numbers at nearby Morland House surgery, without any increase in on-site parking provision.
 - o the relocation of the village pharmacy to the Morland House surgery site, again without any increase in on-site parking provision.
 - o the construction of the nearby Wellford Gardens care home. So far, this has resulted in mainly construction workers and trades people parking in St Mary's Close. However, now that Wellford Gardens has been opened, it has to be recognised that at some time visitor parking will be saturated thereby causing drivers to seek alternative locations such as St Mary's Close.

- An increasing number of commuters are using St Mary's Close as a free "Park & Ride", due to its proximity to local bus routes.

- The lack of private on-site parking for the residents and visitors of St Mary's House (SOHA housing), which is located at the entrance to St Mary's Close.

2. Non-resident street parking in St Mary's Close is already a road safety and access issue

Non-residents have taken to parking close to the junction with London Road. This effectively makes St Mary's Close a single lane at the entrance with London Road. This is unsafe as it forces exiting vehicles onto the wrong side of the road into the path of traffic entering the close from London Road.

I would also add that the width of St Mary's Close becomes very restricted when vehicles are parked. This restricts access for emergency services and delivery vehicles, as well as disrupting access to resident's properties.

3. The Proposal will exacerbate the road safety and access issues for residents and visitors of St Mary's Close

I am concerned that the Proposal may have unintended consequences, with displaced vehicles seeking unrestricted parking on roads close by. In particular St Mary's Close, which as already stated is impacted by significant non-resident street parking. This can only serve to further increase road safety and access issues for residents and visitors alike.

4. Request for some additional measures

	<p>Given the above road safety and access issues and to help mitigate against some of the unintended consequences of the parking proposal, I would like to request two specific parking restriction measures for St Mary's Close. They are:</p> <ul style="list-style-type: none"> • I would like to request that St Mary's Close is declared a resident and visitor parking area (similar to the existing status of Morland Close), with "Resident and Visitor Parking only" signs displayed on every lamp post in St Mary's Close. By similar to Morland Close, I mean that the parking signs would act purely as a deterrent. They would be non-enforceable and without a parking permit scheme for residents and visitors. Also, there would be no defined parking bays. • I would also like to request that double yellow line restriction is provided, at the north end, for both sides of St Mary's Close for a sufficient distance to afford safe visibility when turning on and off the London Road. <p>With regards to the issue of a lack of on-site parking provision identified in section 1 (i.e. Morland House Surgery, Morland House Pharmacy, Wellford Gardens and St Mary's House in St Mary's Close) and the wider Wheatley parking needs in general, I would like to request that an additional car park is built on undeveloped land to the north-east of the A40 Overbridge (see attached map). Staff of both Morland House surgery and Morland House pharmacy have indicated that they would be willing to use the new car park in order to free-up on-site parking spaces for patients. The new car park would also act as an overflow when the Morland House, Wellford Gardens and St Mary's House on-site car parks are saturated. Importantly, and due to its close proximity to local bus stops and village services, it would assist with the wider local parking needs and take some of the pressure off the existing, but limited, public parking facilities in Church Road and the High Street.</p>
<p>(e31) Local resident, (Wheatley, Templars Close)</p>	<p>Support – Thoughts/rationale</p> <ol style="list-style-type: none"> 1) the current situation is unsafe 2) double-sided and corner parking is risky and blocks entrance for emergency vehicles 3) a bit of fair use public parking is not unreasonable and supports the pub <p>Proposal</p> <ol style="list-style-type: none"> A) approve the suggested double yellows but B) extend these further along one side around the corner and hugging the green to avoid double sided parking
<p>(e32) Local resident, (Wheatley, Templars Close)</p>	<p>Object – In response to the proposed order, I am encouraged that CCC are addressing the parking problem in Wheatley. Though some of the proposals are long overdue, others will need further consideration.</p>

My main objection relates to where the cars and lorries, needed for sustaining the life of the village, will go. Shops and village businesses need support, without which, the village will die. For example, the Tyre Centre in Wheatley employs several men who need to drive in from other places to work. Currently, they park where they can (High Street, by the Lockup etc); in your scheme they would need to pay £70 pa - this is not acceptable. They also provide a very good service. The Language school, in the High Street are in a similar position, employing several staff in a central position. The Wheatley Society carried out a survey of such needs a few years ago, and I collected evidence to show that what I am talking about is evidence-based. So, specifically:

A

2a Glad to see the restriction is just 7 metres.

2b Where will these residents park their cars; the suggestion of using the SODC car park is helpful.

2g-i There is value in having some parking here — purely as a traffic-calming measure (it works at present). We will still have rat runs and buses along Church Road, but with little parking there will be nothing to slow them down. Safety is the issue.

3. a-d If you restrict too much here, trade in the Co-op will suffer — they currently do a very good service to the village.

4.OK

5. I cannot see the logic of this restriction — this is not a parking problem at present.

6.1 cannot see the need for this restriction either.

7.OK

8. Have you consulted the primary school on their needs?

9.and 10...OK

11. This totally misses the problem. At present, many cars park on verges on Park Hill, since they cannot park on the road. Will this be controlled? Think further.

12. I don't see the need for this - either now, or in future.

14. Half-baked thinking, I'm afraid. Cars/vans will just park further down Templars Close, which just moves the problem. Ambulances and fire engines will still find it difficult to get in. As for 'lost' juggernauts, they will continue to cause chaos as they find they can't get past the Sun.

15 OK.

B. Agree with this.

C. How will you control permit parking, in practice? My earlier point about people coming into Wheatley to work holds true - why should they be penalised £70 when they are supporting the Wheatley economy? Yes, restrict those motorists who leave their cars in Wheatley for free (as at present) and take the bus into Oxford, thereby avoiding the park and ride charge at Thornhill, but it is unfair to workers on lower pay.

Finally, all this is in denial of future growth in the Wheatley area. The development of housing on the previous Brookes Campus at Wheatley will potentially generate hundred of car journeys into Wheatley - for services, for shopping, for getting a new tyre etc. Where will they all be parking with these restrictions? I don't think your paper addresses this — it needs to in order to avoid future chaos,

ANNEX 4 – Online responses.

RESPONDENT	COMMENTS
<p>(o1) Local resident, (Horspath, Gidley Way)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>Unnecessary additional restrictions. Those in the “hub” of the village will have a direct negative impact on local businesses. Residents should not need to pay for permits to park, there is a cost of living crisis.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>N/A</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>

	<p>Unnecessary additional restrictions. Those in the “hub” of the village will have a direct negative impact on local businesses. Residents should not need to pay for permits to park, there is a cost of living crisis.</p> <p>General view – Object</p>
<p>(o2) As a business, (Whealey, Church Road)</p>	<p>Double Yellow Lines: A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>As a dental practice, we have at least 5 members of staff in practice at any given time, as well as patients. We already struggle to park for the whole day and the restrictions will make this more difficult, especially for our older patients, who we provide a vital medical service for. This has been a dental practice since 1979, parking is getting more difficult with restrictions as it is. Would you be able to provide a solution to this? Our livelihood depends on ease of access for our patients. The majority of our staff members do not have public transport options. We would be very grateful if someone can contact us to discuss the impact on our business. Our telephone number is 01865 873314, alternatively, you can email wheatleydental@gmail.com</p> <p>Kind regards, Wheatley Dental</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>Scholl areas need to be kept safe and traffic flowing</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Partially support</p> <p>Not completely convenient for ourselves as a dental practice, as we have patients who need easy access</p> <p>General view – Object</p> <p>as mentioned</p>
<p>(o3) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> Church Road – Object Ladder Hill – Partially support</p> <p>Church Road will become a danger to predestrians . I live on the corner of Holloway and Church road and I have had many near misses wirh busses cutting corners mounting the pavements on a regular basis and with no parked cars the traffic will be able to move easier and most likely faster I live at 21b and it seems that I will not be allocated a permit which will make parking even more difficult than at present.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Protecting school children</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>

	<p>I fail to really understand the need to introduce parking permits in a village . There is occasional poor parking in the village but are your restrictions going to address these problems? Do you propose to introduce traffic wardens to police the village? I think you are in danger of killing the high street . Will village traders get parking permits ?</p> <p>General view – Object</p> <p>OVERKILL is this yet another scheme to create revenue rather than problem solving ?</p>
<p>(o4) Local resident, (Wheatley, Crown Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object</p> <p>The restriction of parking in these areas will displace it to other inappropriate areas. Makes sense on the A40 overbridge but cars are rarely parked there anyway</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Traffic at that time is chaotic</p> <p><u>Parking provision amendments:</u> High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Will reduce spaces available for non-residents to use the village facilities</p> <p>General view – Object</p> <p>Don't see how you can achieve your stated aim of “better management of residential and short-stay parking in parts of Wheatley” by removing parking spaces</p>

<p>(o5) Local resident, (Wheatley, Crown Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Partially support Station Road – Object Templars Close – Partially support Westfield Road – Partially support</p> <p>Many of chmages are sensible, but I am very concerned about the effect they will have on other roads, as the proposals will displace even more cars into Crown Rd where I live. Crown Road is a very narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas, so pedestrians are forced onto the road, where the speed limit is still 30mph and unfortunately drivers often speed - sometimes at dangerously high speeds. In my view the proposals will push more cars to park on Crown Road and will make it a death trap for pedestrians!</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety for pedestrians and children should be the priority and should be improved</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>
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	<p>As per my previous concerns - Many of changes are sensible, but I am very concerned about the effect they will have on other roads, as the proposals will displace even more cars into Crown Rd where I live. Crown Road is a very narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas, so pedestrians are forced onto the road, where the speed limit is still 30mph and unfortunately drivers often speed - sometimes at dangerously high speeds. In my view the proposals will push more cars to park on Crown Road and will make it a death trap for residents such as my wife and I and all pedestrians, including school children walking home and parents with buggies etc. The extra cars parked on our road will also cause huge problems on refuse collection days!</p> <p>General view – Object</p> <p>As per my previous concerns - Many of changes are sensible, but I am very concerned about the effect they will have on other roads, as the proposals will displace even more cars into Crown Rd where I live. Crown Road is a very narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas, so pedestrians are forced onto the road, where the speed limit is still 30mph and unfortunately drivers often speed - sometimes at dangerously high speeds. In my view the proposals will push more cars to park on Crown Road and will make it a death trap for residents such as my wife and I and all pedestrians, including school children walking home and parents with buggies etc. The extra cars parked on our road will also cause huge problems on refuse collection days!</p>
(o6) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon's Close – No objection Station Road – No objection</p>

	<p>Templars Close – Partially support Westfield Road – Partially support</p> <p>This seems appropriate to reduce waiting</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It's reasonable to reduce this outside the school</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Its going to make it much more difficult for people to visit the area</p> <p>General view – Object</p> <p>I think it's disgusting that you are going to propose a permit system for wheatley including the high street. This is simply putting a tax on the poorer people who cannot afford a driveway , and the rich people don't have to pay anything because they have their driveway! It's honestly shocking. It's likely that even if we paid for it, we would be hard pressed to even manage to secure a parking space on the High Street. You really need to increase the parking capacity on the High Street, and stop punishing the people who are already struggling by making them pay more to just park on the road where they live.</p>
<p>(o7) As part of a group/organisation, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> Church Road – Object</p> <p>Removing parking spaces in Church Road will not significantly improve safety as there will still be buses going in both directions on a relatively narrow road. Moreover, it will only move the parking to other areas of the village. The SODC car park will be used by residents and The Merry Bells Car Park is a private car park primarily for users of The Merry Bells (including Wheatley Library) but also allows short-term parking (max 2 hours) to use the shops and businesses; it is NOT for residents.</p>

	<p>Littleworth Road School Keep Clear – No objection</p> <p>Not concerned with that end of the village</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>By enforcing these restrictions, high street residents with more than one car will park in other places. If The Merry Bells private car park sees an increase in abuse of its purpose (for users of The Merry Bells or a 2-hour limit for other uses) by residents leaving their cars in the private car park for long periods, it may be necessary to introduce access control and charges for it, thereby further reducing parking options in Wheatley and threatening the sustainability of the businesses in the village.</p> <p>General view – Object</p> <p>With a further potential 500 houses and 1000+ vehicles on the Oxford Brookes site in Holton, there needs to be adequate parking opportunities near the village centre, which these proposals do not address. As a Trustee of The Merry Bells Village Hall Charitable Trust, which owns the private car park, I am very concerned that the removal of parking spaces, particularly in Church Road will lead to further abuse of the car park, necessitating the introduction of access controls and charges, which are not in the interest of the long-term sustainability of the village</p>
(o8) Local resident, (Wheatley, Littleworth Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object</p>

	<p>Morland Close – Object Park Hill – Support Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>It will kill off the local businesses and push all the parking into other roads . It could also affect the local nurseries if parents can’t park .Permit only parking just lines the pockets of council</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It is dangerous at the moment</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Kills off local businesses , it isn’t a problem at the moment</p> <p>General view – Object</p>
<p>(o9) Local resident, (Wheatley, Littleworth Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Partially support Littleworth Road – Object London Road – Object Morland Close – Object</p>

	<p>Park Hill – Support Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>The financial implications on residents and impact on local services in the village</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Headteacher of one of the schools</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>The effect on the local businesses , it works fine as it is now .</p> <p>General view – Object</p> <p>To help traffic calming double yellow lines half way up church road next to the recreation ground would be helpful</p>
<p>(o10) Local resident, (Wheatley, The Glebe)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Partially support Farm Close Road – Partially support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Partially support Ladder Hill – Object Littleworth Road – Support London Road – Support Morland Close – Object</p>

Park Hill – **Object**
Simon's Close – **Partially support**
Station Road – **Partially support**
Templars Close – **Object**
Westfield Road – **Object**

Where are we expecting people to park? I don't think anyone visit's Wheatley just to park so the need for spaces will still be required. These restrictions will not prevent the need to park in Wheatley but will only more the issue elsewhere in the village.

Parking on a junction of a main road is clearly wrong and dangerous but on minor roads such as Westfield are not required.

I live in the Glebe and we have no yellow lines at present or a problem with parking except when there is a funeral or people are tending graves. My concern is by limiting parking in other places (Church Road, London Road, St Mary's) cars will park in the Glebe then the spaces will not be available for people looking after the graves.

Littleworth Road School Keep Clear – **Support**

Safety for school children. But please add extra parking BEFORE making this change. People will still need to park close to the school as not everyone lives close enough to walk, but also time pressure means parents are always rushing from work to colle

Parking provision amendments:

Bell Lane (new residents permit parking) – **Partially support**
High Street (new shared use parking) – **Partially support**
High Street (retain limited parking) – **Object**

People visiting the shops in the village or having a coffee/ meal need more than 1 hour.

Just limiting spaces will not curb the need to park so where are you expecting these cars to park once the restrictions are in force?

General view – **Object**

Remove the speed bumps in the village and make these parking spaces, this way there will be extra spaces to park and traffic will still be slowed down as they have to navigate past the cars on the wrong side of the road.

<p>(o11) Local resident, (Wheatley, Church Road)</p>	<p>Double Yellow Lines: A40 Overbridge – Support Church Road – Object Farm Close Road – Partially support Holloway Road – Object Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>I live in church rd and have supported the parish planning meetings in relation to your proposals firstly where I live the road isn’t wide enough for two traffic of buses please measure the width the buses ride the curbs with pedestrians on the path !</p> <p>Then there’s the parking issues you all have which you have in the past taken away the parking for us residents more and more ..i’ve lived here for 23 years and you’ve decreased the parking my parking outside my home I can’t park in as across the way always park so this would need one way traffic to allow us residents to do this . We have asked for one way parking for 20 years or more as the bottleneck of traffic would be able to flow at a speed that would allow 20 mph not all ata standstill .</p> <p>I’ve been told one way would slow the bus route which actually is rubbish as the buses don’t move cause they can’t get through with all 6 buses in the road police say it will take a fatality for you to listen but please stop this from happening this is getting worse School kids poor down around this are ..but if you come and sit on the road and see on a normal day of not kids on holiday time but normal you will witness what as residents we call riding on curbs by cars or buses pedestrians being forced to step out of the way on oncoming vehicles on the path !!!!</p> <p>I was told church rd would only be included in the permits if you gave all residents a space in the carpark please confirm this is the case Thankyou</p> <p>Other residents won’t fill in the form unless they have a letter about this through their letter box which none of us have others think they are getting a space regardless of filling out anything ! How many spaces will be giving out ?</p>
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	<p>Also there was something which has now gone from the carpark some sheets a neighbor seem to think you are now going to charge in the carpark please can you confirm !</p> <p>My elderly parents come and stay and have disabled permits where will they be able to park ?</p> <p>Very concerned highways occ and sodc arnt interested I had a tractor and hgv vehicle drive into my house over 4 years ago asked the parish for weight camera to be put in place to stop the attic lorry's from continuing through the village when is this going to happen ! Please please take some recommendations from the residents rather than just what your thinking is to make money my home was built in 1856 with out Parkin but it did before I owned it had huge bit of land which sodc have allowed development on but did not put in for this hose to have parking just the development of properties ! But like I say when I bought my home it had a free carpark day and night no time restrictions and parking in abundance for residents and visitors . I know people are concerned with people parking all day and going off to work using the bus to there onward journey into oxford etc but whilst you are stopping them you are not helping people that actually pay to live on the rds Thankyou for responding in your time to every point raised .</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Danger</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p> <p>It needs to be more than 1hour</p> <p>General view – Object</p> <p>Please refer back to my major comment</p>
(o12) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support</p>

Morland Close – **Partially support**
Park Hill – **Partially support**
Templars Close – **Partially support**
Westfield Road – **Partially support**

Hi I live on church rd I feel there's not enough parking that's safe from the fast driving and bus drivers mounting curbs 6 buses bottle necking the rd most of the day and I was told at the planning meetings iv attended on this that church road would only go through if the council give the residents you are taking parking from you were looking at parking spaces in the socd carpark in total from the this end of the rd you have taken 6 spaces and are about to take the rest away when if you put the buses and cars on a one way rd left the parking there wouldn't be upset residents that have all tried to support change but I don't feel you are actually listening to reason . The buses will kill someone soon as there mounting the curbs and driving other cars to do the same ! It's unsafe . I think if you asking any residents. That lives here you will hear the same reaction . I was told to film the buses to report them I would suggest you sit on this rd on a normal day of work and see what happens Thankyou for hopefully realising the situation in this rd .

Littleworth Road School Keep Clear – **Support**

It's dangerous there people are getting frustrated driving there

Parking provision amendments:

Bell Lane (new residents permit parking) – **Object**

High Street (new shared use parking) – **Object**

High Street (retain limited parking) – **Support**

A lot of houses don't have parking and more than one car we are a village

General view – **Object**

We are a old village with lots of very old homes without parking for that reason so when the majority bought the homes there has been plenty of street and car parks with no restrictions and off street parking options and for a village that's appealing to live in and now your stopping this parking back to virtually nothing and for no one to be able to park please address this dire situation we can foresee happening before you spend money in making a mistake with these roads . I understand the issues but what eludes the residents is why you don't listen to ideas that are simple to implicate and cost effective .the bus argument on it would take longer to do the route is rubbish for all the stopping and starting they have to do it would be easier for the one way church rd .

<p>(o13) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Object Templars Close – Partially support</p> <p>I'm writing this as I have with Tim bearder and parish council talked to them what could be done and a weight limiter camera was bandied about 2021 this has not happened and iv brought this up to find out where this stands so I'm asking you if all the cars go one side of church rd this will make it more accessible for these major Lorrie's that shouldn't be here to drive along please please can you find a solution of traffic lights on this cross rd church rd holloway and prevent my home taking this ever again I would point out my home here is 1856 cottage like the cottages across the way please can you help this as you are trying to change these rds When Brooke's gets shut may 2024 it has been said the ground will be removed for underground parking so there will be huge Lorrie's continuing to run through .. on a regular basis there are huge lorry's here on this cross rds it's a 7 ton limit these are massive lorry's . There are kids oap people dogs cats walk these roads we are a village not the centre of Oxford ! The bus stop also would be better infrint if Bryant's garage wall not infront of our houses please relook at Many thanks</p> <p>Littleworth Road School Keep Clear – Partially support</p> <p>As in first brief</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Not enough parking for all</p>

	<p>General view – Object</p> <p>The house in the centre of wheatley are very ol and weren't built with parking and when I bought my home there was more than adequate parking which has been taken away gradually and being left with very few options we are a village that needs more not less parking please help residents obtain a happy outcome for all many thanks</p>
<p>(o14) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon's Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>It will be dangerous for the busses to be able to pass outside number 23-35 on Church road. The parked cars allow protection for pedestrians to get to their house safely as the path is too narrow.</p> <p>Littleworth Road School Keep Clear – Object</p> <p>Will the school be allowing parents into the carparks?</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p>

	<p>1 hour on the high street is not long enough for some visitors.</p> <p>General view – Object</p>
<p>(o15) Member of public, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>I agree the overbridge on the a40 should have double yellow lines.. But all the other places shouldn’t you are just making life difficult for the residents and businesses of these roads..</p> <p>Littleworth Road School Keep Clear – Object</p> <p>The school keep clear signs are already there.. The council should make sure there is adequate parking for parents to drop off and pick up their school children safely..</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p>

	<p>The householders knew when they moved into these streets that they only had on street parking.. They should've bought houses with off street parking..</p> <p>An hour parking outside of the shops is not enough time for anyone to have a hair appointment sometimes takes about 4hours..</p> <p>The local businesses will lose a lot of trade.. This will be really bad for the high street as we know it..</p> <p>There are already traffic calming measures in the village that take away parking spaces.. maybe they should be taken away..</p> <p>General view – Object</p> <p>If this resident parking scheme goes ahead.. it will be detrimental to the rest of the village and residents.. as it will just push the problem parking further out of the centre.. if the parking at the park and rides around Oxford were free.. more people would park there.. therefore stopping cars parked all day while their drivers go on the bus into town.</p>
<p>(o16) As a business, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u></p> <p>A40 Overbridge – Partially support</p> <p>Church Road – Object</p> <p>Farm Close Road – Partially support</p> <p>Holloway Road – Partially support</p> <p>Howe Close – Object</p> <p>Kelham Hall Drive – Object</p> <p>Ladder Hill – Support</p> <p>Littleworth Road – Support</p> <p>London Road – Object</p> <p>Morland Close – Object</p> <p>Park Hill – Partially support</p> <p>Simon's Close – Object</p> <p>Station Road – Partially support</p> <p>Templars Close – Object</p> <p>Westfield Road – Object</p> <p>Yellow Lines are not needed in residential areas</p>

	<p>Littleworth Road School Keep Clear – Support</p> <p>Dangerous at school times</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Having parking permits will result in the street becoming a constant car park with no available parking spaces available for visitors.</p> <p>General view – Object</p>
<p>(o17) As a business, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Partially support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Partially support Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Partially support Simon’s Close – Object Station Road – Partially support Templars Close – Object Westfield Road – Partially support</p> <p>Certain parts of the village I can understand ie, A40 bridge & junction on park hill. These are all busy places with danger to pedestrians. Places like Holloway & station road & west field are all tight & single roads leaving no room for much parking. The high street & car parks need to stay as they are to support the village amenities. Us as shop</p>

	<p>owners try so hard & work together to encourage people to use the village. Restricting the parking is only going to kill the village & put people off coming here. If you buy a house in a south Oxfordshire village with no drive then you know you will have parking issues. Killing a village that has been thriving all these years is exactly unfair to us business owners.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It is a very busy & dangerous place to be at school times & the safety of the children & staff should be considered.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Myself as a business owner, parking for 1 hour is not long enough for someone to come & have a coffee, their hair done, go to the post office, use the butchers or bakery or even the laundrette. It's just not long enough!</p> <p>General view – Object</p> <p>I do not agree with the plans! The village is forever growing & us business owners try extremely hard to provide wonderful amenities for people to use. Restricting parking & time will only kill the high street off.</p>
(o18) Local resident, (Holton)	<p><u>Double Yellow Lines:</u> Church Road – Partially support Farm Close Road – Object Holloway Road – Partially support Howe Close – Object Ladder Hill – Support Littleworth Road – Partially support London Road – Partially support Morland Close – Support Park Hill – Partially support Simon's Close – Partially support Station Road – Support</p>

	<p>Templars Close – Object Westfield Road – Object</p> <p>My concern is if there are too many parking restrictions in the centre of the village it will have a detrimental impact on those using or working at businesses and visiting friends and family in these areas. Also if people park in these areas to work or use village facilities or simply don't have off road parking and need to park on the road near to where they live it will just force people to park in other residential streets that aren't covered by this and are perhaps already quite full from existing traffic.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>At school collection times people dropping off or picking up children do not park safely or considerately. Making it difficult to access the road safely for other road users of all kinds including children walking and cycling to and from school.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>There has to be access to some short term parking for people that literally just want to pop to the shop. But likewise the medium and long term parking needs of residents and visitors needs to be considered so people can make use of hospitality businesses and shops.</p> <p>General view – Partially support</p> <p>It seems too heavy handed and restrictive for the genuine village users and residents.</p>
<p>(o19) Local business, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> Church Road – Partially support Farm Close Road – Object Holloway Road – No objection Howe Close – Object Kelham Hall Drive – Object</p>

	<p>Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Simon’s Close – Object Templars Close – Object Westfield Road – Object</p> <p>There should not be parking restrictions on residential roads</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Children should walk to school when possible and it needs to be safe for them to do so</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Shops needs to be supported and rely on passing traffic as well as local people</p> <p>General view – Partially support</p>
<p>(o20) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Object</p>

	<p>Templars Close – Object Westfield Road – Object</p> <p>Double yellow lines will make it easier for Church Road to become more of a fast rat run. Traffic at weekend when less cars parked speed along road. Also i need to park my car in Church road, I do not have a drive, already this is quite difficult to do. It has been said certain houses will get permits- my worry is more permits than spaces. Also if the yellow lines are around the sun pub that is more competition for car park spaces.</p> <p>Littleworth Road School Keep Clear – Partially support</p> <p>There has not been enough research done on knock on effects. The proposals cover huge area. Cars will be forced off main road and down side streets- your proposals stop this option. The village has to function. Other strategies need looked at. Why have ye</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Village needs to have customers. If you have moved all residents to areas in village centre then people will not come to go to shop</p> <p>General view – Partially support</p> <p>There is little advertisement of plans. At meeting few months ago all parties did not show up. Apparently meeting last month- I did not know about it.</p>
<p>(o21) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support</p>

Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

The proposed changes to Church Road do nothing to address the issues that local residents face, namely the volume of traffic and the unsuitability of the road for the current traffic using it. Currently Church Road is the primary rat run for rush hour traffic going to and to an extent, from, Cowley. Combined with the wholly inappropriate bus services using Church Road make this an unacceptable situation for residents on the entirety of the road.

London Road is far and away a more suitable road for the bus services going into and out of Oxford. This is not debatable. The road is wide and has no challenges in the form of on street parking.

We also understand that whilst the speed limit will likely drop to 20 mph which is great, there will be no passive enforcement, e.g. speed bumps or similar. In reality what this means is that traffic will be free to speed along the road even more than they do now. The only speed enforcement will come from the police in the unlikely event they can be persuaded to take this up.

In conclusion I would submit that, with this proposal, the council has chosen not to help the residents of Wheatley but rather to punish them and further degrade their quality of life. By choosing to side with those who are only passing through the village the council is demonstrating its lack of care or concern for villager's wellbeing. The controversy that the council's LTN schemes have caused in East Oxford are well publicised and well known across the country and these plans feel more like a make up call than anything else. The residents of Church Road would embrace their street becoming an LTN with all the benefits that brings rather than the increased speeds, traffic and pollution we are likely to see as a result of this.

Littleworth Road School Keep Clear – **No objection**

n/a

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **No objection**

	<p>High Street (retain limited parking) – Support</p> <p>There is a lack of parking for residents in the High Street and considering the shops there, 1 hour should be sufficient</p> <p>General view – Partially support</p>
<p>(o22) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> Church Road – Partially support</p> <p>I live on Church Road, and I would like to be included in being eligible to apply for a parking permit in the car park opposite our house due to nearby road parking being prohibited. All of our neighbours in the vicinity have been listed as eligible except us so I am hoping this can be corrected. (Also for our neighbour at 21B church road) Many thanks</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Na</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – No objection</p> <p>NA</p> <p>General view – Partially support</p> <p>NA</p>
<p>(o23) Local resident, (Wheatley, Elton Crescent)</p>	<p><u>Double Yellow Lines:</u> Church Road – Support Farm Close Road – Support Littleworth Road – Support</p>

	<p>I support Church Road and Littleworth Road to keep the traffic flowing</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Parking along here causes a problem</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Parking outside the shops should be for at least 2 hours because an hour is not long enough if you have hair appointments etc and available to anyone. If permits are issued then householders will take all the parking places which means the shops will suffer as shoppers will just go to Asda instead. These people brought their houses knowing that there wasn't parking!!!</p> <p>General view – Partially support</p>
<p>(o24) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>Seem sensible compromise to allow traffic flow and maintain parking</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>Child safety</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Partially support</p> <p>Agree with short stay parking outside shops but there has to be a longer stay facility to support local businesses eg hairdressers tattooist cafe where people want to stay longer.</p>

	<p>General view – Partially support</p> <p>See previous re: businesses where customers need more than one hour parking. Also no provision here for staff in high street businesses who drive to work.</p> <p>Re: mixed resident permit & short stay parking on high street away from shops - fully support</p> <p>There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.</p> <p>The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.</p> <p>There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.</p> <p>BENEFITS</p> <p>Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.</p> <p>ADDITIONAL PROPOSALS</p> <p>We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village We would like a 20mph limit in the village and a ban on HGVs coming down High Street</p>
(o25) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Object Holloway Road – Support Howe Close – Support</p>

Kelham Hall Drive – **Partially support**
Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Partially support**
Westfield Road – **Partially support**

Church road is notoriously bad for traffic flow due to buses and parked cars especially around the bus stops. However, I am concerned that parked cars will be displaced from here to other areas and it is already difficult to find parking. Ladder hill should definitely have double yellow lines. The overbridge, park hill and roundabout should have double yellows as well due to the amount of traffic flowing through.

Littleworth Road School Keep Clear – **No objection**

I don't think this is necessary as there is no particular danger to children, however traffic is absolutely horrendous down here during school in/out times. Encourage more school buses and cut down on parents taking their children in with cars.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Support**
High Street (retain limited parking) – **Support**

I support discouraging the use of Wheatley as a park and ride.

General view – **Partially support**

The proposals are fair enough, but I am dubious about charging residents for their permits. I believe it would be fairer for residents of Bell Lane and High Street to receive one free permit, and charge for the second. Perhaps you could

	<p>survey which residents have drives and which do not and give a free permit to the ones who have no choice but to use street parking? As it stands, you are creating a tax which targets the poorest residents without drives.</p>
<p>(o26) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Support Littleworth Road – Support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Object Station Road – Support Templars Close – Object Westfield Road – Object</p> <p>Would support double yellow lines on key roads through Wheatley such as Ladder Hill where people waiting causes problems. Residential non through roads such as Simons Close will simply impact residents.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Assumed this was already in place as with other schools in the wider area.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p>

	<p>As a resident on the High Street, I have not experienced issues with parking while the 2 hour limit has not been significantly enforced in nearly 20 years. If parking permits are the only solution to enabling residents to continue to park during the day then I am 'forced' to support this. My preferred option would be to remove all parking restrictions.</p> <p>General view – Partially support</p>
<p>(o27) As a business, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Residential areas should be kept as a residential areas</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety of children</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p>

	<p>By changing the time limit from 2 hours to 1 hour will massively affect local businesses. Visitors will no longer be able to visit multiple businesses. Most services provided at my business take a minimum of one hour. Two hours is a fair amount of time</p> <p>General view – Partially support</p> <p>Some areas of Wheatley do having parking issues and fatalities will happen if they aren't sorted. But I feel some changes will kill all businesses in the village. Will there be permits for business owners? Our business is positioned on the high street.</p>
<p>(o28) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Support Littleworth Road – Support London Road – Object Morland Close – Support Park Hill – Object Station Road – Support Templars Close – Object Westfield Road – Support</p> <p>I don't see why all of these areas should have double yellow lines cars have to stop pull over or park somewhere</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>We must keep children safe</p> <p>Parking provision amendments:</p>

	<p>Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>None</p> <p>General view – Partially support</p> <p>The residents permits are too expensive. One should be £40 two should be £100. It's silly moving with two cars to an area of limited parking</p>
<p>(o29) Local resident, (Wheatley, Kiln Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Partially support Westfield Road – Partially support</p> <p>Living close to the partially supported areas worries us that if the limitation on parking in these areas will push people that currently park there into our lane where majority of the the properties do not have a drive and have to park our own vehicles outside our house, This will mean that we as residents won't have anywhere to park ourselves. If parking is such a big issue for the village then we need more car parks. What will happen when Brooks is built on - where will all of those people park when they come into the village to use the village facilities.</p>

	<p>Littleworth Road School Keep Clear – Support</p> <p>Its chaos outside the school at these times, before long someone whether it be a child or a parent or just an innocent passerby will get killed or seriously injured. The school needs to open up their top field for parents to park to drop/pick up their chi</p> <p>Parking provision amendments: Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>permits will be fair to the residents and the 1hour short stay will keep the cars moving and not being used for the commuters that go into Oxford daily and park in the village all day</p> <p>General view – Partially support</p>
<p>(o30) Local resident, (Wheatley, Kiln Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Holloway Road – Support Morland Close – Support Park Hill – Partially support Templars Close – Object Westfield Road – Object</p> <p>Wheatley is, in parts, a very historic village meaning a lot of the properties don't have the luxury of off street parking, some would argue this is part of its charm. As a result of this, residents have no option but to park on the street. In past years and including the new development on the Wheatley Campus of Oxford Brookes University the village has become much larger and arguably over developed... this as a direct result of planning permission being granted for such developments. As many predicted and detailed in objections to said planning permissions, this results in amenities around the village being over populated. Solving this by adding 'No Waiting at Any Time' restrictions as well as enforcing existing parking spaces on the High Street away from the front of the row of shops will simply push those using the already limited parking to surrounding, smaller and more residential locations.</p>

We live on Kiln Lane, which contains seven properties with only three having any off street parking. As a result, residents have discussed and agreed "designated parking spaces" meaning everyone can park their cars regardless of the time of day or night... any guests are asked to park elsewhere making it a very pleasant place to live where we all respect each other. This has worked perfectly since we have lived in the village.

On the very rare occasion someone parks on Kiln Lane to walk their dog or similar they often park incredibly inconsiderately often resulting in blocking traffic down the lane entirely. The proposals on Church Road, Templars Close and Westfield Road mean patrons of The Sun pub (who only have a very limited number of spaces), residents on Westfield Road and those displaced from the High Street and elsewhere on Church Road will be forced to park on Kiln Lane and the rest of Westfield Road. Our front door opens directly onto the lane and can already be dangerous when delivery vehicles and those not familiar with the area drive and park dangerously and this is only going to get worst.

When councils approve development in small villages these things need to be considered at the time of granting permission and not attempted to be enforced once the issues arise as a direct result at the detriment of those who were ultimately there first, who don't have alternatives.

As a result of said feedback I would ask that restrictions to short stay parking spaces at the Littleworth Road end of the hughstreet from the junction with Station Road be removed. I also ask that the proposal to add new No Waiting at Any Time restrictions to Templars Close and Westfield Road be dropped.

A final point... Church Road isn't suitable for busses... removing parking will not solve the issue of busses and cars mounting pavements etc... as the road simply isn't wide enough in places to allow for two busses or a bus and a car to pass with parking spaces there or not. If all busses stuck to London Road they would still serve the village without disrupting residents and parking could remain, safely.

Littleworth Road School Keep Clear – **Support**

This simply makes sense.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Partially support**

High Street (retain limited parking) – **Support**

Existing time limited parking bays from the junction with Station Road up to Littleworth Road should be unrestricted... the amenities in the centre of Wheatley don't warrant people staying for long periods of time so the bays outside the shops and from Station Road to Littleworth Road are plenty... any more is simply going to negatively impact residents

	<p>for no reason and can act as somewhere for those who currently use bays from Station Road towards the shops who don't have off street parking.</p> <p>General view – Partially support</p> <p>There are obvious things like restriction on the bridge over the A40 and outside the school and directly outside the shops which totally make sense... it's clear having spoken to neighbours and residents as well as views aired at the Parish meeting on Monday 8th April 2024 that most residents simply don't see what the problem is and are happy managing the parking, excluding those listed above, themselves as they have done for years.</p> <p>I would urge the council to reconsider and think hard about any future development in and mourned the historic village... 90% of the "issues" outlined in the proposal are a direct result of development approved by the Councils not the houses and residents that have been in the village for many years.</p>
<p>(o31) Local resident, (Wheatley, Old Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Think all of the above would improve safety and traffic flow.</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>Think this would improve safety and traffic flow.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>Existing 2-hour time limited parking bays need to remain 2 hours. One hour is too restrictive. For 1 hour parking there is the area outside the shops. If 2-hour parking is removed more drivers will Park in the private Merry Bells Village Hall car park. Right now, the Merry Bells car park is open to patrons and for 2 hours for other users. If drivers are forced from the High Street into the Merry Bells car park there will not be enough spaces for patrons of the Merry Bells village hall. The hall will have to close its car park to non-patrons and thus the village will lose a large number of 2-hour spaces which would affect quiet a few trading establishments, pub, restaurants, hairdressers, coffee shop, for example.</p> <p>General view – Partially support</p> <p>I partially support the proposals because I think that the 2 hour bays on the High street need to remain 2 hours. Also the proposals do not address the problem of day long parking outside the Primary school by parents who park there and catch the bus to locations outside the village. This effectively makes Littleworth Road a single track road for most of the day.</p>
<p>(o32) Local resident, (Wheatley, St Marys Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object</p> <p>1. St Mary's Church requires parking outside the church for funerals and weddings. This will not be possible with no parking throughout. 2. Having some parked cars on Church Road has the advantage of slowing traffic, which otherwise sometimes races through. The alternative is speed bumps and a 20 mph limit. At present Church road can be dangerous with speeding cars.</p> <p>Littleworth Road School Keep Clear – No objection</p>

	<p>The Primary School is a major traffic issue and the area should be kept clear of parking as much as possible.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Partially support</p> <p>Disabled and elderly people do need to park, but it must be limited.</p> <p>General view – Partially support</p>
<p>(o33) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object Farm Close Road – Object Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon's Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>Wheatley roads were built for horse and cart. Unfortunately this allows little room for today's traffic, especially those doing rat runs, lorries and buses. Damage happens regularly near the Sun Inn and recently Holloway Road. Vehicles are often seen mounting pavements in order to move through causing damage to the infrastructure both to the pavements and buildings nearby. Many of the houses were built before motorised traffic and therefore have no parking near them.</p>

	<p>At the same time it is important for both households and traders to have access for parking which I am unsure of in the scheme suggested.</p> <p>If parking is removed from Church Road particularly the speed of traffic passing through will increase and become more dangerous for those walking and crossing the road.</p> <p>Templars Close has been an increasing problem with the flow of people using The Sun. I remember the fire brigade being asked how they would gain access. The reply, we would just plough through the vehicles in the way. It has become so bad recently that those living in the close have not been able to get in or out, so using yellow lines on the corners may help.</p> <p>It is all very well having these ideas but in present lack of money days, how can this be managed? We would need permanent police or traffic wardens. How could this be paid for?</p> <p>Thank you for letting us pass forward ideas. My answer would be one way traffic on Church Road and some form of gating for Beech road and Farm Close road.</p> <p>Littleworth Road School Keep Clear – Partially support</p> <p>I have lived in this village for some 50 years and am well aware of the problems.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Partially support</p> <p>Everyone has to live and work in this village. All view points must be looked into.</p> <p>General view – Partially support</p> <p>Looks like too little parking and too many yellow lines which would have to be monitored.</p>
(o34) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Holloway Road – Support Littleworth Road – Support Morland Close – Object</p>

	<p>Living on Church Road I am objecting to the proposal of removing existing parking to be replaced by DYL's for the following reasons Removing the parking outside cottages no's 23 to 35 will lead to traffic increase along the road as it will become even more attractive to rat runners. Buses currently mount the pavement to pass each other even when one is stationary. If both are mobile, I believe this will put the residents of the above cottages at risk of being struck by vehicles doing 30mph as they leave their properties The ability to receive deliveries of fuel to these properties will also be impacted (all properties have wood burners) The opportunity to receive building materials and goods deliveries has also been overlooked. There is an opportunity to make the road less attractive to rat runners and a more pleasant place for residents by making the road a one way street West to East which would be better for all concerned</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It's one thing putting lines on the road, enforcing the new rules is a different matter</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – No objection High Street (retain limited parking) – Support</p> <p>I believe the residents permit parking schemes being rolled out across Oxfordshire are nothing more than a stealth tax and parking in a village outside your home should be free and unlimited</p> <p>General view – Partially support</p> <p>The scheme in general would seem to penalise local residents financially. It also in the case of the proposals for Church Rd seem to promote a “rat run” for commuters to other locations rather than support local residents by removing the traffic to a more suitable road. A40 or even the London Rd, both roads being better suited for the volume of traffic currently using Church Rd as a “rat run”</p>
<p>(o35) Local resident, (Wheatley, Church Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Object</p>

Farm Close Road – **Partially support**
Holloway Road – **Partially support**
Howe Close – **Partially support**
Kelham Hall Drive – **Partially support**
Ladder Hill – **Support**
Littleworth Road – **Partially support**
London Road – **Support**
Morland Close – **Partially support**
Park Hill – **Partially support**
Simon's Close – **Partially support**
Station Road – **Partially support**
Templars Close – **Partially support**
Westfield Road – **Partially support**

As a resident of 46 church road of only three months, I've been almost run over three times by buses, I feel , by doing my own survey the need to make church road one way is the only SAFE OPTION, moving bus stop more westerly will create a blind spot at the cross roads, will also encroach on my safely entering and exiting my property .

Littleworth Road School Keep Clear – **Support**

Children's safety is paramount

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Partially support**
High Street (retain limited parking) – **Partially support**

NA

General view – **Partially support**

I'm all for the residents, as it is us who live here

<p>(o36) Local resident, (Wheatley, Crown Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Partially support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>Please see email. I dont "object" to the changes themselves necessarily, but to the effect they may have on other roads. I am concerned that the proposals will displace even more cars into Crown Rd - a narrow residential street with some houses/driveways directly onto the road, and no pedestrian paths in the narrowest areas.</p> <p>Littleworth Road School Keep Clear – Support</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>General view – Partially support</p> <p>Please see first comment. I am concerned about the effect on Crown Road. There are likely to be even more cars displaced into it, as it has been omitted from these plans.</p>
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<p>(o37) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Partially support Holloway Road – Partially support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Support Simon’s Close – Support Station Road – Partially support Templars Close – Partially support Westfield Road – Support</p> <p>Need for some flexibility in a village community- especially around timing of parking</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p> <p>Time limits may adversely affect business- who will risk parking on a one hour bay if their local bread & meat shop / coffee / haircut / tattoo could becomes eligible for a fine- there is a cost of living crisis ongoing.</p> <p>General view – Partially support</p> <p>Concerned - we need to bring people together in villages not divide them.</p>
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	<p>There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.</p> <p>The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.</p> <p>There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.</p> <p>BENEFITS</p> <p>Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.</p> <p>ADDITIONAL PROPOSALS</p> <p>We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village We would like a 20mph limit in the village and a ban on HGVs coming down High Street</p>
(o38) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support</p>

	<p>Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Parking in these places worsens traffic and is dangerous</p> <p>Littleworth Road School Keep Clear – Support</p> <p>People ignore the current restrictions. There is a bottleneck there because of it. It is dangerous trying to get children to school because of the traffic and people driving dangerously to get around the cars.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Partially support</p> <p>No comment</p> <p>General view – Partially support</p> <p>This works better for residents than for people working at the businesses on the high street. They need some provision for parking where they don’t have to move their cars every hour or two.</p>
<p>(o39) Member of public, (Wheatley, High street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object</p>

	<p>London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>Parking in general is a nightmare. If there are zones and limits it’ll be worse</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It’s dangerous along that road. Loads of cars parked and a real pain if you need to get passed at school times</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>The parking outside the shops should be 2 hours. There is a hairdressers , tattoost and launderette, an hour isn’t long enough for the customers of these businesses</p> <p>General view – Partially support</p> <p>I think church road needs sorting. Too many buses. Not enough parking. Also the row if shops need longer parking</p>
<p>(o40) Local resident, (Wheatley, Holloway Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Object Holloway Road – Object Ladder Hill – Support Littleworth Road – Support Park Hill – Object</p>

Station Road – **Support**
Templars Close – **Object**
Westfield Road – **Object**

Church Road needs to have as many car parking spaces as is possible and safe. Removing parking spaces will allow cars to speed up along church road and encourage drivers to use Wheatley as a “short cut/rat run” to the BMW factory and beyond.

Enforcement of the double yellow lines on the lower half of Holloway Road will also encourage drivers to use Wheatley as a “ratrun” whilst their cars pollute the air around our homes. All three of my children suffer from Asthma which is triggered by the pollution of the air from the hundreds of cars that use our road every morning.

Littleworth Road School Keep Clear – **Support**

Too many parents/guardians ignore the basic rules of the road and basic common sense. Only enforcement of the rules of the road will keep our children safe.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Object**

High Street (retain limited parking) – **Support**

People that come to work on the High Street and areas close by need somewhere to park, they need provision of a parking area. Many businesses around the High Street need somewhere to park. If parking is restricted they will struggle to find places so they will be displaced and end up parking in areas like Farm Close as proposed by Cllr Tim Bearder.

General view – **Partially support**

The scheme ignores the root cause of the parking problem in and around the High Street which is that people park their cars on and around the High Street and catch the 400 bus to the P&R or Oxford city centre thus avoiding the parking charges at the park and ride.

Traffic on Holloway Road and Church Road should not be encouraged. Through traffic should go down Friday Lane up Mulberry Road and through Fram Close. If Holloway Road was made into a LTN this would solve many issues in and around Wheatley.

	<p>The problems with buses on Church road could be eased if the 400 coming from Oxford City Centre only used London Road to drop off passengers and the 400 going to Oxford used Church Road to pick up passengers. This will save the elderly and infirm bus users having to climb the hill to London Road whilst removing some damage to the fabric of the homes close to the “pinch points” on church road.</p>
<p>(o41) Local resident, (Wheatley, Leyshon)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Partially support Ladder Hill – Partially support Littleworth Road – Support London Road – Partially support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Partially support Westfield Road – Partially support</p> <p>Some enforcement is required, but making these road completely no parking will just move the problem to other areas.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>The traffic on Littleworth Road is very challenging at drop off and pick up times however parents do have to take and collect their children from school so the council should work with school to stagger these times. .</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p>

	<p>The proposals will make accessing the shops more difficult and lead to local people shopping elsewhere? Risking the loss of crucial infrastructure. Residents can park in the car park behind the merry bells and parts of Bell Lane.</p> <p>General view – Partially support</p> <p>I live within walking distance of the high street and I hardly ever see any parking issues so I am unsure why changes are being proposed for this area.</p>
<p>(o42) Local church, (Wheatley, London Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Partially support Holloway Road – Object Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Support Littleworth Road – Partially support London Road – Partially support Morland Close – Partially support Park Hill – Support Simon’s Close – Partially support Station Road – Partially support Templars Close – Partially support Westfield Road – Partially support</p> <p>Restricted parking on Church Road: Occasionally we hold services in St Mary’s church for funerals and weddings. The funeral and wedding cars need to park outside the church for a short period. Please advise if any concessions are to be considered for this facility. Thank you</p> <p>Littleworth Road School Keep Clear – Support</p> <p>I support the proposal but trade workers / delivery drivers and suchlike should be allowed to park with a temporary concessionary pass for a limited period.</p>

	<p>Parking provision amendments: Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>I support these measures as there is a nearby car park for drivers.</p> <p>General view – Partially support</p> <p>Spaces must be made available for home owners who do not have access drives or garages</p>
<p>(o43) Local resident, (Wheatley, Old Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>I think there should be more double yellow lines along Littleworth road. I'm especially supportive of the new lines on church Road, though these should also extend from the Sun to the rec.</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>I take my kids to school here every day and the existing road markings are ignored.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>I think there's far too much parking in the High Street. Too much space is given to cars. The pavements are super narrow, you can't use a large child's buggy. I'd prefer parking to be reduced and pavements widened. I certainly don't support the extension of parking to include long term residential parking, which has never previously been permitted.</p> <p>General view – Partially support</p> <p>I think the proposals don't go far enough, Wheatley's roads are narrow, and dangerous parking is endemic here after a long period of no enforcement. The proposals give too much consideration to car users and too little to improving the village for residents, walkers and cyclists. Particularly cycling, there is no route from the Secondary school to the Littleworth side of the village that is safe for a child cyclist. The village has excellent links to Headington via cycle paths across shotover and alongside the A40, but no safe way to get through the village to get to them.</p>
<p>(o44) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Templars Close – Partially support</p> <p>Parking for patrons of the Sun Inn currently park in an irresponsible manner, blocking safe entry/exit into Templars Close. My only concern with the proposed changes is that it is likely to encourage parking further into the close, limiting parking for residents. The parking in front of the Sun Inn should also be reviewed as people often park jutting out over spaces and into the road.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Need to improve safety around the school site</p> <p>Parking provision amendments:</p>

	<p>Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Parking spaces likely to become more of a premium</p> <p>General view – Partially support</p> <p>I think a broader resident only scheme should be considered for the village beyond the areas mentioned. Too many people use the village as informal, free park and ride parking</p>
<p>(o45) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Templars Close – Object Westfield Road – Object</p> <p>I live in Templars Close and if you put parking restrictions at the top of the close, along church road past the recreation ground and along Westfield road it will only make templars close worse as people who are currently parking in the areas you are looking to restrict will then park further into templars close which will make things worse for me and my family.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>When the school is finishing it is a nightmare trying to pass through littleworth road</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Object High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>If you are going to expect people to have permits who live in these areas they should be free</p> <p>General view – Partially support</p>

	<p>I think permits for householders living in any affected areas should be free. We pay enough council tax they shouldn't be expected to pay to park their cars.</p>
<p>(o46) Local resident, (Wheatley, Templars Close)</p>	<p>Double Yellow Lines: Church Road – Partially support Templars Close – Partially support</p> <p>I live in Templars Close. Although I partially support parking restrictions for 30 metres from the corner of Templars close I do agree that parking for The Sun pub is getting out of hand at evenings and weekends. Restrictions there will force parking further into Templars close for pub goers. Yes restricted parking there but a permit parking scheme is required in the close to prevent moving the problem. Equally church road on the bend from the pub to the playground is dangerous with vehicles coming through. This should have some restriction but also be permit parking for residences opposite yet looking at the map this has been ignored.</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>I don't use this road at school times but can see the benefit</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – No objection</p> <p>I usually walk into the village centre</p> <p>General view – Partially support</p> <p>You need to look again at Templars close as whilst restriction will help with emergency vehicles access currently compromised by bad parking for the pub the cars cannot be allowed to move further into the close. As resident this is unacceptable.</p>

<p>(o47) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> Church Road – Object Farm Close Road – Object Holloway Road – Object Ladder Hill – Object London Road – Object Park Hill – Object Station Road – Object</p> <p>Parking is hard enough without trying to encroach on other roads.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Safety of the children</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Object</p> <p>Those on the high street that don't have a drive will struggle to find somewhere to park. However I do believe that there can be a resolution to this</p> <p>General view – Partially support</p>
<p>(o48) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Partially support Farm Close Road – Support Holloway Road – Partially support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support</p>

Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Partially support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

I would like to see :

- a) additional measures in Church Road and Holloway to discourage the dangerous 'rat-running' through the Village.
- b) Double yellow lines extended on Church Road north side extended from the entrance to the recreation ground to the junction of Templars Close to prevent parked cars making it difficult to see and pass vehicles travelling along this road.
- c) Double yellow lines on both sides of Park Hill from its junctions with Holloway Road and to its junction with the A40.

Littleworth Road School Keep Clear – **Support**

I support the 'No stopping on the school entrance' upgrade and hope that it will be enforced.
It would also be useful if steps could be introduced to reduce the parking along the Littleworth Road along the length of the School premises.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Partially support**
High Street (retain limited parking) – **Support**

I think that residents of the High Street should be allowed unlimited and priority parking without having to pay for a parking permit.

Residents already have to tolerate the increased volume of through traffic causing air pollution and noise.

General view – **Partially support**

I appreciate the time and effort taken to prepare the Wheatley Parking Scheme and I appreciate that it is impossible to satisfy everyone's requirements.

<p>(o49) Member of public, (unknown)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Object Church Road – Object Farm Close Road – Object Holloway Road – Object Howe Close – Object Kelham Hall Drive – Object Ladder Hill – Object Littleworth Road – Object London Road – Object Morland Close – Object Park Hill – Object Simon’s Close – Object Station Road – Object Templars Close – Object Westfield Road – Object</p> <p>The reason quite simply is this... You propose to implement these changes without offering any alternative. Except pay £70 per year to park outside my house on a road I already pay road tax for. You can't charge twice. This quite frankly is a money making scheme! Why not just put the double yellow lines on the corners/junctions as per highway code creating minimum disruption and I'll feeling?</p> <p>Littleworth Road School Keep Clear – Support</p> <p>High traffic areas with children involved should always have 'No parking' restrictions in place</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Permit holders I agree with but not at a cost to the permit holder. That's what council tax should be used for</p>
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	<p>General view – Partially support</p>
<p>(o50) Local resident, (Wheatley, Beech)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Partially support Ladder Hill – Support Littleworth Road – Partially support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Partially support Station Road – Support Templars Close – Partially support Westfield Road – Partially support</p> <p>all of this only works if enforced.restrictions are already in place on many roads in Wheatley but people park were they want through lack of enforcement</p> <p>Littleworth Road School Keep Clear – Support</p> <p>there is a car park and children that live locally can walk.....also need to enforceand stop the parking on the pavement and grassed areas</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p>

	<p>There is still the issue of permit holders that have bought properties without parking leaving their cars parked all day,so not allowing visitors to Wheatley space to park.If you own a couple cars and bought a house without parking....whose fault is that ?</p> <p>General view – Support</p> <p>All the proposals in the world may look good on paper but if they are not enforced then whats the point.Outside the co-op and outside the chip shop are 2 easy cases to point at.</p>
<p>(o51) Local resident, (Wheatley, Bell Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Too many cars park clogging up the village. All the no parking is logical</p> <p>Littleworth Road School Keep Clear – Support</p> <p>It’s a good idea</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support</p>

	<p>High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>These make sense</p> <p>General view – Support</p> <p>Well done</p>
<p>(o52) Local resident, (Wheatley, Bell Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Object Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support</p> <p>'In general I agree with most of the proposed changes; however, I do have a few comments/suggestions about the changes in Station Road/Ladder Hill and High Street/Bell Lane; also, I am not in favour of the changes in Church Road.</p> <p>It is especially good to see the extension of double yellow lines on Station Road/Ladder Hill; and it also makes good sense to extend those double yellows for a few metres into the various adjoining side roads (Farm Close Road, Howe Close, etc.)</p> <p>However, a couple of other things that I think are also worth mentioning with relation to Station Road/Ladder Hill:</p> <ul style="list-style-type: none"> - The on-road parking around the area of the Co-Op leads to the area becoming very hazardous, for motorists and pedestrians alike; it is vital to enforce all restrictions in this area.

- Another great danger is the speed of vehicles on Station Road/Ladder Hill; I think it would be of huge benefit to extend the 20mph restriction further up Ladder Hill, certainly beyond the Co-Op, so maybe somewhere between Farm Close Road and Kelham Hall Drive.

I am also extremely happy to see some further enforcement of parking restrictions around the school entrance in Littleworth Road.

I am also generally happy with the proposed changes to the parking spaces in Bell Lane and High Street. I do have a couple of comments here, though:

- I live at No.9 Bell Lane, and access to our drive is often compromised by people parking over the end of the current parking spaces. So for me it is very important that the parking spaces outside 1-7 Bell Lane are clearly designated, including removing the unnecessary area of "hatched lines", and that the parking within the confines of these spaces is properly enforced.

- Visibility is very poor when exiting from Bell Lane onto High Street. The parking spaces outside properties 54-62 very much block visibility, making this quite a dangerous junction, especially if traffic proceeding down High Street is exceeding the speed limit. (Which it often does!) I can think of two different options which could help this situation:

1. Remove the most eastern parking space outside No.62 High Street. This parking place is simply too close to the junction with Bell Lane. Removing this parking space would improve visibility enormously!

2. Failing this, the other option could be to introduce another speed hump in the High Street, just before the junction with Bell Lane, to try and limit traffic speed there.

The main part of the changes that I think raises questions is the introduction of many double yellows along Church Road; the reasoning for this it is not entirely clear to me; what are we trying to achieve here?

The proposals, as they stand, generally seem to be removing quite a lot of parking, with no real gain.

If, as I suspect, we are trying to better manage the traffic flow, then surely there are other ways we could do this? For example:

- Move the bus routes up onto London Road.

- Make the stretch of Church Road between Friday Lane and Holloway Road "Access Only". (But still allow the buses to go along Church Road.)

- Make Church Road a 20mph zone.

- Introduce speed humps along Church Road.

- Maybe introduce a "No Left Turn" from Church Road into the lower section of Holloway Road?

In summary, I object to the introduction of lots more "No Parking" along Church Road; it would be better to retain as much parking as possible along Church Road, and to use other traffic control measures to try and dissuade (or completely prevent) so much use of this road as a through route; better to try and direct as much traffic as possible up along London Road.

I am aware that some of these points concern traffic, and not only parking.

So do please let me know if these comments should be directed to someone else.

Hope these comments are useful, and please let me know when there is any feedback.
Thanks,
Ed Tapper

Littleworth Road School Keep Clear – **Support**

We should do everything that we can to keep school entrances clear, to ensure better safety for all.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Support**

High Street (retain limited parking) – **Support**

I am generally happy with the proposed changes to the parking spaces in Bell Lane and High Street. I do have a couple of comments here, though:

- I live at No.9 Bell Lane, and access to our drive is often compromised by people parking over the end of the current parking spaces. So for me it is very important that the parking spaces outside 1-7 Bell Lane are clearly designated, including removing the unnecessary area of "hatched lines", and that the parking within the confines of these spaces is properly enforced.

- Visibility is very poor when exiting from Bell Lane onto High Street. The parking spaces outside properties 54-62 very much block visibility, making this quite a dangerous junction, especially if traffic proceeding down High Street is exceeding the speed limit. (Which it often does!) I can think of two different options which could help this situation:

1. Remove the most eastern parking space outside No.62 High Street. This parking place is simply too close to the junction with Bell Lane. Removing this parking space would improve visibility enormously!
2. Failing this, the other option could be to introduce another speed hump in the High Street, just before the junction with Bell Lane, to try and limit traffic speed there.

General view – **Support**

In general I support the creation of a permit-holders scheme around the centre of Wheatley; and the creation of further no-parking areas around the centre of Wheatley.

However, as mentioned earlier, I am not convinced that the treatment of Church Road is the correct approach. It seems that when we restrict parking in High Street, it is overkill to also restrict parking in Church Road; it would be better to adopt other approaches to manage the traffic in Church Road, and I have made some suggestions in my previous comments.

(o53) Local resident,
(Wheatley, Bell Lane)

Double Yellow Lines:

A40 Overbridge – **Support**
Church Road – **Partially support**
Farm Close Road – **Support**
Holloway Road – **Support**
Howe Close – **Support**
Kelham Hall Drive – **Support**
Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

Wheatley needs parking permits and proper enforcement, both for the benefits of the residents and the shops. We often see non residents leaving their cars parked in Wheatley for days, sometimes weeks which negatively impacts us all. Parking permits will particularly benefit bell lane and the high st. That being said, removing the church road parking spots and replacing them with double yellow lines is potentially dangerous since they provide traffic calming. If they are to be removed they should extent the pavement and place bollards to protect pedestrians.

Littleworth Road School Keep Clear – **Support**

Seems reasonable

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Support**
High Street (retain limited parking) – **Support**

Parking for residents can be stressful because of non residents parking for significant periods. Hopefully, permits with proper enforcement would help.

	<p>General view – Support</p> <p>Church road should be made one way.</p>
<p>(o54) Local resident, (Wheatley, Friday Lane)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>It is reasonable to prioritise residents who live in these locations and to regulate parking so that traffic can move freely and without danger caused by unsuitable parking.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>At school opening and closing times the current restrictions are largely ignored.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p>

	<p>We need to ensure the small village shops are able to offer convenient access for customers, but the needs of residents should be prioritised</p> <p>General view – Support</p> <p>There are a large number of people who use Wheatley streets as a 'free of charge park and ride' service to access Oxford, it is likely that the proposed restrictions will displace some of this parking, particularly to Crown Square, Crown Road and Mulberry drive, since these are all an short walk to the High Street bus stops. Friday Lane is a no waiting street, the three properties on this street should be allowed to apply for parking permits for either the proposed 'WH' places or the parking south side of Chuch Road.</p>
<p>(o55) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Sudden pulling over and stopping, for example on Ladder Hill, endangers zebra crossing users and generally delivery vans that pull over, cause congestion in the village and stops traffic flow. I also walk through the village daily and am aware of the pedestrian / pavement infringement that these vehicles impose. Therefore I would strongly support No Waiting at Anytime restrictions in all the above areas.</p> <p>Littleworth Road School Keep Clear – Support</p>

	<p>Driving or walking up Littleworth Road at these times is very congested and the traffic is haphazard. For the safety of the children, creating more space to see the school entrance and pedestrians would be important .</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Some cars park vertically outside the shops at an angle that prevents larger vehicles from passing them, which often causes traffic congestion. The entrance to behind the shops is also sometimes a dangerous section with huge reversing trucks. It seems more sensible to have disabled spaces directly in front of the shops , using parallel parking there. The present disabled user bays seem far away from shop entrances and in a less safe position.</p> <p>General view – Support</p> <p>Wheatley Village should be preserved as the quaint village it is, and anything to discourage more cars / trucks /traffic from passing as a cut through, should be discouraged. Parking further away and walking/ cycling , should be encouraged. More green space and plants , less road space . In my opinion.</p>
(o56) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support</p>

	<p>Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Wheatley is used by too many non-residents as a car park/rat run. Parking needs to be tightly enforced to enable the village to function well.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>The road around the schools is very dangerous. Too many cars not on school business use the road at these times and so a safer environment needs to be established.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Residents need to be able to park outside/near to their houses. Many residents on the High Street are NHS professionals working irregular hours. Limiting their parking options will cause overflow parking on to surrounding roads, frustrating residents on those roads. As such, a permit system is essential, as is OCC handing over its carpark in the village to permit-holding drivers.</p> <p>General view – Support</p> <p>You have an unenviable task. Parking in the village is hugely divisive and so a simple and fair policy/permit system is badly needed. We need sensible resident parking and the ability for shoppers to visit local businesses on a time limited basis.</p>
(o57) Local resident, (Wheatley, High Street)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support</p>

Kelham Hall Drive – **Support**
Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

We live on the high street and the proposals allow both access for local residents and other users of the local businesses and also aim to improve traffic movement in key areas in the village. For visitors, they may want to spend more than 1 hour at local businesses (eg. hairdressers, cafe) so a 2 hour limit would also be suitable and not significantly alter the proposals for residents parking, although there are two nearby car parks off church road that are available for stays of longer than 1 hour.

Littleworth Road School Keep Clear – **Support**

The narrow area and parking nearby often lead to build ups in the mornings and anything that can tackle that would be good. Additionally, people often stop with engines running near the school which is harmful for the developing lungs of children breathin

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Support**
High Street (retain limited parking) – **Support**

There are two car parks on Church Road that also allow for parking. The 1 hour limited spaces allow short visits to the shops.

General view – **Support**

<p>(o58) Member of public, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>The public should only be parking where it does not impede other road users.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>This definitely needs to be enforced. Carers should not be setting a bad example to children by choosing to park dangerously rather than walking safely.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Partially support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>The time period for parking in High Street should be residents only until 5pm. Particularly on Friday afternoon from 3.30pm workmen park in these spaces to go in the King and Queen pub so when residents don’t get home from work until 5-5.30pm there are no spaces left.</p> <p>General view – Support</p>
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	<p>I wonder how it will be monitored but best of luck as it is definitely needed.</p>
<p>(o59) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Partially support Simon’s Close – Partially support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>I and my wife at 99 High Street Wheatley support the residents parking scheme for High Street</p> <p>INTRODUCTION The transfer of civil enforcement of parking restrictions from the police to Oxfordshire County Council has created a unique opportunity to manage parking and traffic in the whole village. We believe that the proposals put forward by Oxfordshire County Council will deliver a scheme suited for the needs of the village in 2024 and beyond.</p> <p>THE PROBLEM The existing traffic restrictions are not fit for purpose, designed many years ago and rarely enforced. The Wheatley Neighbourhood Plan, adopted by the Parish Council, identified the real cause of parking congestion in the village namely commuters to London and Oxford parking in the village and others using it as a rat run to avoid congestion on the Green Road roundabout and elsewhere. The plan noted that parking for residents and shoppers was at a premium.</p> <p>THE SOLUTION</p>

There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.

The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.

There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.

BENEFITS

Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.

ADDITIONAL PROPOSALS

We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village
We would like a 20mph limit in the village and a ban on HGVs coming down High Street

Littleworth Road School Keep Clear – **Support**

Safety for pupils

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Support**

High Street (retain limited parking) – **Support**

INTRODUCTION

The transfer of civil enforcement of parking restrictions from the police to Oxfordshire County Council has created a unique opportunity to manage parking and traffic in the whole village. We believe that the proposals put forward by Oxfordshire County Council will deliver a scheme suited for the needs of the village in 2024 and beyond.

THE PROBLEM

	<p>The existing traffic restrictions are not fit for purpose, designed many years ago and rarely enforced. The Wheatley Neighbourhood Plan, adopted by the Parish Council, identified the real cause of parking congestion in the village namely commuters to London and Oxford parking in the village and others using it as a rat run to avoid congestion on the Green Road roundabout and elsewhere. The plan noted that parking for residents and shoppers was at a premium.</p> <p>THE SOLUTION</p> <p>There will never be unanimity in the village as is evident from the various meetings of the Parish Council we have attended. The solution will have to be a compromise between different interest groups. Compromise is made more difficult firstly because of the overall shortage of off street parking and secondly because of the issues identified by the Wheatley Neighbourhood Plan referred to above.</p> <p>The compromise which we as residents must accept is that whilst we are pleased that there will be residents permits, we will have to share the spaces with shoppers and there is not enough space for all residents cars to park in front of their houses.</p> <p>There is of course opposition to residents parking, much of it sadly hostile and personal but the issue that will not go away is that if there is no residents parking and the existing restrictions are enforced, residents cars will have to park on adjoining roads thus causing inconvenience to Crown Square, Church Road and Farm Close residents and increasing congestion generally.</p> <p>BENEFITS</p> <p>Any scheme is only workable if enforced. The scheme represents a fair compromise for the whole village. Here is an opportunity to “take back” our village as we hope that the number of commuters using the village will reduce. There will at least be certainty about parking and the whole village should be safer for pedestrians and car drivers.</p> <p>ADDITIONAL PROPOSALS</p> <p>We urge SODC to hand over to the village their Church Road car park thus increasing parking spaces in the village We would like a 20mph limit in the village and a ban on HGVs coming down High Street</p> <p>General view – Support</p> <p>Well thought out and will work if enforced</p>
<p>(o60) Local resident, (Wheatley, Kelham Hall Drive)</p>	<p><u>Double Yellow Lines:</u> Church Road – Partially support Kelham Hall Drive – Object Ladder Hill – Support Station Road – Support</p>

	<p>For Kelham Hall Drive the proposal is:- Kelham Hall Drive: a. North side - from its junction with Ladder Hill, eastwards for approx. 50m b. South side - from its junction with Ladder Hill, eastwards for approx. 25m However for a cyclist going up the hill to the junction with Ladder Hill (ie South side) the proposed 25m of yellow lines is not enough to get safely past a parked vehicle, as car drivers are turning into the road from the north on a blind bend. i have nearly been knocked off my bike twice whilst passing parked vehicles. I would like you to consider increasing the length of the double yellow lines in this section by 10-20 metres so that bicyclists are safe. thank you.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>the area is a nightmare to drive past to visit elderly relatives at school pick up drop off times. this can impact collection of relatives to take to appointments etc</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>What about business owners on the High st - can they get some sort of parking permit access so that the shops can remain open, with more houses planned the shops are vital to the village community. i would not like the High street to become dead. it is the heart of the village and is so important</p> <p>General view – Support</p> <p>most of the proposals are a good compromise but more may be needed to stop the 'park and riders'. Parking around the school and the Coop are atrocious currently</p>
<p>(o61) Local resident/business, (Wheatley, Ladder Hill)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support</p>

	<p>Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>No comment</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>This needs enforcing as parents will still ignore it</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>The other parking on the High Street needs to be 2 hrs not 1 hr so people have time to use the facilities</p> <p>General view – Support</p> <p>This must be enforced on a regular basis else it will be just like it has been with people taking advantage</p>
<p>(o62) Local resident, (Wheatley, Old London Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support</p>

	<p>Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Too many people use Wheatley as a park and ride - parking here all day. My only worry is it will push parking to other roads in Wheatley - I live on Old London Road and have workmen parking from 5am till 6pm everyday as they all get in one van from here!</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Agree with this as busy outside school and dangerous.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Whole of Wheatley should be permit holders as it is used as giant cat park!</p> <p>General view – Support</p> <p>Hurry up and get it done - the parish council have talked about sorting church road for over 25 years!</p>
<p>(o63) Local resident, (Wheatley, Simons Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Partially support</p>

	<p>Holloway Road – Support Howe Close – Partially support Kelham Hall Drive – Partially support Ladder Hill – Support Littleworth Road – Support London Road – Partially support Morland Close – Partially support Park Hill – Partially support Simon’s Close – Support Station Road – Support</p> <p>I live in Simon’s close and often have difficulty accessing my driveway due to cars parked this can be other neighbours parking inconsiderately or coop customers, often cars parked near the end of the road create a hazard when turning in or out of the road . A consideration for park hill is that parents need to be able to drop/ pick up children safely from the scout hut so designated drop of area would be required.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Access along this road is incredibly difficult and it needs to be safer.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – Support</p> <p>Parking access to shops is required to support local businesses</p> <p>General view – Support</p>
<p>(o64) Local resident, (Wheatley, St Mary's)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support</p>

	<p>Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon's Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>St Mary's Close also needs double yellow lines at the entrance as cars (staff and patients, and bus users and local businesses) park in St Mary's Close all day, and often at the very top when you pull in.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Needs monitoring as parents will still do it, the site isn't suited for a Primary School</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>The other 1 hr parking proposed for the High street should remain as 2 hours not the proposed 1 hour</p> <p>General view – Support</p> <p>St Mary's close also needs including in the double yellow scheme at it's entrance</p>
<p>(o65) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support</p>

Holloway Road – **Support**
Howe Close – **Partially support**
Kelham Hall Drive – **Partially support**
Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Partially support**
Simon's Close – **Partially support**
Station Road – **Partially support**
Templars Close – **Support**
Westfield Road – **Support**

There should be double yellow lines on both sides coming in to Templars Close and along Church Road from the Sun to the Rec. it is becoming very dangerous to get in and out of Templars Close as the Sun Car Park also restricts the view and the dense parking on the corner and beyond is unbearable.

Littleworth Road School Keep Clear – **Support**

Unbearable traffic jams and dangerous for passing traffic

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Partially support**
High Street (retain limited parking) – **Partially support**

Difficult to drive through Bell Lane with parked cars and restricted view coming into High Street. All day parking should not be allowed in High Street, but a 2 hrs limit would be ok in the marked bays to enable people to use the shops.

General view – **Support**

The parking spaces at the surgery are not adequate with the Pharmacy being there as well. Why cannot be parking places be made available on London Road outside the Surgery and on the slip Road where there is a wide grass verge?

<p>(o66) Local resident, (Wheatley, Beach Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>These all seem sensible solutions to the on going traffic issues in the village, fingers crossed the County Council will enforce it and it makes a difference</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Sensible solution if enforced</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Sensible solution</p> <p>General view – Support</p>
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<p>(o67) Local resident, (Wheatley, Farm Close Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Ladder Hill – Support London Road – Support Park Hill – Support</p> <p>We need better parking restrictions in the village to stop the irresponsible parking.</p> <p>Littleworth Road School Keep Clear – Support</p> <p>To help keep the flow of traffic running.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Object High Street (retain limited parking) – Object</p> <p>Parking should be two hours in the high street.</p> <p>General view – Support</p>
<p>(o68) Local resident, (Wheatley, High street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support</p>

	<p>London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Important to support</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Need more clear ways</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Good flexibility for high street residents and visitors</p> <p>General view – Support</p>
(o69) Local resident, (Wheatley, Simons Close)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support</p>

Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

I live in Simons Close and am horrified by the way people park around our village . There are times when people park their cars on Ladder Hill right up On the zebra crossing block the waiting area into Farm Close Road etc etc I don't know what different if any these proposals will make as so many people flagrantly ignore common sense & decency & think only of their own convenience. These proposals are long overdue but there should also be some serious consideration given to providing proper parking areas in Wheatley too. Not easy it straightforward but very necessary. People from the outlying villages need to access the public transport that we are lucky enough to have in our village & they need somewhere to park . Accessing our surgery where parking is becoming a real issue etc etc . The proposed parking changes will just move the problem to other places in the villageas it doesn't offer any constructive suggestions for people who are generally concerned & need to access facilities . Whilst I totally agree with all the proposals I am concerned that the knock on effect will create even more problems

Littleworth Road School Keep Clear – **Support**

This is needed so that the flow of traffic through this part of the village can happen without the awful congestion that is there currently

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**
High Street (new shared use parking) – **Support**
High Street (retain limited parking) – **Support**

Again, people use these areas for far longer than is necessary.

If it were feasible I would suggest that anyone who is a resident of Wheatley & is fully able bodied should be banned from parking their car anywhere in the centre of Wheatley. Something along the lines of the restrictions that used to operate with the pharmacy . If you lived within one mile of the surgery you had to collect your prescription from the coop pharmacy instead I'm in my mid 70's , am the only driver in our family but would never dream of driving to anywhere in the village . I am fit & quite capable of walking . There are no easy answers

	<p>General view – Support</p> <p>I think in general it's long over due . We have lived in Wheatley for 40 years & seen a lot of changes to the volume of traffic using Wheatley . I wish you could include banning over sized lorries using it as a rat run . That you could make the high street a traffic free area apart from deliveries to the stores . To make a real difference we need a proper designated car parking area so when the telephone exchange finally shuts its doors why not use that site as a proper village carpark ?</p>
<p>(o70) Local resident, (Wheatley)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support</p> <p>I agree changes need to be made. My concern is who will enforce the changes. It's easy to say there are two car parks in the village. However these are full normally with people commuting into town on the bus. If there was a traffic warden to make sure these car parks had a strict 2 or 3 hour parking rule. This would be beneficial</p> <p>Littleworth Road School Keep Clear – Support</p> <p>Parking outside the school is dangerous. Unfortunately this will never change unless people start getting tickets</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>There are no bays marked outside the shops this would help so people park sensibly</p> <p>General view – Support</p> <p>Parking permits along church road would help with the congestion.</p>
<p>(o71) Local resident, (Wheatley, High Street)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support</p>

Church Road – **Support**
Farm Close Road – **Support**
Holloway Road – **Support**
Howe Close – **Support**
Kelham Hall Drive – **Support**
Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

It is frequent that cars/vans/trucks stop/park on double yellow lines and this is danger to the public or causes jams in confined spaces. In some areas OCC should consider safety and implement double red lines. OCC has not addressed the parking and waiting that occurs on the pedestrian ZigZag lines in ladder hill (outside of the Co-op (this should be enforceable) and the parking on pavements that occurs in all of these areas. Nor does this proposal refer to the high street in Wheatley where cars/vans/trucks often stop, wait or park on the double yellow lines in the high street especially outside the merry bells and post office.

Littleworth Road School Keep Clear – **Support**

Clearly all zigzag lines should be enforced and so should parking on the pavements in this area which occurs and obstructs vision.

Parking provision amendments:

Bell Lane (new residents permit parking) – **Support**

High Street (new shared use parking) – **Support**

High Street (retain limited parking) – **Support**

Large vehicles often park and obstruct bell lane. For those who live in the high street without an off-street parking place it is essential that they can access parking places for longer than an hour by purchasing a permit. What OCC has not addressed is that cars park vertically to the pavement outside of the shops. It is not legal to do so as the bays

	<p>are for horizontal parking in line with the shops. If the hour time limit was enforced then parking as permitted (horizontal) would be fine. If OCC does not make the bays clear then OCC would fail to be able to prosecute as this has already been challenged and the attempted prosecution failed. Additionally the current vertical parking of cars narrows the road and causes persistent traffic congestion - sometimes for up to 15 minutes when large trucks cannot get through illegally vertically parked cars on the righthand side and the bay on the left. Additionally OCC has not addressed the side road - the right hand turn - that goes into the parking behind the shops and on the right is the disabled parking. Trucks and vans often park there blocking the ease of entry for the disabled bay or the trucks reverse in and out of this road frequently mounting the pavement as they try to maneuver around the vertically parked cars. This road should have double red lines to protect the disabled bays. Additionally OCC has not addressed the parking on the pavement on the high street just before this road. This section of the pavement needs a barrier to prevent this parking as the only pavement drop for wheelchairs and prams is just where this illegal waiting/parking occurs as vans and lorries unpack here for the shops. Any one disabled is disadvantaged by this blockage by waiting or parked vehicles.</p> <p>General view – Support</p> <p>Enforcement of legal parking would be a boom to Wheatley and the safety for pedestrians and children - so enforcement with respect to zigzag lines and double yellow line is to be applauded if effected with the required frequency to act as a deterrent. The resident parking restrictions appear fair. What is less positive is that OCC has failed to to state that they will deal with the illegal vertical parking outside of the shops. That the road by the disabled parking bays remain unrestricted. That the frequent parking on pavements has not been addressed. And that the parking bays on the high street are not of fit size and when endorsement was attempted in the past - this has been overturned for this reason.</p>
<p>(o72) Local resident, (Wheatley, Old London Road)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support</p>

	<p>Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p> <p>Although I agree with this I think this should be extended to many of the other roads in Wheatley like the Old London Road the parking bays do NOT slow the traffic they make them go faster.</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>Wheatley is just used as a car park for many travelling to Oxford and builders like Darke&Taylor who all park their cars every day and then get into a van.</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Support High Street (retain limited parking) – Support</p> <p>Too many cars that are not from Wheatley</p> <p>General view – No objection</p> <p>Extend to the whole of Wheatley, or rename us NCP</p>
<p>(o73) Local resident, (Wheatley)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p> <p>Littleworth Road School Keep Clear – No objection</p>

	<p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – No objection High Street (new shared use parking) – No objection High Street (retain limited parking) – No objection</p> <p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p> <p>General view – No objection</p> <p>Plans appear to provide safer driving through village, although this could result in more traffic flow, so extending of 20mph restrictions should be considered</p>
<p>(o74) Local resident, (Wheatley, Templars Close)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p>

	<p>The parking in front of the sun- the little triangle needs to be marked as no parking space as difficult to turn and see traffic coming from the opposite side due to parked cars</p> <p>Littleworth Road School Keep Clear – Support</p> <p>This will make traffic improve hopefully</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Object High Street (retain limited parking) – Support</p> <p>Works fine</p> <p>General view – No objection</p> <p>Please implement as soon as possible</p>
<p>(o75) Local Cllr (Wheatley Parish Council)</p>	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support Ladder Hill – Support Littleworth Road – Support London Road – Support Morland Close – Support Park Hill – Support Simon’s Close – Support Station Road – Support Templars Close – Support Westfield Road – Support</p>

	<p>I am responding to this survey on behalf of Wheatley Parish Council. The Wheatley Parish Council Traffic Working Group has worked closely with Oxfordshire County Council in the planning of these restrictions. The group has used local knowledge, input from the community and data collected from an earlier parking study. We believe the changes will improve safety and reduce congestion on our roads, free up short term parking for our local businesses and enable residents in the High Street, Bell Lane and Church Road to still park near their properties when the new restrictions come into force.</p> <p>Littleworth Road School Keep Clear – No objection</p> <p>Safety of our school children is paramount and parking of cars on the current Zig Zag lines has been a problem as they can obstruct the view for drivers and pedestrians visiting the Primary School, John Watson School and Maple Tree. Implementing this res</p> <p><u>Parking provision amendments:</u> Bell Lane (new residents permit parking) – Support High Street (new shared use parking) – Partially support High Street (retain limited parking) – Support</p> <p>Parking spaces in the High Street. Restrictions for dual use bays in the high street should be for parking for up to 2 hour, with no return for 1 hour, for non-permit holders. This is the current arrangement. The consultation states waiting time is 1 hour which is incorrect. Parking permits should be limited to one per household.</p> <p>General view – No objection</p>
(o76) Local resident, (Wheatley, Church Road)	<p><u>Double Yellow Lines:</u> A40 Overbridge – Support Church Road – Support Farm Close Road – Support Holloway Road – Support Howe Close – Support Kelham Hall Drive – Support</p>

Ladder Hill – **Support**
Littleworth Road – **Support**
London Road – **Support**
Morland Close – **Support**
Park Hill – **Support**
Simon's Close – **Support**
Station Road – **Support**
Templars Close – **Support**
Westfield Road – **Support**

If you have driven down Church Road lately you will know that the parking on the North side from the junction with Friday Lane to the small lane before the flats is causing traffic chaos. This review needs to be extended to include this piece of road. The council has allowed this road to have single homes replaced with multiple homes with inadequate parking and the inevitable consequences of road rage and gridlock.

Littleworth Road School Keep Clear – **No objection**

no comment

Parking provision amendments:

Bell Lane (new residents permit parking) – **No objection**

High Street (new shared use parking) – **No objection**

High Street (retain limited parking) – **Support**

no comment

General view – **No objection**

Will anyone actually enforce these restrictions?

The state of the roads needs serious attention when you're painting the yellow lines