Delegated Decisions by Cabinet Member for Transport Management

Thursday, 23 January 2025 at 10.00 am
Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this Live Stream Link.
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 31 January unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

Martin Reeves
Chief Executive

January 2025

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

Note: Date of next meeting: 27 February 2025

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

Items for Decision

1. Declarations of Interest

See guidance below.

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

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

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

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

4. Minutes of the Previous Meeting (Pages 1 - 14)

To confirm the minutes of the meeting held on 12 December 2024 to be signed by the Chair as a correct record.

5. Lower Wolvercote, Oxford - Proposed Controlled Parking Zone (CPZ) 2024/25 (Pages 15 - 250)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/295

Contact: Vicki Neville, Senior Officer – Parking Schemes and TRO's (Vicki.Neville@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to approve the following measures:

a) **The Controlled Parking Zone (CPZ) Monday to Sunday 8am – 8pm permit holders only and the 3 hour shared use (permit holders or non-permit holders) parking bays in Lower Wolvercote as advertised.**

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

c) **The time limited 3 hour parking bay (for non-permit holders only) on Godstow Road as advertised.**

6. Didcot Central - Proposed Permit Parking Area (Pages 251 - 318)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/348
Contact: Mike Horton, Senior Officer – TRO and Parking Schemes (Mike.Horton@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Didcot as follows:

a) **The introduction of no waiting at any time restrictions on sections of Bosleys Orchard, Edinburgh Drive, Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, and Stonor Close.**

b) **The introduction of permit holders only past this point restrictions, during the hours of 8am to 8pm, every day, on sections of Blagrave Close, Blenheim Close, Bosleys Orchard, Britwell Road, Edinburgh Drive (excluding that section adjacent to Broadway), Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, Roman Place, and Stonor Close.**

c) **To remove All Saints Court and Great Western Drive from the proposals, but to include them in monitoring the impact of the scheme.**

d) **To proceed with the proposals in Lydalls Road (West), but to instruct officers to review the parking restrictions in the vicinity of All Saints Church, after a period of three months, in discussion directly with the local Reverend and Church representatives and, if necessary, introduce a minor amendment order to further assist with visitors to the church for events.**

7. Proposed Introduction of Permit Parking Bays - Corn Street/Church Green, Witney (Pages 319 - 382)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/325
Contact: Emma Palmer, Senior Officer – TRO's and Schemes (Emma.Palmer@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls Witney as follows:

a) **The introduction of parking places on Church Green (eastern arm and southern arm) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

b) **The introduction of parking places on Corn Street (both sides) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

c) **The introduction of parking places on Market Street (both sides) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

d) **The introduction of parking places on Church Green (central arm) for permit holders (WY) or 4-hour maximum stay for non-permit holders during the hours of 6am to 10pm, daily.**

e) **To include property Nos.2–20 (even numbers) Station Lane in the schedule of eligible properties for the issue of a CH permit.**

f) **To include property Nos.1–24 Charter Place in the schedule of eligible properties.**

g) **To include all properties in Marlborough Lane in the schedule of eligible properties.**

8. Thame Centre - Parking Review 2024 (Pages 383 - 470)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/344
Contact: James Whiting, Team Leader – TRO's and Parking Schemes (James.Whiting@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Thame as follows:

a) **The introduction of no waiting at any time restrictions on sections of Church Road, Ludsden Grove and Lupton Road.**

b) **The removal of no waiting at any time restrictions to be replaced by an access protection marking between N.101 & 103 Chinnor Road.**

c) **The introduction of permit holder only bays (TH prefix), 8am – 6pm, Monday to Saturday on parts of Church Road.**

d) **The formalisation of an existing disabled bay on Church Road, in front of the access to St. Mary's Church.**

e) **The introduction of Shared-use permit holders or 2 hour max stay parking bays (8am to 6pm, Monday to Saturday) on the east side only North Street only, to replace no waiting restrictions.**

f) **The extension of properties currently eligible to apply for residents permits to also be eligible for visitor permits in High Street, Cornmarket and Upper High Street.**

9. South & Vale Districts, Various Locations - Proposed New and Deleted Disabled Persons Parking Places (November 2024) (Pages 471 - 506)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/349
Contact: James Whiting, Team Leader – TRO's and Parking Schemes (James.Whiting@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

Approve the following:

a) **The proposed provision of Disabled Persons Parking Places (DPPP) at: Caldecott Close, Abingdon; Maberley Close, Abingdon; Swinburne Road, Abingdon; Fane Drive, Berinsfield; Station Road, Chinnor; Hagbourne Road, Didcot; Childery Way, East Challow; Boucher Close, Grove; Poplar Grove, Kennington; Lea Road, Sonning Common; Ireton Court, Thame; Naldertown, Wantage.**

b) **The proposed removal of a DPPP at: No. 12 Orchard Way, Wantage.**

c) **Defer approval of the DPPP at the following location pending further investigations: No. 13 Orchard Way, Wantage.**

d) **Defer approval of the removal of a DPPP at the following location: Gainsborough Crescent, Henley-on-Thames.**

10. Howard Street and Flower Lane, Oxford - Cycling Improvements (Pages 507 - 530)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/328
Contact: Ralph Green, Officer – Traffic and Road Safety (Ralph.Green@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of new 'No Waiting at Any Time' parking restrictions (double yellow lines) on Howard Street in place of approximately 5 metres of 'Permit Holders only' parking, as advertised.**

11. Didcot: Proposed 20mph Speed Limits (Pages 531 - 582)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/192
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

a) **Approve the introduction of the additional 20mph speed limits in southern Didcot as advertised.**

12. Beckley: Proposed 20mph Speed Limits (Pages 583 - 594)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/368
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

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

13. East Challow: Proposed 20mph Speed Limits (Pages 595 - 604)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/184
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

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

14. Eye & Dunsden: Proposed 20mph Speed Limits (Pages 605 - 622)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/188
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

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

15. Shenington with Alkerton: Proposed 20mph Speed Limits (Pages 623 - 630)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/178
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

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

The Cabinet Member is RECOMMENDED to:

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

Councillors declaring interests

General duty

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

What is a disclosable pecuniary interest?

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

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

Declaring an interest

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

Members' Code of Conduct and public perception

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

Members Code – Other registrable interests

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

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

a) Any unpaid directorships

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

Members Code – Non-registrable interests

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

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

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

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

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

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 12 December 2024 commencing at 10.00 am and finishing at 13.40 pm

Present:

Voting Members:	Councillor Andrew Gant – in the Chair
Other Members in Attendance:	Councillor Trish Elphinstone (Agenda Item 8) Councillor Charlie Hicks (Agenda Item 8&10) Councillor Sally Povolotsky (Agenda Item 12)
Officers:	Jack Ahier (Democratic Services Officer), Cathy Champion (Operations Manager – Civil Enforcement), Robert Freshwater (Infrastructure Development Lead), Anthony Kirkwood (Vision Zero Team Leader), Will Madgwick (Technical Lead – Strategic Sites) Vicki Neville (Senior Officer – Civil Enforcement Scheme) (Emma Palmer (Senior Officer – Civil Enforcement Scheme), Lee Turner (Team Leader – Traffic and Road Safety), Rosie Wood (Senior Engineer).

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

192/24 DECLARATIONS OF INTEREST
(Agenda No. 1)

There were none.

193/24 QUESTIONS FROM COUNTY COUNCILLORS
(Agenda No. 2)

There was 1 registered from Cllr Mark Cherry, which can be seen in an Addendum on the meeting page on the website.

194/24 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

There were 13 registered speakers for the meeting. A list of speakers can be seen here:

Item 5 – Charlbury Proposed Parking Scheme (2024)
- Mike Hughes
- Richard Fairhurst
- Kevin Slevin.

Item 6: Proposed Controlled Parking Zone (CPZ) – Hightown Road Area, Banbury
- William Fowler

Item 7: Proposed Controlled Parking Zone (CPZ) – Cooper's Gate, Banbury
- Keith Young
- Colin Gibson

Item 8: Proposed Controlled Parking Zone (CPZ) – Littlemore North, Oxford
- Cllr Trish Elphinstone
- Cllr Charlie Hicks
- Oxford City Cllr Anne Stares (read out by Oxford City Cllr David Henwood).

Item 10: Westbury Crescent, Oxford – Highway Improvements Scheme 2024/25
- Cllr Charlie Hicks
- Oxford City Cllr David Henwood

Item 12: Proposed Puffin Crossing – A417 Reading Rd, West Hendred
- Cllr Sally Povolotsky
- Helen Butler
- Lindsey Sanders

195/24 MINUTES OF THE PREVIOUS MEETING
(Agenda No. 4)

The minutes of the meeting held on 14 November 2024 were approved and signed by the Chair as a correct record.

196/24 CHARLBURY PROPOSED PARKING SCHEME (2024)
(Agenda No. 5)

The Chair briefly adjourned the meeting to take advice from officers.

The meeting returned from the adjournment and the Chair invited speakers to make their contributions and responded to their points in turn.

Officers confirmed they would look at slight tweaks to the lengths of bays on Market Street to improve visibility.

Following a question from the Chair, officers confirmed that the Town Council went out and asked residents what issues they were facing in terms of parking, which provided the basis for the scheme developed.

The Chair raised consultation responses surrounding the nursery in Charlbury and asked officers to continue discussions with the nursery to address outstanding issues.

The Chair asked officers to keep the scheme under review, particularly in relation to the permit parking bays, to address concerns that arise.

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

RESOLVED to:

Approve the introduction of parking controls in Charlbury as follows:

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

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

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

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

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

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

g) The introduction of residents permit holders parking only area at all times on Church Lane.
h) To remove disabled persons parking place on Church Lane.

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

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

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

197/24 PROPOSED CONTROLLED PARKING ZONE (CPZ) - HIGHTOWN ROAD AREA, BANBURY
(Agenda No. 6)

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

The Chair referenced several general points about Controlled Parking Zones (CPZ's) due to 3 items about CPZ's being on the agenda.

Officers confirmed that restrictions that were proposed were in-line with restrictions across Oxfordshire from 8am – 6pm, but that it would be monitored.

It was confirmed that every CPZ has the same opportunity across Oxfordshire to apply for visitor permits in terms of how many you receive for free and how many could be purchased after.

Officers noted that everyone living on a street was eligible to purchase visitor permits, even if they have off-street parking.

The Chair and officers confirmed that more clarity would be welcome regarding pavement parking from the government.

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

RESOLVED to:

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

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

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

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

198/24 PROPOSED CONTROLLED PARKING ZONE (CPZ) - COOPER'S GATE, BANBURY
(Agenda No. 7)

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

Following a question from the Chair addressing concerns raised by speakers, officers made the point that their opinion would not encourage further obstructive parking. With regards to concern over competition over parking places, officers noted that most residents have off-street parking.

The Chair referenced several consultation responses and photographs sent in by residents, which were useful in detailing specific local points.

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

RESOLVED to:

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

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

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

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

199/24 PROPOSED CONTROLLED PARKING ZONE (CPZ) - LITTLEMORE NORTH, OXFORD

(Agenda No. 8)

The Chair invited speakers to make their addresses and responded to their points in turn.

The Chair read out a written submission from Littlemore Parish Council.

Officers clarified that the proposed scheme was not 24/7, but that the operating hours were from 8:30am to 6:30pm, 7 days a week.

The Chair referenced proposals which formed part of the 2024/25 budget.

The Chair referred to an issue relating to business permits for Church Cowley St James Primary School, which officers confirmed had been resolved.

The Chair pointed out that transport policies could not be seen in isolation from other policies more widely that affect key sectors in the city.

The Chair asked about the synergies between the recommendations, and officers confirmed that they could be taken forward separately if one recommendation was approved and the other not, should that be the decision that was taken.

The Chair referenced several consultation responses and confirmed they are taken into account when making decisions.

The Chair re-iterated that CPZ's were the policy of the County Council and were confirmed in LTCP5 (Local Transport and Connectivity Plan 5) and formed part of the 2024/25 budget.

The Chair referenced previous decisions regarding CPZ's in neighbouring areas and stressed the need for consistency.

The Chair thanked officers for their work, thanked speakers for their contributions and agreed to defer recommendation a) and approve recommendation b).

RESOLVED to:

Defer:

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

Approve:

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

200/24 CPZ PARKING PERMIT ELIGIBILTY (VARIOUS LOCATIONS, OXFORD - SEPTEMBER 2024)

(Agenda No. 9)

The Chair introduced the item to the meeting.

The Chair referenced the three categories of measures to be decided upon:

- Exclude from eligibility for resident and visitor parking permits.
- Exclude from resident parking permits but allow visitor permits.
- Deferrals.

The Chair noted that some of these decisions come as a result of agreed planning consent.

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

RESOLVED to:

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

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

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

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

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

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

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

201/24 WESTBURY CRESCENT, OXFORD - HIGHWAY IMPROVEMENTS SCHEME 2024/25
(Agenda No. 10)

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

The Chair made reference to the point of consultations being for respondents to provide their viewpoints, before the decision-maker analyses responses and comes to a judgement. It was noted that consultation feedback in this specific scheme had led to slight alterations of the proposals.

Officers noted that the planters can be monitored, and changed if required, due to specific concerns that arise.

The Chair and officers engaged in discussion about specific details of the scheme relating to contra-flow cycling in one-way streets.

The Chair referred to several of the consultation responses.

The Chair cited the proposal as a good example of co-production with local residents, officers and local Councillors to ensure that the details are right.

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

RESOLVED to:

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

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

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

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

202/24 ARMSTRONG ROAD, OXFORD - PROPOSED WAITING RESTRICTIONS

(Agenda No. 11)

The Chair introduced the item to the meeting.

Officers clarified why no objections were made initially in 2020, as the development has not yet been built and no-one was living on Armstrong Road at that point.

The Chair referred to several of the consultation responses, but noted the context of the decision to be made, in terms of the Section 278 agreement made and agreed through the planning process.

Officers noted that blue badges are allocated to the person rather than the vehicle, and also referenced the observation period for double-yellow lines so that parking enforcement officers can distinguish between a legitimate need to be there or not.

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

RESOLVED to:

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

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

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

203/24 PROPOSED PUFFIN CROSSING - A417 READING ROAD, WEST HENDRED

(Agenda No. 12)

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

The Chair referenced the importance of local knowledge to inform schemes and thanked speakers for their contributions.

The Chair agreed to the recommendations in the report.

RESOLVED:

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

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

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

204/24 PROPOSED RAISED TABLE - DENCHWORTH ROAD, GROVE

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair made the point that the decision was relating to a Section 278 agreement through the planning process. Officers confirmed that the scheme was developer funded.

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

RESOLVED to:

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

205/24 A44 BEGBROKE - PROPOSED 20 & 40MPH SPEED LIMITS

(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted the progress of the implementation of the 20mph schemes.

The Chair referenced that the overall schemes required local support, which in this case was not present relating to the 20mph part of the recommendations. Officers explained that a decision was made to include 20mph limits in the consultation as it was initially unclear if the parish council was in favour or not.

Officers and the Chair engaged in discussions around the technical details of the toucan crossing and the 40mph speed limit.

The Chair referenced the response from the Oxford Bus Company related to wider transport policies.

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

RESOLVED to:

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

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

206/24 WHEATLEY: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted that the Wheatley Parish Council was supportive of the scheme, noting the comments relating to some amendments in their submission. It was noted that discussions continue with Holton Parish Council regarding the 20mph limits.

The Chair and officers confirmed that discussions would continue around enforcement with Thames Valley Police.

The Chair referenced several consultation responses relating to speeds and collisions.

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

RESOLVED to:

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

207/24 ASTHALL LEIGH & FIELD ASSARTS: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair referenced the support from the parish council, and asked officers around signage moving from a national speed limit to a 20mph speed limit. Officers stated that signage would be provided for a 20mph limit.

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

RESOLVED:

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

208/24 HARDWICK WITH YELFORD: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 17)

The Chair introduced the item to the meeting.

The Chair referenced the consultation response from TVP and that the comment did not refer to this particular scheme.

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

RESOLVED to:

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

209/24 HIGHMOOR: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 18)

The Chair introduced the item to the meeting.

The Chair referenced a response from the Highmoor Parish Council, which provided support for the scheme.

The Chair asked officers to continue discussions with one property which does not have good visibility from their access point.

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

RESOLVED:

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

210/24 KINGSTON BAGPUIZE: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 19)

The Chair introduced the item to the meeting.

The Chair referenced the requests from the parish council for the specific details of the scheme, as shown on the map in the agenda, and also noted consultation responses about the Faringdon Road.

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

RESOLVED to:

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

211/24 LETCOMBE REGIS: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 20)

The Chair introduced the item to the meeting.

The Chair noted the support for the scheme from Letcombe Regis Parish Council.

The Chair referred to several detailed consultation responses with local knowledge.

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

RESOLVED:

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

212/24 NUFFIELD: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 21)

The Chair introduced the item to the meeting.

The Chair noted the support from the local parish council and acknowledged their disappointment relating to not being able to change the 40mph speed limit on the A1430. It was noted that this was outside the scope of this scheme.

Officers confirmed speed limits would be reviewed on A & B roads as part of a broader Vision Zero review.

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

RESOLVED to:

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

213/24 ROTHERFIELD PEPPARD: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 22)

The Chair introduced the item to the meeting.

The Chair noted the good level of consultation response, which was welcomed, and stated that the scheme was a clear application of policy.

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

RESOLVED to:

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

..... in the Chair

Date of signing 200

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Division(s) affected: *Wolvercote & Summertown*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

OXFORD: LOWER WOLVERCOTE – PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to approve the following measures:

a) **The Controlled Parking Zone (CPZ) Monday to Sunday 8am – 8pm permit holders only and the 3 hour shared use (permit holders or non-permit holders) parking bays in Lower Wolvercote as advertised.**

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

c) **The time limited 3 hour parking bay (for non-permit holders only) on Godstow Road as advertised.**

Executive Summary

1. This report presents the consultation responses to the CPZ proposals for the Lower Wolvercote area of Oxford as shown in **Annex 1**, as part of the approved programme for introducing CPZs within the city.

2. Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's Central Oxfordshire Travel Plan (COTP) as well as recently adopted Local Transport and Connectivity Plan (adopted in 2022) and also Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives.

3. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor 'Trellint', as Lower Wolvercote falls within the Civil Enforcement Area for Oxford City.

Introduction

4. Controlled Parking Zones (CPZs) are being implemented across Oxford to address numerous local issues, along with helping to support the delivery of wider transport and planning policies. The proposals aim to do this in three main ways:

    - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
    - Development management – to support the City and County Councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
    - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

5. The introduction of a CPZ in Lower Wolvercote is identified as one of several measures needed to mitigate development at Oxford North, a large mixed-use development which has already secured approval by the Local Planning Authority (Oxford City Council) to begin phase one works including highway infrastructure, housing, workspaces and a new public park.

6. A CPZ in Lower Wolvercote will prevent those coming to Oxford North from parking in nearby residential areas and then walking or travelling by cycle or bus to the site. Preventing such overspill parking will also control the number of vehicle movements to Oxford North, restricting this to the number of car parking spaces on site (which were set at a lower standard compared to the Local Plan at the time to encourage greater use of sustainable modes).

7. Developer contributions were secured from the Oxford North development to fund implementation of CPZs and parking controls.

8. To help deliver the county council's Local Transport Connectivity Plan (adopted July 2022) vision and policies, the county's emerging Central Oxfordshire Travel Plan includes 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area. This includes further CPZs to help with parking management and support outcomes including improved road safety, reducing the impact of private vehicles on congestion and delivering more inclusive and carbon neutral transport.

Sustainability Implications

9. CPZs help facilitate the safe movement of traffic and alleviate parking stress. Removing free on-street parking used by commuters and other non-residents is part of the overall strategy to reduce traffic levels in the City and also help

encourage the use of sustainable transport modes. CPZs are also identified as one of several actions in the county's emerging Central Oxfordshire Travel Plan that are required to support wider transport policies within the county council's Local Transport Connectivity Plan (adopted July 2022). CPZ coverage will also play an important role once the Work Place Parking Levy (WPL) is introduced.

Financial Implications

10. Funding to implement CPZs in Oxford is being secured from various sources including the County Council's own Capital Programme, developer contributions and the City Council's Community Infrastructure Levy (CIL). The proposed Lower Wolvercote CPZ has been funded by County Capital Funding. Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.

Legal Implications

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

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

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

Equalities and Inclusion Implications

13. A full equality impact assessment has been undertaken and can be viewed in **Annex 2**. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Formal Consultation

14. Formal consultation was carried out between 21 November and 20 December 2024. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Wolvercote & Summertown division.

15. A letter was sent directly to approximately 730 properties in the area, which also included a copy of the formal notice of the proposals, as well as details on permit eligibility and costs. Additionally, street notices were placed on site in and around the immediate vicinity.

16. 178 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

table1. summary of overall opinion of CPZ based on living within or outside the proposed CPZ.

Overall opinion	Live within proposed CPZ	Live within other CPZ	Don't live in CPZ	Overall Total (Percentage)
Support	10	0	0	10
Partially support	17	0	3	20
Object	132	4	10	146
No objection	1	0	0	1
No opinion	1	0	0	1
Total	*161*	*4*	*13*	*178*

Table2. summary of overall opinion of CPZ based on living within the proposed CPZ by road.

Road	Support	Partially support	Object	No objection	No opinion	Total
Baynhams Drive	0	1	1	0	0	2
Collett Drive	0	1	1	0	0	2
Elmthorpe Road	1	3	21	0	0	25
Godstow Road	2	6	14	0	1	23
Home Close	2	4	33	0	0	39
Meadow Prospect	1	0	9	0	0	10
Oxford Canal	1	0	0	0	0	1
Rosamund Road	1	0	35	0	0	36
Rowland Close	0	1	5	0	0	6
Ulfgar Road	1	0	0	0	0	1
Webbs Close	1	1	10	1	0	13
unknown	0	0	3	0	0	3
Grand Total	*10*	*17*	*132*	*1*	*1*	*161*

Table3. summary of opinion on 'times of operation' based on living within or outside the proposed CPZ.

Times of operation	Live within proposed CPZ	Live within other CPZ	Don't live in CPZ	Overall Total (Percentage)
Just right	20	0	0	20
Not restrictive enough	5	0	0	5

Too restrictive	119	4	11	134
Not sure	6	0	1	7
No opinion	11	0	1	12
Total	*161*	*4*	*13*	*178*

Table4. summary of opinion of proposed new parking restrictions (double yellow lines)

Proposal	**Support**	**Partially support**	**Object**	**No objection**	**No opinion**	**Total**
Clifford Place	22	9	124	3	20	178
Elmthorpe Road	22	7	116	0	33	178
Godstow Road	18	25	116	1	18	178
Meadow Prospect	20	5	117	2	34	178
Webbs Close	21	8	115	2	32	178
Rowland Close	20	6	117	2	33	178

Table5. summary of opinion of proposed parking places (shared use/time limited bays)

Proposal	**Support**	**Partially support**	**Object**	**No objection**	**No opinion**	**Total**
Godstow Road (Shared-use)	18	17	121	4	18	178
Rosamund Road (Shared-use)	21	8	122	2	25	178
Rowland Close (Shared-use)	21	7	119	3	28	178
Meadow Prospect (Shared-use)	21	6	120	2	29	178
Home Close (Shared-use)	21	8	121	2	26	178
Godstow Road (Time-limited)	17	14	126	6	15	178

17. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme, but were otherwise in support.

18. Additionally, a further nine emails were received, the comments from these have been included with the individual responses in **Annex 3**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally for or against the proposals these have been documented: three were in favour or partially in favour, and six wholly objected to the proposals.

19. Thames Valley Police submitted a non-objection, whilst Oxford Bus Company offered their broad support stating that the proposals generally seek to add

protection to their bus route, as well as helping to ensure a safer highway environment.

20. Responses relating to the proposed double yellow lines can be found in ***table 4*** of this report.

21. Responses relating to the proposed parking bays (shared use/time limited parking) can be found in ***table 5*** of this report.

22. A written response was also received from the Cutteslowe Sunnymead Wolvercote Community Action Group (CSW CAG) with the full response available to view in **Annex 4.**

23. The County Councillor for the Wolvercote & Summertown division, Cllr Andrew Gant, will be attending and chairing the Cabinet members meeting and will provide his views in person.

24. The individual responses are included in **Annex 3** and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

Opposition to the CPZ:

25. **General Opposition**: Many residents strongly oppose the CPZ, arguing that there is no existing parking problem in Lower Wolvercote. They believe the proposal is unnecessary and primarily a revenue-generating scheme for the council.

26. **Financial Burden**: Residents are concerned about the additional cost of permits, especially during a cost-of-living crisis. They argue that it is unfair to charge residents to park outside their own homes. They also raise concern over the number of visitor permits allocated.

27. **Impact on Community and Businesses**: There are concerns that the CPZ will negatively affect local businesses, community activities, and social interactions. For example, the White Hart pub and the community market could suffer due to restricted parking for customers and traders.

28. **Visitor and Carer Parking**: Resident have raised that the proposed restrictions on visitor permits are too stringent, potentially isolating residents who rely on regular visits from family, friends, and carers.

29. **Environmental Concerns**: Some residents fear that the CPZ will lead to more front gardens being paved over to create private parking spaces, which could harm local biodiversity and increase flood risks.

30. **Operational Hours**: The proposed hours of 8am-8pm, seven days a week, are considered excessive amongst respondents. Some suggest that if a CPZ is necessary, it should have more limited hours, similar to those in Upper Wolvercote.

31. **Parking Bays and Double Yellow Lines**: There are concerns about the placement of parking bays and double yellow lines, which could reduce available parking and create dangerous pinch points on certain roads.

32. **Restrictions on Vehicle Size**: Some residents are concerned that the proposed CPZ will limit the size and weight of vehicles allowed to park. Citing that this is particularly problematic for tradespeople or residents who require larger vehicles for their work or daily activities.

33. **Impact on Specific Roads**: Residents of Godstow Road, Elmthorpe Road, and other specific areas highlight particular issues with the proposed changes. There are several comments specifically about Godstow Road which include;

    - **Concerns About Restrictions**: Residents are worried about the proposed 3-hour parking limit opposite the nature reserve. They have concerns that this will negatively impact residents who rely on this area for parking, as there are no concessions for permit holders.

    - **Traffic and Safety Issues**: Some comments highlight that parking along Godstow Road creates a blockage at peak times, causing congestion and dangerous driving conditions. There are suggestions to place double yellow lines along this stretch to improve traffic flow and safety.

34. The comments regarding Elmthorpe Road reflect concerns about safety, parking availability, and the impact of the proposed CPZ on residents and visitors.

Support for the Proposal

35. A small percentage of residents support the CPZ to prevent non-resident parking and to manage parking overflow from adjacent areas. A few believe it will help reduce congestion and improve safety, particularly around bus stops and junctions.

<u>b) Suggested alternatives/amendments by respondents:</u>

36. **Assessment of Need**: Some residents suggest waiting to assess the impact of recent changes, such as the introduction of parking charges at the Port Meadow car park, before implementing a CPZ.

37. **No Restrictions or Limited Hours**: A large number of residents prefer no restrictions at all. If restrictions are necessary, many suggest limiting them to working hours (e.g., 9am-5pm) and avoiding evenings and weekends.

38. **Consistency with Upper Wolvercote:** A few comments suggest that if a CPZ is implemented, it should have similar hours to the existing CPZ in Upper Wolvercote (e.g., 9am-5pm, Monday to Friday).

39. **Weekend Only:** Some residents suggest that if there are to be any restrictions, they should only apply during weekends, particularly in the summer months when visitor numbers are higher.

40. **Short Time Restrictions:** Some residents propose very short restriction periods, such as one hour in the middle of the day, to prevent long-term parking by non-residents.

41. Overall, the feedback from the consultation reflects a strong sentiment against the proposed CPZ, with residents emphasizing the lack of a current parking problem and the potential negative impacts on the community.

Officer Comments

42. A large majority of responses expressing an objection or concerns queried the actual need for controlled parking in any form, citing that parking pressures such as commuter parking or displaced parking in the area are not severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Following deferral of the previously consulted CPZ in Lower Wolvercote in 2022/2023, which proposed a Monday – Friday 9am – 5pm scheme and subsequent findings of parking beat surveys carried out by Officers, further details of which can be found below under paragraph 27, and the newly implemented parking charges at the Godstow Road Car Park (Port Meadow North) the advertised proposals were developed.

43. Numerous respondents have raised concern over the proposed operational hours of the scheme (Monday – Sunday 8am – 8pm), with approx. 75% online consultation survey responses expressing that they are too restrictive, impacting on those visiting families, community events and local businesses. Whilst the proposed hours are in operation for much of the day, these have been developed following findings of parking beat surveys, incoming parking charges at the Godstow Road Car Park and using feedback from the previous public consultation on a CPZ in Lower Wolvercote.

44. On balance the recommendation would be for the operational hours and days to be approved as advertised. The impact of the hours/days would be monitored by officers and reviewed as part of the schemes post implementation review in 12-18 months.

45. Following the deferral of the proposed Controlled Parking Zone (CPZ) in 2023, officers conducted parking beat and capacity surveys during the summer and early autumn of 2024. These surveys aimed to assess the potential impact of a

Lower Wolvercote parking beat surveys

	Sunday 11th August 10am-11:30am				Thursday 22nd August 11:15am-12:30pm				Friday 13th September 11:30am-12:30pm			
Road Name	Count	Spaces available	Total spaces	Capacity	Count	Spaces avaliable	Total spaces	Capacity	Count	Spaces avaliable	Total spaces	Capacity
Elmthorpe Road	45	15	60	75.0%	49	13	62	79.0%	44	18	62	71.0%
Rosamund Road	36	18	54	66.7%	33	26	59	55.9%	33	24	57	57.9%
Clifford Place	7	0	7	100.0%	7	0	7	100.0%	8	0	8	100.0%
Home Close	33	20	53	62.3%	39	16	55	70.9%	42	13	55	76.4%
Godstow Road	38	9	47	80.9%	31	12	43	72.1%	43	3	46	93.5%
Rowland Close	8	4	12	66.7%	8	6	14	57.1%	7	7	14	50.0%
Meadow Prospect	11	7	18	61.1%	10	10	20	50.0%	13	10	23	56.5%
Webbs Close	12	7	19	63.2%	10	9	19	52.6%	10	9	19	52.6%
Car Park	75	25	100	75.0%	21	79	100	21.0%	28	72	100	28.0%
Total (excluding car park)	190				187				200			

CPZ on local parking availability and patterns. The findings of the surveys and the recent introduction of parking charges by Oxford City Council at Godstow Road Car Park (Port Meadow North) resulted in the current CPZ proposal being designed to operate from 8am to 8pm every day, featuring signed bays specifically for non-permit holders. This approach is intended to manage parking demand more effectively and ensure fair access to parking spaces for all users.

46. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford, and in respect of the proposed limit of 2 vehicle permits per property, this is consistent with many other CPZs. In addition carers are able to apply for a carers parking permit.

47. Concerns were also raised by residents regarding vehicle eligibility criteria, specifically from those who owned vehicles larger than 5 metres, for example camper vans or pick-up trucks. Noting the concerns raised, in terms of vehicle eligibility there is a strict policy on the parameters of vehicle eligibility, being that a vehicle would not qualify for a permit if it does not meet the following criteria; adapted to carry not more than 12 passengers, and light goods vehicles not exceeding 2 metres in height, 5 metres in length, 2 metres in width and under 2250kg (2.25 Tonnes). This set criteria is consistent with all other CPZ's.

48. However, should the scheme be approved, then a permit application for a vehicle that only marginally exceeds the parameters of eligibility will be reviewed on a case-by-case basis by the relevant permit team and a valid permit may be issued. Any approved applications/permits would be monitored in the event of any complaints/issues raised.

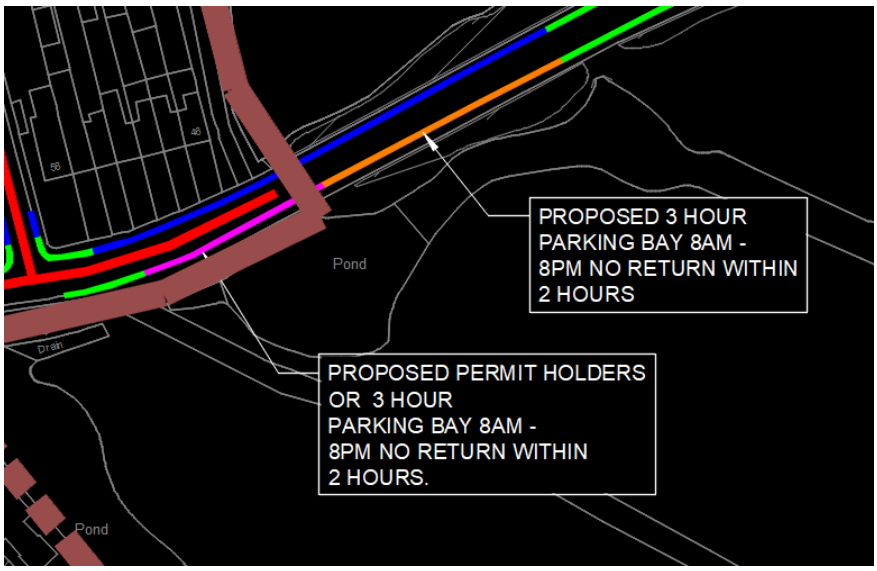
49. The proposed No waiting at any time restrictions (double yellow lines) provide additional protection in terms of ensuring that access is maintained, and safety is improved for both motorists, pedestrians and cyclists, and prevents damage of the footway from vehicles mounting and parking on it. Whilst all the proposed lengths of double yellow lines have been heavily objected to, given the above benefits, it is recommended that these proposals are approved as advertised.

50. Concerns were also expressed on the potential negative impact and loss of biodiversity the proposal will have due to concerns that residents will convert areas to hardstanding in order to park their vehicle on private land. Residents wishing to consider the option of front garden conversion and installation of a dropped kerb are free to apply for planning permission which would take into account the aesthetics of the environment.

51. In terms of the concerns raised regarding enforcement, should the proposed CPZ be approved, enforcement would be undertaken by our current provider Trellint, who will work with Officers at the County Council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.

52. Resident of Godstow Road and Elmthorpe Road have raised concerns regarding the impact that the proposed 3 hour parking bay opposite the nature reserve will have on them and that parking along this stretch of road already creates obstruction and congestion issues at peak times. There are two different types of parking bays proposed for Godstow Road near the nature reserve, one permit holders or 3 hours for non- permit holders (shared use) bay directly opposite the properties Nos. 46-60, which will accommodate approximately 7 vehicles and another 3 hour non-permit holders only bay, which will accommodate approximately 10 vehicles next to the nature reserve.

53. At present parking along this stretch of road is unrestricted, with most vehicles parking for long durations. The proposals will allow for a better turnover of vehicles, protect residents and will likely reduce the number of vehicles parking in this area, especially outside of peak times (summer). Officers are content with the design. Furthermore due to the nature of the parking that takes place along Elmthorpe Road, including road widths and that parking beat survey results showed that this road has a high capacity, a 3 hour parking bay was not proposed.



54. The proposals have been developed in discussions with local members as part of wider objectives outlined in the introductory section of this report. This also explains that the proposed CPZ in Lower Wolvercote will help support the wider transport vision and policies in the Oxfordshire Local Transport and Connectivity Plan, with CPZs specifically identified as one of several measures to support these in the emerging Central Oxfordshire Travel Plan. CPZ coverage will also play an important role once the Work Place Parking Levy (WPL) is introduced.

55. A key objective of Controlled Parking Zones (CPZs) in Oxford is to remove free on-street commuter and other non-residential car parking spaces from City streets, thereby helping to reduce traffic levels and increase use of public transport and walking and cycling. CPZs also help limit the number of car parking spaces provided as part of new developments and support employers to better manage car parking at workplaces.

56. The further roll-out of CPZs in Oxford is part of the County Council's transport policy, including the Local Transport and Connectivity Plan, adopted by full council in July 2022. The currently adopted Oxford Local Plan 2036 also supports the introduction of more CPZs in Oxford, to help reduce traffic, improve air quality and support more car-free and reduced car parking in residential and commercial developments.

57. Where CPZs have been implemented they have been extremely successful in removing commuter parking which along with other measures introduced over the years (e.g. new/improved bus services and bus priority and walking and cycling infrastructure), has meant no overall growth in traffic in Oxford for several years (based on analysis of traffic count data at city centre and ring road cordons). This is despite the city and county's population growing over the same period.

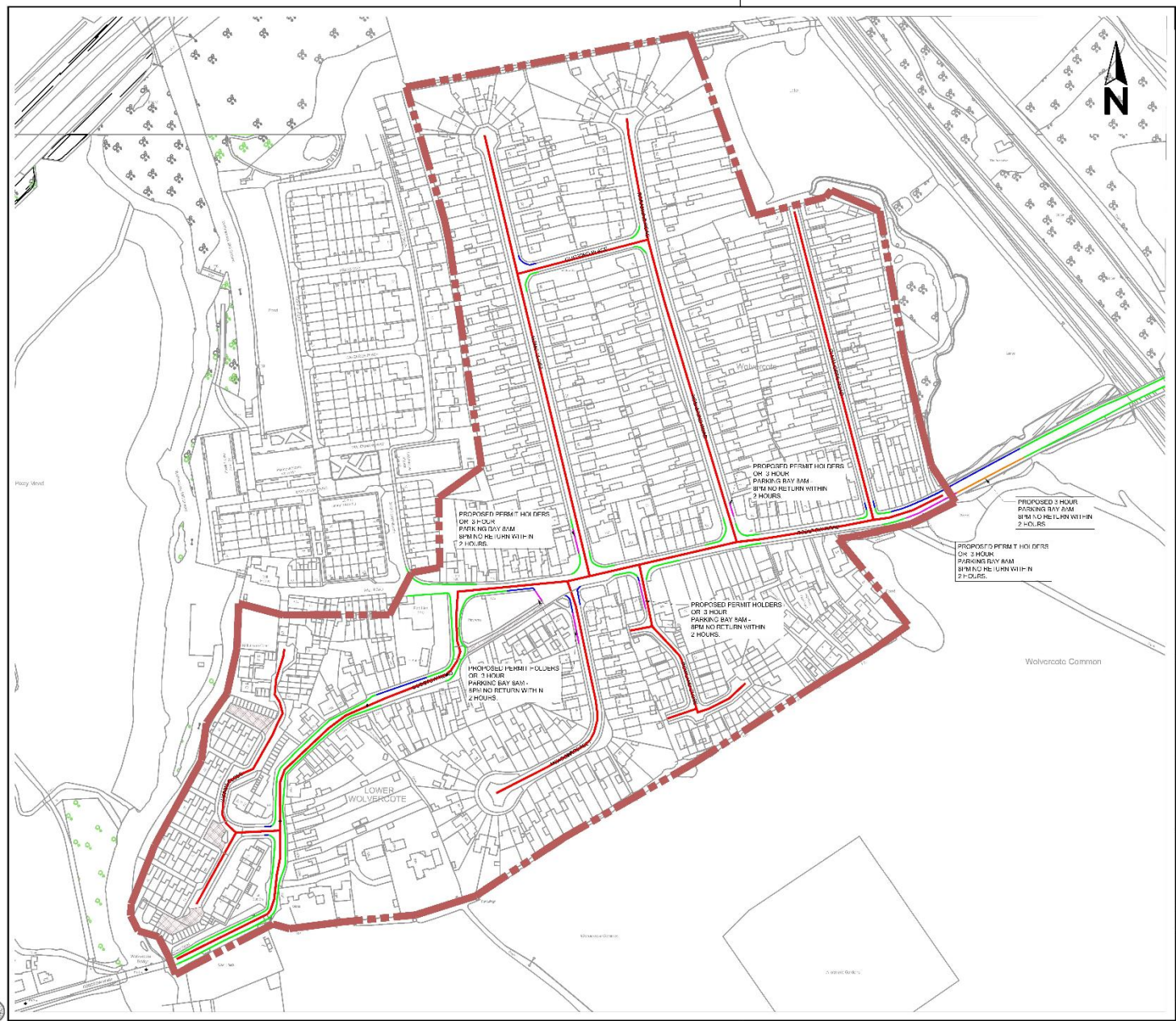
Monitoring and Evaluation

58. It is suggested that a review of the scheme is carried out approximately 12-18 months after the implementation of the CPZ should it be approved.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation Plan Annex 2: Equalities Impact Assessment (EQIA) Annex 3: Consultation responses Annex 4: Response from Cutteslowe Sunnymead Wolvercote Community Action Group (CSW CAG)
Contact Officers:	Vicki Neville (Senior Officer – TRO & Schemes) James Whiting (Team Leader – TRO & Schemes)

January 2025



Drawing No. LW/CPZ/2024/001 v1

Key

- Zone Boundary
- Existing 'No waiting at any time' restrictions (double yellow lines)
- Proposed 'No waiting at any time' restriction (double yellow lines)
- Permit holders only (Zone addresses's) between 8am and 8pm Monday to Sunday, except in signed bays
- Permit holders or 3 hours no return within 2 hours for non-permit holders 8am - 8pm Monday to Sunday
- Proposed time limited parking bay 3 hours no return within 2 hours 8am - 8pm Monday to Sunday

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title
LOWER WOLVERCOTE
PERMIT PARKING AREA
(OXFORD)

Drawing title
LOWER WOLVERCOTE
PROPOSED PERMIT PARKING AREA
(PPA)

Drawing Status: CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
1:2500	VN	JW	JW
	Date drawn 10/2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. LW/CPZ/2024/001 Revision v1

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Oxfordshire County Council

Equalities Impact Assessment

Lower Wolvercote – Controlled Parking Zone (CPZ)
January 2025

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Section 1: Summary details

Directorate and Service Area	Environment & Highways– Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Lower Wolvercote – Controlled Parking Zone (CPZ)
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	CPZs are areas where on-street parking is subject to restrictions. In deciding on whether to introduce a CPZ both residents support and policy implications are considered. CPZs give residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Disabled badge holders may park free of charge in CPZs. Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits. All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits. Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.
Completed By	Vicki Neville – Senior Officer (City) – TRO & Schemes
Authorised By	Jim Whiting – Team Leader TRO & Schemes
Date of Assessment	January 2025

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's recently adopted Local Transport and Connectivity Plan (adopted in 2022) and Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives: ▪ Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes; ▪ Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and ▪ Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking; Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Officers at the County Council have carried out parking beat surveys during the summer and worked with the local County Councillor to develop the proposed CPZ for Lower Wolvercote. The proposed operational hours of the CPZ are 8AM – 8PM (7 days a week) permit holders only. There are also proposed short term parking bays offering 3 hours no return within 2 hours 8AM – 8PM (7 days a week) for permit holders and non-permit holders and there is a single proposed short term parking bay offering 3 hours no return within 2 hours 8AM – 8PM (7 days a week) for non-permit holders. The proposed CPZ has been subject to a formal public consultation and seeks approval of a Traffic Regulation Order by the Council. The proposed scheme has been designed as a Permit Parking Area (PPA) which uses entry and repeater signs to inform motorists of the restrictions in place (e.g. no bay markings). This affords residents the flexibility of where they can park and reduces the amount of sign and line clutter.

Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.	Formal consultation has been carried out (November/December 2024) on the proposed CPZ for Lower Wolvercote. Several factors are considered when deciding whether to approve and implement a CPZ including local support and existing and future parking pressure and other policy considerations. All CPZs are subject to formal consultation. Outcomes of formal consultations will be used to update this interim assessment. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Transport Management decisions meeting – these are public meetings, which members of the public may apply to address.
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	Targets to reduce private car travel form part of the county's Local Transport and Connectivity Plan. Controlled parking zones work alongside other strategy proposals (see Central Oxfordshire Travel Plan) to manage travel by private car (traffic filters, workplace parking levy) and encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so. Within the design of the CPZ concession has been made to allow for 3 hours of free parking for non-permit holders in specific bays. Doing nothing is not an option because existing parking issues would remain and potentially worsen, because of housing and economic growth, and displaced parking is likely to occur with the roll out of other recently introduced CPZs and should proposals for a city-wide workplace parking levy be approved and implemented.

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	☐	☒	☐	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member

Disability	☐	☒	☐	Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.	Blue badge holders can apply to have a bay provided outside their homes. Blue badge holders can park in CPZs unlimited. Within the design of the CPZ concession has been made to allow for 3 hours of free parking for non-permit holders in specific bays. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member
Gender Reassignment	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on martial status.			

Pregnancy & Maternity	☐	☒	☐	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Within the design of the CPZ concession has been made to allow for 3 hours of free parking for non-permit holders in specific bays.	OCC Project Team	Post implementation engagement including with Local Member
Race	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately in terms of sexual orientation.			
Religion or Belief	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any religious groups.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	☒	☐	☐	Removes free on-street commuter parking in the city, which is mostly likely to impact on those travelling from outside the city. Parts of Oxford are highly accessible by public transport including Park & Ride.			
Armed Forces	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any armed forces groups.			
Carers	☐	☒	☐	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	Within the design of the CPZ concession has been made to allow for 3 hours of free parking for non-permit holders in specific bays. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member
Areas of deprivation	☒	☐	☐	Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook	Within the design of the CPZ concession has been made to	OCC Project Team	Post implementation engagement

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				(Blackbird Leys). Areas of The Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. Where CPZs have been previously introduced, including in places where deprived residents live, they have improved on street parking for local residents and businesses. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.	allow for 3 hours of free parking for non-permit holders in specific bays. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.		including with Local Member

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☒	☐	☐	Staff will not be disproportionately impacted.			
Other Council Services	☒	☐	☐	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Within the design of the CPZ concession has been made to allow for 3 hours of free parking for non-permit holders in specific bays. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member
Providers	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value [1]	☐	☒	☐	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible		OCC Project Team	Post implementation engagement including with Local Member

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

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				for all road users. Less traffic will also reduce pollution.			

Section 4: Review

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

Review Date	January 2026 – as part of post implementation scheme monitoring
Person Responsible for Review	Vicki Neville – Senior Officer (City) TRO & Schemes
Authorised By	Jim Whiting – Team Leader TRO & Schemes

ANNEX 3

A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(s2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**Support** – We operate the City 6 service terminating in Wolvercote, and the ST2 that passes through. The village thus has a quite high level of bus service relative to its size. Recently we altered the route to terminate within the Wolvercote Mill development and this allowed us to abandon the tight circulation we used to use around Rosamund Road and Home Close. We broadly support the proposals. They give modest but material added protection to the bus route from on-street parking, especially on the eastern approaches on Godstow Road

B. Responses received by email:

RESPONDENT	COMMENTS
(e1) Local resident, (Wolvercote, Home Close)	**Object** – I am writing to formally object to the parking restrictions that are proposed in Lower Wolvercote. I have lived in Home Close for many years, I can assure you there is not a problem with parking in Lower Wolvercote and find the restrictions totally unnecessary and a waste of valuable money and time spent by the Council. This is a time in life where the cost of living in Oxford has gone up astonishingly and this is yet another expenses that is not budgeted with our household expenses when people move into an area.

	I have attached a photo as I came home from work this week at 16.58....this is without any restrictions and as you can see no car parking issues...for your information, I was on a bike, I do cycle into the city for work. If you would like more photos at various times of the day to prove even more that it is unnecessary. I can email them across. I cannot understand why it is necessary, especially including weekends, when our friends and family are going to find it impossible to visit and park. I strongly object to another way that appears the council are taking to take money from hard working oxford residents, who are born and bread in Oxford and being forced to leave their city due to the council imposing more and more unnecessary expenses onto us. Its very very sad and unfair.
(e2) Local resident, (Wolvercote, Elmthorpe Road)	**Object** – I am writing to object to the proposal in principal and secondly to certain specific details of the scheme. I believe the proposals bring no advantage to the council in achieving the aims of their policies but will significantly harm the interests of the residents of Lower Wolvercote. Overall objections: 1. The proposals do not assist in achieving the aims in the 'statement of reasons'. The first paragraph states that the Council . .' continues to consider the provision of suitable and adequate parking and to 1 facilitating the expeditious, convenient and safe movement of vehicles and other traffic and in particular 2 residential parking and parking for visitors.' There is no evidence that there is any problem with safe movement of vehicles in Lower Wolvercote or any problems with resident or visitor parking although the proposals if introduced will significantly affect the convenience and availability of both. 2. In the previous consultations many residents claimed that there was no problem in weekday parking but there was a problem with visitors to Port Meadow on a few sunny weekends in summer months. The proposal to respond to these representations by extending the hours of control to 12 hours a day 7 days a week is excessive and unnecessary Specific objections:

	1. Definition of permitted vehicle. I own and drive a Toyota Hilux that is 5.3m long and have owned similar vehicles since 2012. I own a demountable campervan unit that requires a base vehicle that can carry 850 kg and all such vehicles are just longer than 5m. There is no logical reason why I cannot continue to park the Hilux on the streets of Wolvercote as I have for many years. I am also concerned about the affect on other residents. Two of my close neighbours own similar vehicles. Indeed, one uses the vehicle every day for his business which he could not run if the proposals as drafted are implemented. Banning this type of vehicle does not contribute in any way to the council's policy objectives. 2. Number of permits per household. I am in the fortunate position of living in a larger property. Both my wife and I have vehicles. My youngest daughter and son in law also live with us as they cannot afford their own property and own a car. Why should they not also be allowed a permit? In recent years we have often had 6 or more adults living at the property, but the proposals as drafted would allow us the only the same number of permits as a studio flat. 3. Number of visitor permits. To allow less than one visit per week from guests who arrive by car is draconian. I have close family living in other parts of the country who regularly visit with no realistic travel option but car. My wife and I both host meetings of societies many of whose members arrive by car for reasons of age or distance. Under the previous draft proposals visits could be made at a weekend or after 5pm but with the proposed 12 hr/ 7 day per week restriction this would not be possible. The proposals will badly affect me and all other elderly residents of Wolvercote making contact with friends and family much more difficult. There are people in Wolvercote who have recently lost a partner who rely on frequent family visits for support. 4. Contractor vehicles. As drafted the proposals do not allow contractors in vehicles over Sm in length or with GMW over 2.25 tonnes to park in the area. This will make getting routine maintenance or building work done extremely difficult as many builders, plumbers and other essential maintenance workers use vehicles that exceed these lim its but they will not be eligible for a contractor or visitor permit. If I have misunderstood the rules and they are eligible then surely the same allowance should be granted to residents. 5. The proposals include requirements that all vehicles must be parked fully on the carriageway (s15.3), and that vehicles must be parked parallel to the kerb with the tyres within 30cm of the kerb (s15.2 and s15.4) with a further requirement that vehicles must not obstruct free passage along the road (s15 .5). Elmthorpe Road is a cul-de-sac with no turning area and is Sm wide . Most vehicles park partly on the pavement as if they did not access would be difficult for all but the smallest of vehicles and access for bin lorries or delivery vehicles completely impossible given most are 2.5m+ wide and have to reverse up the road. Under the proposals as drafted residents could be fined every day under s15.3 if they park on the path or s15.4 if they do not as they would be obstructing free passage. Is the

	council proposing to allow parking on only one side of Elmthorpe Road and if so where are residents vehicles to be parked? CONCLUSION • The proposed CPZ fails to advance the aims of the council as listed in the statement of reasons. • The proposed scheme will adversely affect many residents of Lower Wolvercote but achieve little or nothing to their benefit . • The proposals are unnecessarily restrictive with reference to: - * Length and weight of permitted vehicles. * Number of permits per household . * Number of visitor permits per annum. * Length and weight of contractor's vehicles. • S15 of The Order is misdrafted as the proposals are unworkable in respect of Elmthorpe Road (and possibly other streets).
(e3) Local resident, (Wolvercote, Godstow Road)	**Object** – I do NOT support the proposed scheme. 1. You propose to operate the scheme during the hours of 8.00am to 8.00pm, Monday to Sunday. During weekdays, this is precisely the time when parking problems are at a minimum – most car owners who use street parking are absent at this time. No part of the proposal covers the times when parking is at its most difficult – during the evenings after 8.0pm around the pubs, and at weekends, especially in the summer, when Port Meadow is popular for recreation. This situation is likely to be worsened by the recent imposition of parking fees on the car park adjacent to the old bathing place. The numbers using this car park have dropped considerably since the fees were introduced, and it is apparent that some of the original users have moved to other places along the Godstow Road. 2. You propose a single 52-metre parking bay opposite the nature reserve for general three-hour parking. Parking along this stretch of the Godstow Road forms a considerable blockage at peak periods. Cars, delivery trucks and buses entering Wolvercote cannot get past the parked cars while those wishing to leave the village are trying to reach the railway bridge. Traffic is often held up in both directions. It seems that most of those using this space are leaving their vehicles there all day. A three-hour parking restriction would require continual enforcement if it is to be effective. It would be preferable to place double yellow lines on this stretch of the road also.

	3. The map of the affected roads you provide shows a 9-metre restriction to the north of the children's play area. I have never seen a vehicle parked in this location. However, another blockage similar to that outlined above is caused by residents' vehicles parked on the north side of the road at this point. Buses trying to access or leave the new housing estate are regularly held up. 4. In my letter of 26th November 2022, in reply to the original proposal for parking restrictions, I pointed out that the intended improvements could be achieved by the much cheaper option of extending the yellow lines along the Godstow and other affected roads, provided that they were enforced. I asked how enforcement of the proposed scheme was to be achieved. I received no reply. The same comment applies to the current proposals. All that is needed is for the existing double yellow lines to be extended where necessary and enforced regularly. If they are not enforced, they will rapidly become ineffective. This proposal should be abandoned now, before any more money is wasted on it.
(e4) Local resident, (Wolvercote, Godstow Road)	**Object** – We object to the proposed Controlled Parking Zone in Lower Wolvercote on the following grounds: 1. It is unnecessary. Since the introduction of parking charges at the large public car park on the edge of Port Meadow, over a month ago, there has been no noticeable change in the on-street parking situation in Lower Wolvercote. Parking is always an issue because there are houses with cars but no allocated parking spaces, and there is limited on-street parking. 2. The CPZ proposal includes additions to the Double Yellow Lines in several places, thus reducing even further the available parking spaces for which all eligible residents would have to compete. 3. With reference to the proposed Double Yellow Lines opposite nos. 133-139 Godstow Road, this would make negotiating the corner by the playground more dangerous. At present, traffic slows to round the corner at a safe speed and to ensure visibility. The parked vehicles are very useful in slowing traffic at a hazardous spot. These parking spaces are also essential for local residents, whether a CPZ exists or not. 4. There is unavoidable pressure on parking spaces in Lower Wolvercote because of the number of houses without access to private parking. The CPZ would charge all applicants for parking but most would fail to find a space. The only fair way to administer such a scheme would be to allow Lower Wolvercote residents to use their permits within the public car park.

(e5) Local resident, (unknown)	**Object** – How is it you are in the Traffic & Road Safety team yet the increase in danger on the roads of Lower Wolvercote have increased substantially over the years? The incompetence of the OCC, in whatever hidden department makes the ultimate decision, has allowed a 500-home development to be built without any new access roads in and out of the whole complex. The traffic issues will not be solved by so called PPAs. Having lived here for 50 plus years on and off the OCC has collectively ruined what was a lovely place to live.
(e6) Local resident, (unknown)	**Object** – I object to the imposition of a CPZ in Lower Wolvercote on the following grounds:- 1. The primary purpose of the CPZ appears to be generating revenue rather than addressing traffic or parking concerns. 2. Unreasonable costs. The high costs of permits place an unfair financial burden on residents.The costs of setting up such a scheme have already been paid for by S.106 funds from the ongoing North Oxford development. The proposed charges are totally unnecessary as this scheme would be self-funding if appropriate enforcement measures were in place. There is currently little or no enforcement of current restrictions. 3. Lack of transparency in how the revenue from this scheme will be used. 4. Disproportionate impact. There is a reduction of available parking spaces without adequate alternatives. 5. Lack of proper consultation. Insomuch as there has been a failure to consider the views of affected residents. The previous consultation(s) showed an overwhelming number of local residents objecting to the proposed CPZ but this has been ignored and taken to this further stage of a formal proposal. If all or any of the above are ignored or dismissed, this would be sufficient grounds to challenge the proposed CPZ through JUDICIAL REVIEW on the grounds of procedural unfairness and/or legal non-compliance. I have been informed by the Senior Officer (TRO and Schemes) for Oxfordshire County Council that: Following the deferral of the proposed Controlled Parking Zone (CPZ) in 2023, officers conducted parking beat and capacity surveys during the summer and autumn of this year. These surveys aimed to assess the potential impact of a CPZ on local parking availability and patterns. The findings of the surveys and the recent introduction of parking charges by Oxford City Council at Godstow Road Car Park (Port Meadow North) resulted in the current CPZ proposal being designed to operate from 8am to 8pm every day, featuring signed bays specifically for non-permit holders. This approach is intended to manage parking demand more effectively and ensure fair access to parking spaces for all users.

	I further object that the survey referred to is invalid, inadequate, misinformed and open to interpretation in any way that the user sees fit. Despite the grand title of parking beat and capacity surveys these comprise merely of a record of vehicles parked in each road compared to available spaces. This is a totally inadequate measure and fails for the following reasons: i) This was based on only three visits; ii) Two of the visits were made during school holidays when a lot of residents are away on holiday; iii) The times recorded were all late morning or over lunchtime, again, those residents not away on holiday might be out at work; iv) The parking capacity of each road seems to vary on differing visits; v) The survey was carried out before the imposition of car park charging for Port Meadow car park. In addition, I also object to the 08:00 to 20:00 proposed time for restrictions AND that this would be Mon to Sun. This is totally unnecessary and disproportionate and does not compare to other local schemes. I assume that this is simply a 'straw man' device that you will amend as a 'concession', however, I would far prefer that the views of residents are taken fully into account and that this scheme does not go ahead.
(e)7 Local resident, (Wolvercote, Elmthorpe Roade)	**Concerns** – I live at the cul-de-sac end of Elmthorpe Road with my wife and son. We park our main family car in front of the house and our second car at the other end of Elmthorpe Road close to its junction with Godstow Road. At our end of Elmthorpe Road, a lot of the residents park their second car where we do. Partly by reason of the houses on Godstow Road flanking Elmthorpe Road, there is more space available here. The CPZ places time restriction on parking on Godstow Road and will extend parking prohibition at the entrance of Elmthorpe Road with Godstow Road. The effect of this restriction and prohibition would be to put unacceptable pressure on the parking at the bottom end of Elmthorpe Road(at its junction with Godstow Road). It is likely to cause neighbour tension because our second car will be parked there, like now, on a permanent basis, not used everyday, and residents on Godstow Road, wishing to use and park their car here on a daily basis. These residents will see cars parked on seemingly permanent basis here and they been unable to park.

	In the vicinity here, residents of Godstow Road properties will want to park here rather than having to move their car on a frequent basis with the temporary time restriction on Godstow Road. Parking will also be more restricted due to extended double lines at the corners of Elmthorpe Road and Godstow Road. Before this CPZ is finalised, I would strongly argue for a need for a parking stress survey (taken late Sunday in non holiday period). In planning appeals in London, this is common place to establish parking problems. Unless a parking stress survey is undertaken, it will be impossible to establish the effects of the parking restrictions. Some London Councils have their own parking stress survey guidelines eg Lambeth. In my field of planning work, there is need for evidence to support decisions. This does not affect me but I know people with business vehicles will fall foul of the restrictions. Do we not need not to encourage mixed communities with variety of people in different occupations.
(e8) Local resident, (Wolvercote, Home Close)	**Concerns** – We have serious concerns about the proposed operational hours for the zone. We think that the altered hours between 8am & 8pm Monday to Sunday are far too restrictive for a residential area like Wolvercote. We are a lively busy community with many families and social activities for all ages. We are concerned that these severe restrictions will damage community life and activities. These hours may be appropriate for Central Oxford but not for Wolvercote. We want to urge the committee to return to the original proposal of Monday to Friday 9am to 5pm. I understand that posters are already up in the area informing us that the longer hours of the CPZ are in place. Does this mean this Consultation is nothing of the sort but mere window dressing as the decision has already been taken?
(e9) Local resident, (Wolvercote, Godstow Road)	**Concerns** – I am not against the proposed parking restrictions in Lower Wolvercote, in principle. However, I am very concerned about the impact this might have on traffic flow through the village. It is already clear that at certain times of the day, particularly rush hour, speeding cars use Godstow Road as a short cut to and from the A34. This increases the risk to children's safety as they travel to school, all persons attempting to cross the road and to cyclists. If the road is further cleared of parked vehicles it is likely that the volume of through traffic will increase escalating pollution levels as well as dangers. Some drivers do not recognise the speed bumps nor the zebra crossing as they approach the bus

	stop on the north side of Godstow Road. This could be dangerous to people crossing the road to the bus stop or to the shop or the surgery. I feel that prior to altering parking restrictions speed cameras should be put in place to slow the traffic. This would also reduce congestion on the bridge at the Trout Inn, and through Godstow and Wytham.

C. Responses received via online survey:

RESPONDENT	**COMMENTS**
(o1) Local resident, (Lower Wolvercote, Rowland Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** 1. Whoever in OCC allowed a 500-home development to be built without any new entry/exit roads has fundamentally caused the traffic issues. The increase in traffic from both Upper Wolvercote and the Wytham 'rat run' has increased massively since the new build and I am outraged that this was allowed to happen. Now you expect the original occupants of Lower Wolvercote to make the sacrifice to cover up the obvious congestion caused? There have been zero parking restrictions in Rowland Close since the houses were built in the 1970s so, why now? 2. There have been zero parking restrictions in Rowland Close since the houses were built in the 1970s so, why now? The entrance to Rowland Close should be double yellow if anything. When cars are parked in the entrance to Rowland Close it not only reduces visibility, it restricts the exit and entrance considerably and often causes congestion problems that back up onto Godstow Road. I have seen numerous examples of close shaves for cyclists or runners when going past the entrance due to the lack of visibility on all sides. 3. Some of the 'culprits' of the congestion during the day are those who come from elsewhere, park up and get the bus into Oxford for work. To my knowledge this is a regular occurrence at the entrance to Rowland Close as I recognise the cars of the regular out of Wolvercoters! The evenings tend to be much quieter. 4. Stop parking from the entrance to the first corner of 99 Godstow Road and leave the rest alone as it tends not to be too congested normally. 5. Why has adjacent to 99 Godstow Road been selected as opposed to the whole of Rowland Close as I am pretty sure the road width is identical? 6. Why not have restrictions that fit different times of the year e.g. in the summer when it is much busier. 7. Why have the Mill development not been included in any of these plans? Don't they get visitors? For all the parking OCC are trying to provide surely they could take some?

	8. Time of operation – **Too restrictive** At peak times should be NO parking opposite nature reserve. Parking on Godstow Road should be one side only at peak times. New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **Object** If some of Godstow Road had DYLs I think things would improve. I totally object that 'adjacent to 99 Godstow Road' is being treated differently to the other houses on Rowland Close as they are fundamentally the same build and on the same road. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No objection** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No objection** If applies to 'adjacent to 99 Godstow Road' and the rest of Rowland Close. Any other comments? How can it include the whole of Lower Wolvercote but, not the new development?
(o2) Rather not say, (Wolvercote, Baynham)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	Difficult enough to park outside my home. But I really don't want to pay to park Time of operation – **Too restrictive** None at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I don't approve of the plan at all New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I don't support the scheme at all Any other comments?
(o3) Local resident, (Wolvercote, Collette)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Parking isn't an issue during the week. There can be some issues during summer weekends but this scheme from 8am- 8pm all week is completely unnecessary. Time of operation – **Too restrictive** Weekend only

	New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** Not sure what impact they will or are expected to have. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** N Any other comments?
(o4) Local resident, (Wolvercote, Elmthorpe)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I think this is (a) unwanted by the area, (b) unneeded by the area, (c) exclusionary to residents who work in trades, require a larger vehicle, or live in a multiple occupancy home, (d) being implemented with very poor governance, and (e) has already been rejected by the residents of the area. Time of operation – **Too restrictive** No restrictions. New DYLs:

	Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** As described on my previous answer, I think this is unwanted, unneeded, poorly governed, and will be exclusionary to important people in the area. I also think the council is disingenuous in the reasons it is stating for implementing the parking. It seems far more likely that this has been in result to the council's poor implementation of parking needs at Oxford North pushing this scheme forwards. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As my previous answers hold for this. I am particularly against the lack of access for residents to the bay on the Godstow Road to Port Meadow. The residents who live opposite will need somewhere to park! A better measure, if the goal is to maintain access for visitors, would be to keep the Bathers Place car park free. Any other comments?
(o5) Local resident, (wolverote, elmthorpe)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Yet again, the council ignores local opinion for the 3rd time so it can force through yet another ignored consultation in order to generate more income. Does it benefit the local residents? No. Does it make parking more difficult for local

	business? Yes. Does it expect that all residents are online and IT literate and so disadvantage less able or older residents? Yes. Does it make any difference to cycling or bus use? No. Does it make it more difficult for weekend visitors. Yes. Is it badly thought out and conceived? Of course - It is the Council and traffic related! Time of operation – **Too restrictive** If it is forced through and local opinion is yet again ignored, at most it should be Mon-Fri 9-5. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Wolvercote is a local community that with local councillors can police its own challenges better than a money grabbing council. Upper wolvercote resisted the plan and say it has made no difference. So why enforce it again in lower wolvercote? New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As before - residents on these roads know who is local and who is not. Why do we need to pay for the privilege to be restricted and controlled by the council to no local benefit? Any other comments? Max Vehicle size should be 5.25m with local businesses even less restricted eg trailers or a single larger vehicle permitted. If you continue to ignore local opinion, max restriction should be mon-fri 9-5.

(o6) Local resident, (Wolvercote, Elmthorpe)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I disagree with paying an additional tax to car tax to park near my house. I disagree with the limited and costly cards for visitors, and overall disagree with the concept of 'restrictions' (paying for a freedom you are losing). Specifically, blunt edge policies do not address diversity of need of households eg. bays are restrictive. Permit holders' exemption from parking in 3 hours spaces restrict access and freedom to areas residents pay Council tax to use (given Council Tax calculation is based on your house and location). Time of operation – **No opinion** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I do not think it's necessary. There is no problem to solve. These restrictions will create a problem, particularly now there is also fees for parking in Wolvercote meadow car park New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** There is no problem to solve. These will cause a problem Any other comments?

	Improve access to and affordability of public transport, and park and rides. Provide more free public parking, remove the fees from Wolvercote and Cutteslowe car parks.
(o7) Local resident, (Lower Wolvercote, Elmthorpe)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It seems like a way for the council to make money. I don't see any added benefit other than that revenues will be generated. Time of operation – **Just right** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** It seems this is a scheme to raise revenue. I used to live in Upper Wolvercote and paying did not improve access to parking. Once I forgot to renew the permit and there was no understanding or consideration of special circumstances from the part of the council. If the goal is to raise money just impose the tax without all of these consultations that are not consultations. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	I used to live in Upper Wolvercote and the imposing of parking restrictions hardly improved the parking situation. I am sure the council got good revenues. I once had a ticket for parking outside my house and there was no interest in listening to mitigating circumstances on the part of the council. Ideally citizens must pay for services but with the parking I am not sure given the Upper Wolvercote experience there are any benefits Any other comments? I hear council has been consulting and each time majority of people objected but the council keep consulting. The point is I am not sure the council listens. The idea is to raise revenue and perhaps that explains the persistence.
(o8) Local resident, (Lower Wolvercote, Elmthorpe)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is absolutely NO reason to implement CPZ in this location, other than for the council to make money as far as I can tell! Time of operation – **Too restrictive** What's wrong with working hours e.g. 9-5 or 8-4. The whole idea is baffling. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** See previous comments. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object**

	Godstow Road (Time-limited) – **Partially support** Residents need to be able to park. Many houses here do not have driveways and need access to be available close to residence Any other comments? See comments
(o9) Local resident, (Wolvercote, Elmthorpe)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't currently have a problem with parking in lower Wolvercote, but we will if your proposals are introduced. It appears you are just attempting to generate income. Time of operation – **Too restrictive** I would prefer no restrictions. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The restrictions will impact small businesses in the area. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	Don't know how a shared use bay would work in practice. Any other comments? This is an unnecessary restriction on local residents.
(o10) Local resident, (Lower Wolvercote, Elmthorpe Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't need it. There are various lower Wolvercote social media forums where we communicate on local issues and we can manage the parking among ourselves. The council doesn't seem to want to accept the democratic process in which the community o keeps send you the same message. Time of operation – **Too restrictive** The only time parking is an issue is the weekend. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The proposals impinge on local residents why making us pay fees and adhere to governance we don't need. This is simply a moneymaking exercise by the council and they should be transparent about this. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	Same reasons as before. We don't need the council regulating the parking in lower Wolvercote. Any other comments? The consultation is opaque and anti democratic. Upper Wolvercote objected to the same consultation and the council did it anyway.
(o11) Local resident, ((Lower) Wolvercote, Elmthorpe Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The current parking situation is fine. It is free, and we never have problems parking outside or near our house. 70% of residents are opposed to the CPZ (Consultation results). It would cause particular difficulties for families, and for people who require bigger vehicles for work. If there is anticipated increase in local parking requirement due to local development (e.g. Oxford North) then this needs to be planned into that development, not restricting our own parking in our village. Time of operation – **Too restrictive** Any restriction is too restrictive. The LPZ is just not necessary - as 70% of residents agree. Only 18% were in favour. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Reasons for objection already explained. There is no need and no benefit to locals. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object**

	Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** ditto Any other comments? The results of the consultation - and this survey - must be respected and honoured.
(o12) Local resident, (Lower Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This will restrict us and our visitors from being able to park without a permit. Just a money making scheme. Time of operation – **Too restrictive** None at all. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **No opinion** Rowland Close – **Object** This is not needed. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	We don't need these parking restrictions in Lower Wolvercote. Any other comments?
(o13) Local resident, (Wolcercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is totally wrong to make us pay to park outside our own houses. There is also not a problem with parking, so we don't need these controls. Time of operation – **Too restrictive** None. If absolutely necessary then just 10-11am to prevent people leaving their cars for long periods, but better none. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** It is working fine as it is, and it is wrong to make us pay to park outside our own houses. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** Please just leave it as it is.

	Any other comments?
(o14) Local resident, (Lower Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is an area where commuters do not park. Residents, guests and visitors to Port Meadow should be able to park without restriction or having to pay for the privilege. Time of operation – **Not sure** New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **Object** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I live on Elmthorpe Road. There is no capacity for new restrictions- there is just sufficient space for residents to park. It is a very fragile equilibrium. NB if other roads have parking restrictions Elmthorpe could not be left out as other non-residents would come to find spaces here. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** I am choosing support on the assumption that the scheme will go ahead. I'd prefer no scheme at all.

	Any other comments? There is no need for it. It will bring in money to the council with no benefit to residents. It should be a right to park one vehicle per house free of charge on the public road outside the property.
(o15) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The only problems we have are when visitors come to the area at weekends and evenings. The roads are pretty quiet during the day Time of operation – **Not sure** New DYLs: Clifford Place – **No objection** Elmthorpe Road – **Support** Godstow Road – **Partially support** Meadow Prospect – **Partially support** Webbs Close – **Partially support** Rowland Close – **Partially support** If Godstow Road is full Elmthorpe is used and they park at the entrance New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **Partially support** Meadow Prospect (Shared-use) – **Partially support** Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **Object** No reason Any other comments?

(o16) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is nothing to be gained and much to lose from these proposals. The plan to cap parking to three hours on Godstow Road close to the bridge beside Port Meadow, with no concessions for residents, is particularly concerning and will be a net decrease to the parking for residents of major concern to me in Elmthorpe Road. It is a money-making move from the council. Time of operation – **Too restrictive** I would prefer this proposal to be blocked in entirety. There are no adjustments to it that will satisfy me that the needs and experiences of residents are driving this. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** These proposals will not meet the needs of residents and need to be dropped. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** These proposals will make parking more difficult for residents and need to be dropped.

	Any other comments? Please drop these proposals for good this time. Parking in Lower Wolvercote is a delicate balance but it works. The scheme will discriminate against people living in the smallest houses with no potential for off street parking, and the community who live
(o17) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** 1They are solving a problem that does not exist. 2 The cost is excessive and there is no possibility of the scheme for Lower Wolvercote costing £40-50,000 PER YEAR (my estimate of cost to residents based on number of vehicles) 3 The scheme as drafted is grossly unfair to users of certain vehicles. I own a Toyota Hilux that I use with a demountable camping pod. Where am I to park it as it is 5.3m long and has a gross maximum weight over 2.25 tonnes. Do I have to sell it? Fly on holidays instead of camping? There are at least two other pick up owners and one camper van owner in my road alone who will also be badly affected. 4 Two years ago the response was overwhelmingly against the proposal and I expect the same to be the case for this consultation. i believe that for a concultation to have any real meaning the opinions of the residents should be respected - otherwise just tell us this is happening because the council wan ts it to whatever anyone thinks and do not bother to go through the charade of consultation. Time of operation – **Too restrictive** No hours at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** It all works fine now - not needed.

	New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** There is no need for these bays as the scheme is not required Any other comments?
(o18) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not convinced it is necessary. I do not own a car but do have visitors and am concerned that the visitor permits seem to be limited to 1 per week. If you have family or friends staying for several days you could quickly use up a ration. There is no public car park in Wolvercote except the small one at the bathing place and even that is a longish walk for older visitors. The system at the moment works so why interfere. Time of operation – **Not sure** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I feel a highly bureaucratic scheme such as this is unnecessary here at the moment. In general I am in favour of restricting car use and I have made a personal decision not to have a car (although I do have a license). The one

	problem I see with cars is multiple car ownership for single houses. The scheme would limit this to 2 per house and that would address it but there must be cases when one house needs more than two cars. Will there be an appeal system? In the case of elective multiple car ownership, I would be in favour of control but how do you fairly control this. Perhaps you could offer additional free visitor passes to houses that have no car. New parking places: Godstow Road (Shared-use) – **No objection** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Partially support** Not sure how time-limited spaces on Godstow Road would work for residents. Any other comments? Feel it is an unnecessary complication of ou lives.
(o19) Local resident, (Lower wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I strongly object to this proposal as I see no advantage to residents as a consequence of introducing these changes, in fact they severely reduce amenity and access to my property. Time of operation – **Too restrictive** I would prefer no restrictions as any restrictions severely restricts amenity. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object**

	I strongly object to restrictions which severely restricts amenity to the place in which I live. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Completely unworkable. Any other comments? It has no benefit to residents and severely restricts amenity and access to properties.
(o20) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This CPZ is objectionable on the below grounds: 1. Undemocratic ; the previous survey has shown overwhelming objection by local residents, & now this time the CPZ will be legally rammed through against public opinion, in spite of the majority objection to this survey as well - the council is demonstrating disregard for time honoured & ethical practices. 2. Extractive financial burden ; the additional profits raised from the parking permits should stay to be reinvested in the village by the commoners committee & not extracted by the council as an additional subsidy. 3. Factual inaccuracies ; no empirical evidence has been presented to justify the deployment of a CPZ policy - only opinions & qualitative assessment - this is a shameful exercise for an esteemed University City. 4. Infringing on local rights ; reduction in on street parking for villagers by creating parking bays with no concessions for permit holders & prioritising non residents, when villagers are forced to pay to park on existing streets which have been free for generations, is a direct inhibition on local freedom of movement & quality of life.

	Time of operation – **Not restrictive enough** There should be no parking bays in the village where permit holders cannot park & the times of operation for all bays should be 24/7. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Object to this undemocratic plan to ram through unsubstantiated policy that directly contravenes local wishes & extracts additional profits to the council without local accountability. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** No parking bays should prohibit permit holders from using them. Any other comments? Object to this policy in its entirety; unfortunately the council has already decided to ram through this CPZ irrespective of local consultation or anything else.
(o21) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am strongly opposed to this CPZ.

	This CPZ will directly affect my ability to work and generate income to support my family. I am a self employed landscape gardener and handyman and park on the street outside my house in Elmthorpe Road. I do not have a private driveway where I can park. My vehicle is a Mitsubishi L200 Double Cab Pickup truck. This vehicle is essential for me to carry out my job as it's large enough to carry all the tools, equipment and materials that I need for my work, but also act as our family vehicle. It is 5.2 meters in length. Furthermore, for security, I need to be able to park directly outside my house where my vehicle is covered by our home CCTV as there are usually and array of expensive tools on board. Under your proposed rules, it will not be possible for me to park my vehicle anywhere in my neighbourhood for 12 hours a day, 7 days a week. Your current regulations state that it is too long to qualify for a permit by 20cm. We don't all have the luxury of being able to commute to work on a bicycle along the renewed towpath into the City Centre, or hop on a bus. This is a measure that is distinctly anti small business, but specifically discriminatory towards trades that require vehicles on this nature in order to operate and live in the area. I have been a resident of Elmthorpe Road for 14 years and it seems to me that you are attempting to solve a parking problem that does not exist. Lower Wolvercote is a village - separated from Oxford by a railway and a canal with no contiguous residences that join it to North Oxford. There is not an issue with parking here. Please, just leave us alone to get on with our lives, make a living and pay our taxes. This is a step too far by the Council. Time of operation – **Too restrictive** None at all. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Please see my earlier comments. Specifically for this section, you can't do some roads and not others as you'll just force people to park in the unrestricted roads thereby causing a problem that doesnt not current exist. New parking places:

	Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I object to the entire scheme. Any other comments? Please see previous comments.
(o22) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The proposals are anti-democratic as there is majority/overwhelming opposition to having a CPZ in Lower Wolvercote, shown by the results of the two previous consultations. The council has forced through CPZs in Upper Wolvercote and other areas of Oxford despite consultations there also showing majority opposition. These proposals are aimed at raising tax and in a highly inequitable way, placing the burden on car owners rather than all residents. The council is prevented from increasing council tax by more than the percentage cap set by central government so is trying to raise revenue in other ways. How about cutting expenditure, such as on this consultation, the results of which the council will surely ignore? I have lived in Lower Wolvercote for decades and parking has always been manageable, although arguably it was better before the council forced through permits for Upper Wolvercote, which caused a spillover of some vehicles into Lower Wolvercote. Time of operation – **Too restrictive** I would prefer zero restrictions. However, if restrictions are brought in, I would prefer the times to be 10am-8pm so that overnight guests wouldn't have to rush in the morning to move their car. New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **No opinion**

	Webbs Close – **No opinion** Rowland Close – **No opinion** The proposed 10m double yellow lines in Elmthorpe Road are excessive. Visibility issues at the junction between Elmthorpe and Godstow roads have more to do with garden fencing and shrubs belonging to Godstow road properties that can partially obstruct the view at the exit from Elmthorpe Road. An extension of double yellow lines in Elmthorpe Road will not make a difference to this. Elmthorpe Road has particularly tight parking so the lines should be kept to the minimum needed for safety while retaining as much parking as possible. The proposal for a long parking bay on Godstow road opposite the nature reserve, which would have zero concessions for residents, would almost certainly create a spillover of vehicles into Elmthorpe Road, so it's important to ensure parking spaces aren't sacrificed needlessly. Rather than 10m, I think 2m would suffice to promote greater visibility for cyclists, pedestrians and car users at the junction. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object** The vast majority of houses in Elmthorpe Road and on the Godstow road nearest the nature reserve were built with no driveways or off-street parking. Visitor parking bays in this area would be a major inconvenience and it would be utterly ridiculous to contemplate having bays with zero resident concessions. (That would simply force Godstow residents to park in Elmthorpe Road, where parking is already tight.) In contrast, houses in Rosamund Road, Home Close, Meadow Prospect and Roland Close mostly have off-road parking, so it would make more sense to have additional visitor bays there. Visitors can also park at the Lower Wolvercote car park. Any other comments? The scheme isn't necessary and previous consultations have shown majority opposition. The cost of permits and visitor passes are excessive. The additional street signage in the village would be ugly. All residents should be allowed to apply for a permit -

(o23) Local resident, (Wolvercote, Elmthorpe road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't need CPZ in our village. There are no issues with parking and I have never seen commuter traffic parking in lower Wolvercote. Also the vehicle length restrictions mean that the vehicle I need for work will not be allowed as it is 20cm too long. I need this vehicle as it is 4x4 long wheelbase which I need for the landscaping and agricultural work I do. Time of operation – **Too restrictive** No times or days needed as the CPZ is not needed New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The CPZ is not needed as there is no issue. Also as previously stated the restriction on vehicle length and height means my own vehicle won't be allowed New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** No need and a waste of tax payers money Any other comments?

	It will spoil the rural feel of the village, there is absolutely NO need for them in our village and the vehicle Length restrictions mean that it discriminates against people who need vehicles for their work in this village
(o24) Local resident, (Lower Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The proposed changes will severely impact on other areas of the village. Time of operation – **Too restrictive** Parking at the village hall is severely restricted and hirers tend to park in Lower Wolvercote. The restrictions will impact on our income as a charity if people cannot park. 8.00 am until 5.00 pm on weekdays ONLY is enough. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is already such limited parking available in the lower village restricting it further will only lead to problems. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Limiting parking further will only increase problems and could lead to disputes. Any other comments?

	Limiting parking will only increase problems in an already confined area.
(o25) Local resident, (Wolvercote, Godstow Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Previously, I wrote objecting to the earlier proposal on the grounds that, at that time, Lower Wolvercote did not have a problem with non-resident parking during the proposed times of operation of the CPZ (working hours, weekdays). I suggested that any knock-on effects of the Upper Wolvercote CPZ be assessed before re-visiting the issue. I was grateful that the plan was put on hold. Since the Upper Wolvercote CPZ has been in operation, there have been no noticeable effects on parking in Lower Wolvercote. Parking places are limited, especially on Godstow Rd, but residents manage to park near their homes without major problems, at all times of days, on working days and weekends (i.e. during the extended hours & days of the now-proposed scheme). The proposed LW CPZ is attempting to address a problem that does not exist. It is not necessary. There are almost certainly other projects on which the Council could use the money that would be needed to implement it. The only potential problem might be any knock-on effects from the Bathing Place car park having recently been made pay-and-display. This might affect on-street parking in the immediate area on occasional summer evenings and weekends. I would suggest that the effects of this be assessed over the summer of 2025 before considering whether this CPZ scheme, or a modification of it, is actually needed. Time of operation – **Too restrictive** See response about the scheme generally. It is not needed during working hours. There is not a parking problem at those times. . If a CPZ is needed at all if would be during summer weekends and evenings, when there might be overflow of Port Meadow visito New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **Object** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion**

	I live on Godstow Rd, so can only directly observe parking issues on the area. My "No Opinion" for the others reflects that: however, in general this scheme appears to be un-necessary in that it is is addressing a non-existent problem in the whole area. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** See comments under Q8. Any other comments?
(o26) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We do not want controlled parking in lower Wolvercote. Things are fine as they stand. We are working extremely hard to maintain a good and supportive community for all concerned, including the very young and the elderly. We have 2 pubs which need to survive, a corner shop, community cafe, Monday lunch club, Dandelions mother and baby group, community warm space and food hub. Volunteers work tirelessly to provide a lifeline for the community. Please do not break something that is positive and is working. The bus stops are quite a walk for some of the elderly. Please also do not forget the Baptist Church. We already loan our drive free of charge for people coming from Wytham and Summertown. Controlled parking will cut people off even more. Many are lonely, or new to the community. We have no post office. Please give us a chance to continue our good work. Time of operation – **Too restrictive** None New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object**

	Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Please see above. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As above. Any other comments? Parking restrictions and other measures make Oxford a miserable and unfriendly place to live. Most people in Wolvercote are very conscious of climate change and do their utmost to be Green.
(o27) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting to the fact that there will be no concessions to residents on the 52 metre stretch of Godstow Road adjacent to the nature reserve. Time of operation – **No opinion** New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **Object**

	Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** 3 hour parking only will adversely affect residents who park opposite the nature reserve as one of the areas closest to their home. For example residents of 49 to 61 Godstow Road who have no parking outside their homes. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object** For reasons previously given I object to time limited parking on Godstow Road as this parking area is used by many local residents. Any other comments?
(o28) Local resident, (Lower Wolvercote, Oxford, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is absolutely no need for this! We, as residents, without driveways, can always find a parking space. The streets are not overcrowded with visitors. The majority of cars in Lower Wolvercote are owned by the residents and it's nice for our visitors not to have to use a permit. This is simply a way to make money off residents by making them pay for permits and visitior passes. There is no other reason for this as there are not any problems that this will solve! In fact this will actually just CAUSE problems! Please reconsider. We have already voted that we, the residents of Lower Wolvercote DO NOT WANT A CPZ. Why is this being reintroduced?? Time of operation – **Too restrictive** None needed! We do not need a CPZ! New DYLs:

	Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I park on Elmthorpe Road. I have NEVER had any problems finding a space. We DO NOT NEED THIS. IT'S JUST A WAY TO MAKE MONEY FROM RESIDENTS WHO ARE PERFECTLY HAPPY WITH THE WAY THINGS ALREADY ARE. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** No need for any of these bays. Please just leave Lower Wolvercote without any parking restrictions. Any other comments? These restrictions are understandable in central areas of the city where people come to visit for shops and restaurants but we do not attract any such drivers here - nearly all the cars parked here belong to the residents or their visitors. This scheme is
(o29) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't think any residents of Wolvercote want this. I see nothing this will achieve besides add to the already extortionate cost of living situation in Oxford.

	Time of operation – **Not restrictive enough** If you absolutely insist on doing this, and forcing residents to pay to pay outside their own homes, then at least mon-sun 8am-8pm is better than mon-Fri 9am-5pm which does nothing to address the times where parking actually can become an issue. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I fail to see how introducing further DYL's to the village will improve parking. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As before, I fail to see any sense to this. Any other comments?
(o30) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I think it is unfair that people living opposite port meadow are not allowed to park there. It shifts the parking congestion to other areas of Wolvercote causing issues and problems. Having a charging car park doesn't help either. A totally unthought through decision.

	Time of operation – **Too restrictive** 9-5 Monday to Friday. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There are no reasons to make even more of the road off limits. This is just being annoying for the sake of it. You are penalising those that need cars In an ideal world we would all cycle but if you work in an area more than 20 miles away that is pretty hard to get to on a bike. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Object** Shared use is much better than time limited. Any other comments? I just think it is unfair and a bad policy to introduce parking schemes to Wolvercote when you have already implemented the very unpopular car parking charges at Wolvercote car park.
(o31) Local resident, (Lower Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Many houses in wolvercote have no parking at their houses and this reduces spaces available to residents opposite the meadow and around Webbs Close.

	Time of operation – **Too restrictive** The restrictions need to be for the weekend as people do not park in the village then commute in to Oxford. They park at the weekend to use the meadow. New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Support** Rowland Close – **Object** They are needed in close to the meadow around the car park mainly New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Partially support** This is needed at weekends only Any other comments?
(o32) Local resident, (Wolvercote, Godstow road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Residents in lower wolvercote have consistently voted against proposals for controlled parking zones. It is a solution to a problem which does not exist and will cause numerous new problems detailed in other responses. Time of operation – **Too restrictive** I would prefer no CPZ

	New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** These restrictions will drive parking problems elsewhere in the area, eg the new charges on the meadow car park encouraging drivers to park elsewhere and causing blockages New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** These are leading questions and only relevant if a coz is implemented, which the residents do not want. Any other comments? Why will the council not adhere to the repeated wishes of local residents that there not be a cpz
(o33) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** All residents who want to park on the road they live in would now have to pay £ 80 per year per permit. What do they actually get in return that they don't have now, that is worth this cost? I believe the only positive outcome of this is that the council gets more income but it's at the expense of residents. The people who live on the narrowboats on the canal will presumably have to find somewhere else to park - where?

	Time of operation – **Too restrictive** Working hours - 9am to 5pm. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I do not understand what residents will gain from this and it will cost them money. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** There should not be changes to the current system - I'm not aware of any problems that the current system causes. Any other comments? It just seems to be an income-generating proposition for the council with little/no public benefit.
(o34) Local resident, (Wolvercote, Oxford, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There have been no parking issues in Lower Wolvercote since the last consultation. The impact of the pay and display bathing place car park have not had enough time to be assessed. This is seen as just a tax-raising measure by residents for reasons that have not been made clear. Time of operation – **No opinion**

	New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is no parking problem in Lower Wolvercote. You are just taxing residents., New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** We do not need these. Any other comments? The reasons for introducing the CPZ is not clear other than raising money for the council. There is no parking issue in Lower Wolvercote
(o35) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I feel i can always find a parking place when i need one. This proposal is not necessary. Parking places are limited anyway so putting this in place will basically just be making residents pay to park their own cars. The added cost at this time is unwelcome as most people are struggling with the cost of living. I also feel this will impact the boating community who rely on this parking as they don't have any allocated for them. And will encourage dangerous parking on the busy road near Jukes cut.

	Time of operation – **Not sure** New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **Object** Meadow Prospect – **No opinion** Webbs Close – **Object** Rowland Close – **No opinion** I genreally object to the idea. But where i don't have any opinion is where it dosent afect me. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** object in the entirety Any other comments? I would rather the council focusted on keeping the speed of transient motorists under check. We have no watch your speed signs and very limited speed bumps. A police speed trap now and again would help with fast drivers. This in my view is more important.
(o36) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Tel: Oxford (01865) 316870. e-mail: coldavuk6@gmail.com. 125 Godstow Road, Wolvercote,

	Oxford, OX2 8PG Oxfordshire County Council, Highways and Operations, County Hall, New Road, Oxford OX1 1ND. 14th November 2024. Dear Sir, Lower Wolvercote Controlled Parking Zone and Waiting Restrictions Order. I do NOT support the proposed scheme. 1. You propose to operate the scheme during the hours of 8.00am to 8.00pm, Monday to Sunday. During weekdays, this is precisely the time when parking problems are at a minimum – most car owners who use street parking are absent at this time. No part of the proposal covers the times when parking is at its most difficult – during the evenings after 8.0pm around the pubs, and at weekends, especially in the summer, when Port Meadow is popular for recreation. This situation is likely to be worsened by the recent imposition of parking fees on the car park adjacent to the old bathing place. The numbers using this car park have dwindled since the fees were introduced, and it is apparent that some of the original users have moved to other places along the Godstow Road. 2. You propose a single 52-metre parking bay opposite the nature reserve for general three-hour parking. Parking along this stretch of the Godstow Road forms a considerable blockage at peak periods. Cars, delivery trucks and buses entering Wolvercote cannot get past the parked cars while those wishing to leave the village are trying to reach the railway bridge. Traffic is often held up in both directions. It seems that most of those using this space are leaving their vehicles there all day. A three-hour parking restriction would require continual enforcement if it is to be effective. It would be better to place double yellow lines on this stretch of road also. 3. The map of the affected roads you provide shows a 9-metre restriction to the north of the children's play area. I have never seen a vehicle parked in this location. However, another blockage similar to that outlined above is caused by residents' vehicles parked on the north side of the road at this point. Buses trying to access or leave the new housing estate are regularly held up. 4. In my letter of 26th November 2022, in reply to the original proposal for parking restrictions, I pointed out that the intended improvements could be achieved by the much cheaper option of extending the yellow lines along the Godstow and other affected roads, provided that they were enforced. I asked how enforcement of the proposed scheme was to be achieved. I received no reply. The same comment applies to the current proposals. All that is needed is for the existing double yellow lines to be extended where necessary and enforced regularly. If they are not enforced, they will rapidly become ineffective. I now ask, under the Freedom of Information legislation: a. How much will the implementation of the new restrictions cost?

b. How will the new restrictions be enforced?
c. How much is it estimated that maintenance of the scheme and its associated street furniture will cost annually?
d. How much will be raised by the permit scheme towards these costs?
This proposal should be abandoned now, before any more money is wasted on it.
Yours faithfully, D.B.Humphrey.

Time of operation – **Too restrictive** Weekdays - 6.00pm to 6.00am. Weekends - 8.00am - 6.00pm

New DYLs:
Clifford Place – **Object**
Elmthorpe Road – **No opinion**
Godstow Road – **Object**
Meadow Prospect – **No opinion**
Webbs Close – **No opinion**
Rowland Close – **No opinion**

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125 Godstow Road,
Wolvercote,
Oxford, OX2 8P

Oxfordshire County Council,
Highways and Operations,
County Hall,
New Road,
Oxford OX1 1ND.
12th November 2024.
Dear Sir,
Lower Wolvercote proposed Controlled Parking Zone and Waiting Restrictions Order.
I do NOT support the proposed scheme.
1. You propose to operate the scheme during the hours of 8.00am to 8.00pm, Monday to Sunday. During weekdays, this is precisely the time when parking problems are at a minimum – most car owners who use street parking are absent at this time. No part of the proposal covers the times when parking is at its most difficult – during the evenings after 8.0pm around the pubs, and at weekends, especially in the summer, when Port Meadow is popular for recreation. This situation is likely to be worsened by the recent imposition of parking fees on the car park adjacent

	to the old bathing place. The numbers using this car park have dropped considerably since the fees were introduced, and it is apparent that some of the original users have moved to other places along the Godstow Road. 2. You propose a single 52-metre parking bay opposite the nature reserve for general three-hour parking. Parking along this stretch of the Godstow Road forms a considerable blockage at peak periods. Cars, delivery trucks and buses entering Wolvercote cannot get past the parked cars while those wishing to leave the village are trying to reach the railway bridge. Traffic is often held up in both directions. It seems that most of those using this space are leaving their vehicles there all day. A three-hour parking restriction would require continual enforcement if it is to be effective. It would be preferable to place double yellow lines on this stretch of the road also. 3. The map of the affected roads you provide shows a 9-metre restriction to the north of the children's play area. I have never seen a vehicle parked in this location. However, another blockage similar to that outlined above is caused by residents' vehicles parked on the north side of the road at this point. Buses trying to access or leave the new housing estate are regularly held up. 4. In my letter of 26th November 2022, in reply to the original proposal for parking restrictions, I pointed out that the intended improvements could be achieved by the much cheaper option of extending the yellow lines along the Godstow and other affected roads, provided that they were enforced. I asked how enforcement of the proposed scheme was to be achieved. I received no reply. The same comment applies to the current proposals. All that is needed is for the existing double yellow lines to be extended where necessary and enforced regularly. If they are not enforced, they will rapidly become ineffective. I now ask, under the Freedom of Information legislation: a. How much will the implementation of the new restrictions cost? b. How will the new restrictions be enforced? c. How much is it estimated that maintenance of the scheme and its associated street furniture will cost annually? d. How much will be raised by the permit scheme towards these costs? This proposal should be abandoned now, before any more money is wasted on it. Yours faithfully, D.B.Humphrey. Please see my letter at the bottom of the first page of this survey. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object**

	Please see my comments on the previous pages of this survey. Any other comments? Abandon this scheme now, before any more money is wasted on it.
(o37) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting on several grounds: 1. Almost no justification for the change has been attempted by the council, apart from to say that it is 'in accordance with the Councils' policies on traffic management and parking restraint'. This isn't a justification for why it is appropriate in this area and I do not understand why no attempt has been made to do so. 2. There isn't an issue with parking in this area for the vast majority of the time. Indeed, I note that the revised proposals now include weekends: the only time I have experienced a lack of parking in my 15 years of living here is on a summer weekend, and only then when the Jacob's Inn pub (now known as 'The Wolvercote' was at its most popular. Those days have gone. The fact that the Council is keen to introduce restrictions during the week seems to reinforce my point 1., ie that these proposals have not been made with due thought for what the parking situation is in Lower Wolvercote. 3. The only thing I can see that might change the parking situation, again only on a summer weekend, is the introduction of parking charges at the nearby car park (Port Meadow North). I can only assume these were introduced as a revenue raising measure, so why should I have to pay to park to force visitors to the village to park at the car park to then provide the Council with parking revenue at the car park? 4. As a shareholder in the White Hart Community Pub Limited I am concerned about the impact on this and other local businesses. The pub converted its car park several years ago into a usable space, where it hosts the local farmers' market, amongst other things. The lack of 3 hour spaces will have an inevitable impact upon this important local business and amenity as there are no other parking options near by. 5. My neighbours and I (living on the opposite side of Lower Wolvercote Green to the pub) have a private road in front of our houses where we park our cars. Will the Council be providing signage to stop those wishing to avoid parking charges parking on our land? Will it do any good? Time of operation – **Too restrictive** None. There is no issue parking here for the vast majority of time, and especially not during the week

	New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I object for the reasons in my previous answer. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I object to the entire scheme. Any other comments?
(o38) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As a resident of many many years, I object to the proposed permit parking for lower Wolvercote. In the summer months and at weekends, bank holidays, all school holidays we are inundated with visitors. I object to paying for residential permits as these visitors park up everywhere, and why should I pay as a resident to park, when a visitor can park for free? Many many times I return home, as do other residents to find cars parked up and no other spaces left. Which will mean I am paying to park as a resident in a space that's taken! and no other spaces left - How is that fair? If its permit parking it should be residents ONLY. Not visitors. There is a car park at the river for them to use. If you introduce this CPZ it will cause havoc!

	Time of operation – **Too restrictive** Monday to Friday 9am to 5pm...this allows residents with permits to park up after work. Otherwise visitors will take the few spaces available. New DYLs: Clifford Place – **Support** Elmthorpe Road – **No opinion** Godstow Road – **Object** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I think Clifford place gets very conjested at times. I have no opinion on the roads I do not live as the residents would be able to comment on there own situation. Godstow road manages just fine...although I strongly feel that residents should be able to park up, and visitors use the public car park by the river. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object** Residents are better places to comment on there roads. On Godstow Road residents are expected to buy permits just to park. What's the point in buying a permit if visitors have taken all available spaces because that's what would happen. Any other comments? Lower Godstow Road should be resident parking ONLY! NOT for visitors. Their is a public car park for visitors. They should not be taking residents parking. Especially if we are being charged to park. I am disabled. I applied for a disabled bay outside my
(o39) Local resident, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes**

	Overall opinion – **Object** I am objecting as not issue with parking in lower Wolvercote. We are on a close which you would not park unless you live in the area or are visiting a resident. We are too far away from the town centre for people to use as commuter parking. This just feels like another tax on struggling working families. We already contribute significantly through council tax without this additional fee which is unnecessary. In addition, I object to the fact that additional visitor permits are free for over 70s. Are working families also not vulnerable based on the pressures of the cost of living crisis? The over 70s are entitled to free bus public transport whereas working families have to pay for public transport which is not affordable in Oxford. Time of operation – **Too restrictive** I object to the proposal outright. It is not necessary to have restricted parking. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Before the bridge on Godstow road where it is narrow could benefit from DYLs. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** No need for shared use bays as people park outside there own houses. Any other comments?

	The proposal will not make a difference as there is not an issue with parking for residents in lower Wolvercote. This is just additional fees and pressure on people who are already financially struggling. The main issue causing traffic and pollution in th
(o40) Local resident, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live on home close and strongly object to the introduction of the parking zone. This is just an attempt to make money by the council. I have never, even in the height of summer when wolvercote has lots of visitors, struggled to park near my house. I have friends and relatives visit regularly and it is lovely they can park easily. There is no need for this scheme, there is no problem with the current system. It will add stress and cost i cannot afford. There is no need or support for this scheme. The scheme was shelved previously as no one in lower wolvercote wanted it and we still don't. I know the situation has changed with charging for the bathing place car park but I would suggest you do not charge there, it was also lovely that everyone could park and enjoy the meadow. You are money grabbing Time of operation – **Too restrictive** I do not want this scheme at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I do not want this scheme to go ahead. We are fine in lower wolvercote without parking restrictions New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object**

	Godstow Road (Time-limited) – **Object** We do not need a parking scheme Any other comments?
(o41) Local resident, (Lower Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't need it. Don't do it. Stop asking. Time of operation – **Too restrictive** I don't want any control. Don't do it. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** We don't need double yellows. Don't do it New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** We don't need any more parking controls.

	Any other comments? Don't do it.
(o42) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't feel like it is necessary, and so it adds costs to households and may lead to more residents paving over front gardens to create driveways, which is definitely NOT a good idea in a high flood risk area. Time of operation – **Too restrictive** I'd rather not have it at all, but I don't see why it should be different to the 9am to 5pm restrictions in Upper Wolvercote. New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** Clifford Place is not a well-used road, and there doesn't seem to be a justification to adding parking restrictions in the form of DYLs there. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	I don't see the need to change how it is, based on the reasons outlined above. I think it will make it harder for residents (some of whom have parking on or near their property) and unfairly prioritises daytrippers using cars. It will make it expensive for residents to have visitors. Any other comments? I don't see this as having been driven by demand or by a problem you're trying to solve. It looks like profiteering.
(o43) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Parking works perfectly. Carers, friends and family frequently come and visit and we really dont want to faff with permits for that. We already consulted and said we didnt want this. Please leave us alone. Time of operation – **Too restrictive** Free parking please :) New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Cars arent a provlem here New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object**

	Godstow Road (Time-limited) – **Object** Free parking please Any other comments? Please just charge us higher council tax and keep things simple!!
(o44) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Our reasons for objecting: 1. Concern that residents will pave front gardens therefore reducing car parking availability and having a negative environmental impact. 2. The proposed times of 8am-8pm seven days a week would suggest that there is a proven reason for such long restrictions. These have not been adequately outlined. Based on living in Lower Wolvercote for more than 10 years, there does not need to be a restriction at all. 3. Short stay (eg up to 2 hours) for any parking would significantly reduce wellbeing concerns for those who need regular visitors, eg carers. 4. Inconsistency with Upper Wolvercote (Mon-Fri 9-5) Time of operation – **Too restrictive** Would prefer no restriction. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Please see previous responses. New parking places:

	Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** These shared and time-limited bays will not be big enough. Any other comments? Whilst we understand the overall attempts to reduce driving by car, these proposals are excessive and do not reflect the desires of residents or reality of circumstances. They will create significantly more problems than they aim to solve.
(o45) Local resident, (Oxford, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Reduced parking for residents, There are a few small businesses in houses this will have an effect on them, as well as passing customers to the shop. This will also afect the stall holders at the local Sunday market. I would also ask for the double yellow lines in front of my drive, 1 Home Close to be removed so visitors can park accross my drive without being booked. Time of operation – **Too restrictive** 6pm rather than 8pm would help the local pubs New DYLs: Clifford Place – **No objection** Elmthorpe Road – **Partially support** Godstow Road – **Partially support** Meadow Prospect – **Partially support** Webbs Close – **Partially support** Rowland Close – **Partially support** Depends where they are, deffinatly needed on the corners, as long as it is enforced.

	New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** Hard to say untill we see a detailed plan of where they are going. Any other comments? Object to paying money to pay to park outside our house.
(o46) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Don't feel that we should pay to park outside our own home. Time of operation – **Too restrictive** Object to all restrictions New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Object to all restrictions New parking places: Godstow Road (Shared-use) – **Object**

	Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Object to all restrictions Any other comments? Really object to all restrictions re parking
(o47) Local resident, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The "statement of benefits" does not list a single benefit to the residents of Wolvercote: we would have to pay £160 per year for nothing. Where is this requirement coming from? Is it to make money for the council? I do not know of a single resident who wants this. Time of operation – **Just right** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Having restricted parking in these areas will increase parking issues in Wolvercote and thus force the scheme to be applied to lower Wolvercote. So again I will be £160 per year worse off with no gain. New parking places: Godstow Road (Shared-use) – **No objection**

	Rosamund Road (Shared-use) – **No objection** Rowland Close (Shared-use) – **No objection** Meadow Prospect (Shared-use) – **No objection** Home Close (Shared-use) – **No objection** Godstow Road (Time-limited) – **No objection** If it goes ahead then there must be some general parking. Any other comments?
(o48) Local resident, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not a fan Time of operation – **Not sure** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** . New parking places: Godstow Road (Shared-use) – **No objection** Rosamund Road (Shared-use) – **No objection** Rowland Close (Shared-use) – **No objection** Meadow Prospect (Shared-use) – **No objection** Home Close (Shared-use) – **No objection**

	Godstow Road (Time-limited) – **No objection** N/A Any other comments?
(o49) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have lived in Home Close for three years. In this time I have experienced one issue with unwanted parking. This involved a contractor who was parked across a neighbour's driveway and was resolved virtually instantly. I see no point in this process other than to raise revenue. Time of operation – **Too restrictive** I do not believe there should be any restrictions. New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** No opinion New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object**

	If parking is going to be restricted on Godstow Road it should be for the purpose of enabling the flow of bus traffic and not to the detriment of the residents of the houses opposite. Any other comments?
(o50) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is unnecessary. I have lived here for more that 25 years, and there is no significant problem with non-residents parking in the roads mentioned. Time of operation – **Too restrictive** None. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There are no roads in the village that require these restrictions. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I object to creating special parking places, because they are unnecessary.

	Any other comments? The proposal was roundly rejected last time, and the situation hasn't changed.
(o51) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is currently no issue with finding parking spaces in Wolvercote, so the controlled parking restrictions being proposed seem unnecessary. If it is imposed by the council it will make life difficult for several home businesses on the street to operate as they rely heavily upon the current free parking spaces to operate. Time of operation – **Too restrictive** Unrestricted parking New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is no current reason that placing restrictions on parking would benefit the local community. It will cause additional expense to households, make it harder for visitors and businesses to operate. This will result in a large increase in front gardens being converted into of road parking. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** The proposed parking spaces are too few and inconveniently placed.

	Any other comments? In my view the scheme is not necessarily and should not be implemented.
(o52) Local resident, (Wolvercote, Oxford, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I fundamentally disagree with the reasons for introducing the scheme. I do now see how charging residents to control parking in area with no parking problems to fix a non existent problem. Will address your reason. I have lost faith in the Council to resolve any traffic issues due to multiple failed schemes. Time of operation – **Too restrictive** if this is to reduce commuting why weekend? why until 8pm? People are also entitled to park where they can as long as it is safes as people who contribute the general taxation and upkeep of roads. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Parking in Wolvercote is simply not an issue. I fundamentally disagree with this scheme and your reason. How will charging people to park in their homes reduce congestion? How will charging people to park by their home reduce traffic? How will charging people to park by their homes increase walking? Judging by how busy local public transport and number of people cycling I don't see how charging parking will affect this. Commuters do not park here in on mass. New parking places: Godstow Road (Shared-use) – **Object**

	Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Parking is not an issue. Introducing restrictions n Godstow road would adversley affect those living on Godstow road Any other comments? I fundamentally disagree with this scheme and your reason. How will charging people to park in their homes reduce congestion? How will charging people to park by their home reduce traffic? How will charging people to park by their homes increase walking?
(o53) Local resident, (Lower Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I objected in the last consultation and my views have not changed. This CPZ is not needed. I have lived in Lower Wolvercote for 25 years and never had a problem parking on the road. Even at a weekend at the height of summer there are not any parking issues. Why is the proposed CPZ 8am-8pm seven days per week? The CPZ is not needed but to propose these hours seven days a week is absolutely unnecessary. What is the reason for the CPZ and the suggested hours? This is purely about raising more cash. In 25 years I would have paid £2000 per car to park outside my house based on £80 per year. Another issue is households with more than 2 cars due to adult children still living at home. Where will my adult children park? They live at home still as they cannot afford to move out. They need their car to get to work. Not everyone works from home or can commute on a bike. No residents want this. If introduced it will lead to more residents converting front gardens into driveways so they do not have to pay the annual charge. Or due to only being allowed two permits but have 3 or more cars in the household due to adult children living at home. This CPZ will have a negative impact on the residents of Lower Wolvercote and is totally unnecessary. CPZs discriminate against residents without large driveways/off street parking. In Oxford all of the multi million pound houses have parking for 2 or more cars. Therefore, the wealthier residents of the city do not have to pay this tax.

	I hope that this consultation is genuine and this proposal is not introduced as it is not needed. Time of operation – **Too restrictive** None. The CPZ in not needed. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** CPZ is not needed. There is no problem with parking in Lower Wolvercote. This is based on 25 years experience as a resident. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** CPZ in not needed in Lower Wolvercote. Any other comments? The proposed CPZ in Lower Wolvercote is solely about raising revenue. Please leave us alone. There are more pressing issues that the council should be dealing with.
(o54) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	Lower Wolvercote does not suffer from lack of space for parking. I strongly suspect this is merely a funds raising scheme for the municipality and is not something the residents have applied for. The scheme will promote destruction of verdant front gardens into dead car parking areas. I strongly oppose to the scheme as there is no need or issues with lack of parking in the area and due to the foreseen front garden green area destruction that parking restrictions will promote. Time of operation – **Too restrictive** I don't prefer parking restrictions in the area. But 9am to 5pm would be a more reasonable hours. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** These are either residential areas where residents park their cars or the main thoroughfare where DYLs are already in place. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** I object to parking restrictions in the area Any other comments? I object to parking restrictions in Lower Wolvercote as there is no need for it and the residents don't want it.

(o55) Local resident, (Lower Wolvercote, HOme Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I strongly object to the proposal. 1. there is NOT a parking issue in Lower Wolvercote 2. this imposes an additional household expenses that is making it impossible to budget and this wasn't within the budget when we purchased the house and very expensive to live in Oxford 3. photos can be sent of the road at various times of the day to prove that there is not an issue 4. to propose parking restrictions on Monday to Sunday 8 -8. will stop/restrict family and visiting, which will affect families and create isolation, yet another way of causing more mental health issues to people causing worry, loneliness. You need to be very aware that imposing these restrictions will have a knock of effect to so many issues..... restrictions that I have photographic proof are unnecessary. Time of operation – **Too restrictive** NONE I strongly object to any restrictions. Suggesting restricting friends and family to visit outside traditional working hours is very very unfair.... New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Because there is no need. This is spending more valuable money, time, resources on something that isn't a priority. again, I can send you photos to prove there is no issue.... New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object**

	Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Again spending money, time and resources on something that isn't necessary. Restricting friends and family visiting a residential area will have a knock on effect to the village, it will discourage family visiting, it will create less places for people to park, therefore cause conflict with neighbours (which DOES NOT happen at the moment. I cannot see one positive reason for a logical person to think this is a good idea. Such a waste of money Any other comments? Total waste of Council time, money and resources. Please re think and spend the council money on services that need help! the parking in Lower Wolvercote does not need changing. Think wisely about spending money..... I can send photos to prove no pr
(o56) Local resident, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no problem with parking. Restrictions on parking will discourage visitors which will have an impact on mental health Time of operation – **Too restrictive** None New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object**

	Rowland Close – **Object** Not necessary, waste of money New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Waste of money, not needed Any other comments?
(o57) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no clear reason for the introduction of the CPZ. Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** DYLs are an appropriate way to prevent people parking in dangerous places

	New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** No clear reason for a CPZ in the first place. Any other comments? The "Statement of Reasons" are vague generalisations, not concrete reasons for introduction of a CPZ.
(o58) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** 1) I live on Home Close and I never have a problem finding a place to park, normally directly outside my house and if not then very close by. Other than the financial benefit to OCC, what is the benefit of rolling out a parking scheme that will be restrictive and costly to residents when it is not necessary? 2) Why would I support a scheme where I have to pay for a parking space outside my house that 99% of the time I can currently use for free? 3) I do not get the impression that the orchestrators of this scheme have spent enough time in Wolvercote observing the traffic/parking. The time parking restrictions are least required is during the day, since many Wolvercote residents depart in their cars in the morning and return in the evening. If levying Wolvercote residents to boost council revenue is a must, then wouldn't it be sensible to implement a scheme that enables residents to park close to their homes when the majority are most likely to BE at home, i.e at night. 4) I am self-employed and run my business from my house which involves sometimes several clients a day visiting my house. Having to give each client a permit when they arrive and then retrieve it from them when they leave will be time-consuming and unprofessional. 5) This scheme will serve to encourage residents to concrete over their front gardens and further effect the rapid decline of natural spaces and wildlife in our area

	Time of operation – **Too restrictive** So, in my opinion, the times when parking can be a problem in Wolvercote is on warm weekends. The car park by the meadow is not big enough to accommodate the many visitors that flock to the river and so when it is full, visitors park in the nearby roads. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is not enough detail about the implementation of DYL's in the proposal to be able to support it. It just states there will be 'additional' DYLs, but without knowing where and why how can I know if it will be beneficial? New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** These bays are not required because parking restrictions are not required because there is not a problem finding a place to park. Any other comments? Please reconsider the scheme. Why don't you come and speak to local residents? What about a meeting so a scheme, if one is needed, can be devised based on a street-by-street basis that actually meets the needs of residents?
(o59) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	100% against this proposal It is not needed in Lower Wolvercote - I have been a resident in Home Close for 27 years now and the only times there are "problems" with parking in our street is when we have super-hot weather 4-6 times a year and we have the good fortune of living in a village where people want to visit the Bathers. Other than that - there's no issue at all and if anything your proposal is going to create issues for a non-existent problem I grew up in Norton Close, Headington and there were lovely gardens there that people were proud of - you introduced Permit Parking there and now everyone has got rid of their gardens and converted them to drives. Go and look for yourself - I see it every time I visit my mum who lives there. Not very eco-friendly is it?? The same will happen here - people will simply convert their gardens to driveways and Home Close will just resemble a car park! I noticed you are also proposing 8am-8pm Mon-Sun - what on earth is that about? I walked to Summertown yesterday and Squitchly Lane is Mon-Fri - 10-4, Upper Wolvercote is Mon-Fri 9-5 - 2hours free - so how can 8-8 be a suggestion option - it's mad. On a personal level, we have family and friends visiting us all the time, we're a very social family and the visitor permits would likely be swallowed up in 2 months - you're going to punish my mother (who unfortunately lives on her own now) who comes over for dinner twice a week so that's a visitor pass gone! I am alternating between sadness, concern and raging anger at this proposal and simply cannot believe you keep thinking it's a necessary requirement I doubt very much that our objections are going to be heard - you've made up your minds and just see this as a money generating exercise and it's infuriating. In your statement of reasons you have this in the first paragraph: "The proposals seek to alleviate the problems associated with non-resident parking & overflow parking from adjacent CPZs" EXACTLY - this is a proposal to solve a problem of your own making! Time of operation – **Too restrictive** Of course they're too restrictive - that time and all week is an absolute joke! I can't believe it's being suggested If you HAVE to do this then same as Upper Wolvercote or Summertown - Squitchly Lane is Mon-Fri - 10-4, Upper Wolvercote is Mon-Fri 9-5 New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object**

	Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Because they're not needed If you have DYL in Godstow Road do you realise what's going to happen?? The speed of cars through the village is going to be dangerously quick - it already is when there are no cars parked on the road The speed humps are useless - what helps reduce the speed through the village (near the shop and the surgery) is cars parked on the road - ESPECIALLY going up the hill towards the railway bridge. That might annoy motorists because those cards parked by the side of the road next to the meadow are acting as a natural speed restriction. I'll make this statement now so it's in writing and I can go back to it when you ignore this warning - add DYL to Godstow Road and the speed of cars through the village is going to increase and YOU will be responsible for the results when some kid is knocked off his bike and injured (or worse) Seriously, I am copying all this text added to this objection so I can bring up again for you New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Because the CPZ in Lower Wolvercote is NOT needed - I think I've made that point - no real need to labour it in this section too Any other comments? It's a terrible idea and is not thought through with any consideration of the affects it will have on the local community - it is NOT a positive impact
(o60) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There isn't a parking problem in lower Wolvercote. It's another expense. Many houses don't have drives. It will be a nuisance for visitors. Time of operation – **Too restrictive** None New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **No opinion** Rowland Close – **Object** There is not a need. Expense. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** There is no need Any other comments?
(o61) Local resident, (Lower Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The proposed Controlled Parking Zone in Wolvercote is neither required, nor desired by residents. The previous proposal in 2021 as well as the formal consultation in 2022 was wholly rejected by residents and to impose a third

	consultation on the same matter within such a short timeframe is unnecessary. It does not address any problems that exist currently and there are no problems with parking expected in the future. There is no problem with parking anywhere in Lower Wolvercote. Unlike in Upper Wolvercote, commuters do not park here to catch the bus in to the City Centre. In fact, on any given weekday, at any given time there is ample on-street parking available on every road in Lower Wolvercote. The only occasion when parking becomes marginally harder is on occasional summer weekends when visitors to Port Meadow park in Lower Wolvercote side streets. Yet even at these times we have never had a problem parking anywhere in the village in the 13 years we have lived here. Whilst the County Council have tried their best to cause a parking problem (and thereby swing public opinion on the CPZ in their favour) by installing a Pay & Display meter at the Port Meadow car park, this still has not pushed enough visitors into the side streets to cause concern. I don't expect it will, but nice try nevertheless. Perhaps OCC should wait until the Pay & Display has been active for a whole summer before suggesting that there may be a need for a CPZ. It is a waste of resources to set up, manage and enforce a CPZ in Lower Wolvercote and will only result in further public mistrust of the County Council's objectives and motivation in implementing these schemes. Furthermore, and perhaps more importantly, to impose another expense on households at a time when many are struggling due to the increased cost of living is quite frankly disgusting. There is a lot of anxiety amongst residents who already cannot afford even their most basic needs but have to keep their vehicle on the road to be able to earn a living. To impose a charge at a time like this is unacceptable and immoral, particularly as there is no justification for the scheme in the first place. I also cannot fathom the reasoning behind the hours of operation for the proposed scheme. To enforce residents parking from 8am until 8pm including weekends is wholly unreasonable and unnecessary. It goes far beyond the restrictions in Upper Wolvercote and even in Summertown. To enforce these hours will cost the County Council significantly more than operating more reasonable hours (e.g. 10am-4pm Mon-Fri) and has no benefit whatsoever for the local community. It is, in fact, damaging to the local community. We have many residents who rely on unpaid carers, grandparents, relatives or friends for regular care and assistance. Under the proposed scheme there is minimal provision for visitors bays and the unreasonable hours of operation means residents would need visitors permits that are chargeable after the first allocation. The total charge for a household with two cars and visitors permits would be a shocking £191.50 per annum. What is the benefit to the community when the elderly and vulnerable need to pay for their carers and social contacts to visit them regularly? I simply cannot see any justification for this scheme. Combined with the suggested hours of operation this is an outrageous demonstration of the County Council's revenue-raising objectives. To conclude, I strongly suggest that the scheme is scrapped. This is the only way that OCC can prove to the community that it does in fact listen to and respect our wishes. To impose the CPZ where it is neither needed nor desired would merely prove that OCC l has only one objective with this scheme: Revenue. I have faith that you will do the right thing for the community you are tasked to serve.

	Regards, Jan Kerridge Lower Wolvercote Resident Time of operation – **Too restrictive** None. A CPZ is not necessary here. New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** DYLs on the corners of Clifford place would help visibility on the junctions with Home Close and Rosamund Road New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** A CPZ is not needed here and there is not enough provision for visitors bays in the scheme Any other comments? Please scrap the idea. The scheme is supposed to help residents with parking issues and there are no parking issues here. It is being imposed upon the community in Lower Wolvercote against our will.
(o62) Local resident, (Lower Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	The proposed Controlled Parking Zone (CPZ) for Lower Wolvercote is both unnecessary and unwanted by the local community. Previous consultations in 2021 and 2022 overwhelmingly rejected the idea, and there is no current or foreseeable parking issue in the area. While parking may be slightly more challenging on summer weekends due to visitors to Port Meadow, it has never been a problem for residents, even during busy periods. The County Council's efforts to create a parking issue by installing a Pay & Display meter at the Port Meadow carpark have had no impact whatsoever. Implementing a CPZ would be a waste of time and public resources. It would only increase public distrust in the County Council and add unnecessary financial strain to households, many of which are already struggling with rising living costs. The proposed scheme also fails to justify its existence, especially given that it targets a community with no parking problems and places an additional financial burden on residents who rely on vehicles for work or essential services. The hours of enforcement proposed (8am-8pm, including weekends) are excessively long and would disproportionately impact vulnerable residents, such as the elderly and vulnerable, who rely on unpaid carers, family and friends for support. With limited provision for visitor parking and high costs for additional permits, the scheme would create hardship for those who depend on regular visitors. In light of these concerns, it would be prudent for the County Council to scrap the proposal. This would send a clear message that the Council values the opinions of its residents and is not simply motivated by generating revenue. Regards, Nicola Van Bommel Lower Wolvercote Resident Time of operation – **Too restrictive** We do not need nor want a CPZ therefore we don't need times of operation. The times proposed are outrageously restrictive, should not be before 10am or after 4pm, nor at weekends. New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** DYLs on Clifford place corners will help make the junction safer for children.

	New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Not enough provision for visitors. Scrap the scheme as we do not need nor want it. Any other comments? Please do not impose the CPZ on Lower Wolvercote. We have a thriving community here and not parking issues whatsoever. Vulnerable people will suffer because of this scheme.
(o63) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** If there is a need for restricted parking in Lower Wolvercote, it is at the weekends in the summer only. Weekday and parking in the winter is generally fine and does not cause a major problem to residents. The proposed scheme is overkill, feels like a scheme to generate income and would cause unnecessary difficulties for us in terms of visitors, home workers whose work requires people to come to the house (e.g. tutors and therapists) tradesmen, and local residents whose work requires them to have vehicles longer than the permitted length. There are insufficient free on-street parking spaces. Port Meadow is an amazing place that should be free and open for all to enjoy. The few 2-hour spaces proposed is inadequate, and the pay and display car park will already have disadvantaged some people. We shouldn't have to pay to park outside our own homes and for family/friends visiting if there is no real need for it, and there really isn't a need for it. Please listen to us as we hope this is a genuine consultation and not a tick box exercise. Time of operation – **Too restrictive** None New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object**

	Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Things are working well enought at the moment . Any dangerous junctions should already have measures in place New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I object to the whole scheme so object to all of these, especially the Time-limited bay on Godstow Road. The proposed visitor only bay on Godstow Road wouuld make life very difficult for those residents who do not have parking at home and would put unmanageable pressure on Elmthorpe Road, which already struggles to manage the number of cars. Any other comments?
(o64) Local resident, (Lower Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object to scheme as it is simply not necessary in most areas, however the I do question timing of the implementation of car parking charges in the bathing place car park, If the car parking issue was as severe as you have described then surely it would have been sensible to delay implementing until the street parking project project had been resolved? Time of operation – **No opinion**

	New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There are already dyl in wolvercote for some time, I have never seen them enforced, some are just worn out despite requests to the council to renew them by residents and councillors being ignored. Unless the council can give a assurance that they will be enforced and properly maintained then, they just a waste of money and not done. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** The demand for visitors to the meadow will mean that these bays will be of limited use the residents during summer months, school holidays etc Any other comments? The car parking scheme will encourage residents to park on their front gardens which is not good for the environment, What is to prevent visitors using the the Cala homes development as I understand this is not adopted and included in these restrictions.
(o65) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for it and I don't want to have to pay to park outside my house

	Time of operation – **No opinion** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I don't feel the need for permit parking at all in lower wolvercote New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** It's fine how it is without parking permits Any other comments?
(o66) Local resident, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As a resident of home close, I do not see the parking currently as a problem. There is no issue parking anywhere near my house at any time, except for during a few hours, during no more than 2 or 3 days a year when the sun comes out and then there can be a problem, but since you have put in double yellow lines, this will no longer be a problem. I object to having to pay to park near my house when there is absolutely no reason for it. There is no issue with parking in lower wolvercote, no need to put in residents parking permits. I feel this is a reason driven purely by money for the council rather than an actual need to ease congestion.

	Time of operation – **Too restrictive** None at all. There is no need for any restrictions. New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I do not have an opinion in the roads where I do not park, but I do object to DYLs in Clifford place - again there is no need for this, there are few houses there and no parking problems at all. I partially support DYLs in godstow road if they make it easier for long lines of traffics to pass each other more easily on busy days New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Because I object to all parking restrictions more than there currently are. Any other comments? I would like to know what reasons you have for wanting to put in restrictions - what complaints you have received, or is this all purely a way for the council to make money and just push all the parking further and further our?
(o67) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no reason for control in my street. This is a tax on top of the tax we akready pay.

	Time of operation – **Too restrictive** There is no reason for controls or restrictions. This is not lead by residents of the area. We objected 2 years ago and object again. New DYLs: Clifford Place – **Support** Elmthorpe Road – **No opinion** Godstow Road – **Support** Meadow Prospect – **No opinion** Webbs Close – **Object** Rowland Close – **Object** Because they are not needed everywhere. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Support** Because they are not needed except onGodstow Road Any other comments? This is not in line with our needs as residents. Who ever is deciding this is not accepting that e rejected this 2 years ago. We have family that visit older people that need visitors. We cant spend more money on parking permits we pay too much already fo
(o68) Local resident, (Lower Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	This is unnecessary, there is enough parking for residents even with it being busy over summer months. I've seen empty spaces no longer used in Upper Wolvercote, which doesn't benefit anyone. Time of operation – **Too restrictive** 9am - 3pm New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** This is a family community with families visiting, carers, people with business and clients visiting, this can only exist without these proposals. There is enough parking for all local residents, even with the summer rush. We also live with flooding so the last thing the residents and the council need is people turning gardens to drive, we need the front gardens to aid with any flooding and obviously for wildlife. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I do not trust there will be enough snared bays, and it will lead to antagonisong neighbour situations. Any other comments?
(o69) Member of public, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There is no problem Additional household expense Restrictions on parking will discourage visitors which will affect my mental health.. Time of operation – **Too restrictive** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Restrictions on parking will discourage visitors which will affect my mental health.. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Restrictions on parking will discourage visitors which will affect my mental health.. Any other comments?
(o70) Local resident, (Wolvercote, Home close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There is no problem! Time of operation – **No opinion** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** No need for this New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** No need Any other comments?
(o71) As a business, (Wolvercote, Homeclose)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am a clinical psychologists working from home seeing children with mental health problems. My patients' parents need to park here for an hour whilst their child has treatment. It would make it impossible to offer this service that covers across Oxfordshire without free parking. We have had huge increases to childhood mental health and therefore

	the service is essential, it would add a lot of stress to the parents who are bringing vulnerable children having to look for the very limited spaces you are proposing. It would make them late for their appointment when traffic is already difficult effecting the next family arriving. The proposal of permit or non permit holders 2hour parking would be so much better. Please do not make harder for these families. My 2 neighbours also work from home offering services such as chiropractic and piano lessons - it would also make it impossible for them Time of operation – **Too restrictive** No restrictions please New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** As previous New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As previously said Any other comments?
(o72) Local resident, (Wolvercote, Meadow prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	It's completely unnecessary. I do not see how this supports local people / or people who wish to visit. Time of operation – **No opinion** New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I'm submitting no opinion because the CPZ is not required at all in lower Wolvercote. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** I'm submitting no opinion as we do not require a cpz in lower wolvercote Any other comments? It is unnecessary
(o73) Local resident, (Wolvercote, Meadow prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not required, pointless. Put more parking controls on the godstow road bridge but side streets are fine Time of operation – **Too restrictive** None at all

	New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Not required New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** Explain the questions better Any other comments?
(o74) Local resident, (Oxford, Meadow Prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It doesn't feel like a controlled parking zone it feels far too prescriptive. I am happy with controlled parking but I am not happy with permit only parking zones where any flexibility has been eroded by yellow lines and very restricted parking bays. The time scale is too long I would prefer week days only AND only from 9 til 5. That allows some flexibility for residents to have friends and family drop in and staff caring for people and deliveries to continue without a mountain of bureaucracy. If we went for a less restrictive plan (like other areas in Oxford) we could see how successful or otherwise it was and review / consult at a future date to adjust.

	Time of operation – **Too restrictive** 9 til 5. We are social animals in Lower Wolvercote and we might want friends to be able to visit for the evening for supper WITHOUT using a year's supply of permits in one evening. proposed restrictions will serve to further exacerbate the current levels New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Its far too restrictive and feels Draconian We need a good explanation why it is necessary to have so many yellow lines ad such a long time scale..... in the only hours of freedom we will be asleep. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** see previous explanation Any other comments? What consideration has been made of the previous consultations and the concerns of residents raised there and at the public meeting. The process of consultation doesn't feel genuine.
(o75) Local resident, (Wolvercote, Meadow Prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	The vast majority of residents I have spoken to have no desire to introduce a CPZ in the area. We view it as a cynical attempt to make money by the council by providing a "service" that is not wanted or needed. There is currently not a problem with parking in most of lower Wolvercote and the places where there is an issue (e.g. the stretch of Godstow road adjacent to the Meadow where cars park preventing the two way flow of traffic, leading to backlogs and dangerous overtaking) the CPZ does not provide a solution. This feels very much like a general edict issued by a council who have either not taken time to consult or not listened to the views of the residents on whom they are imposing this measure. Furthermore the council have provided no evidence to suggest these measures or necessary and no assessment of their impact. In short we believe this is an ill-thought-out money-making exercise on behalf of the council which has not taken into account either the views of residents of the situation in Lower Wolvercote itself. Time of operation – **Too restrictive** We don't need the CPZ at any time New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **Object** Webbs Close – **No opinion** Rowland Close – **No opinion** As a resident of Meadow Prospect there is no need for double yellow lines on our road. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** These are not necessary

	Any other comments?
(o76) Local resident, (Lower Wolvercote, Meadow Prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Oh dear – I wish we could be left alone in Wolvercote for a while – what with all the new building everywhere etc. I thought we had resolved all this about parking when you asked us to vote a while ago. At that point I thought we said we didn't want this, didn't we? I'm not sure why only a year or two later the Council tells us we can't have what we have stated we want. You are our representatives, aren't you – people we vote for to act on our behalf, not to override us? Now you ask us to respond to another 'consultation' and is there any chance the Council will even read what we're asking for – never mind accept it? Anyway, in the slim hope that I'm completely wrong and you haven't already decided, or that you are offering us the worst possible option so that we'll be relieved to be given the less awful one, here goes… If we must have more restrictions, please keep it to what you said was on offer before: • KEEP IT TO MONDAY–FRIDAY 9–5 o NO extra double yellow lines o NO parking bays In Meadow Prospect: • I presume it will be all parking bays and yellow lines. When my daughter comes to stay, she can't park round the corner (on the 'west side', as you mention) as her car is always filled with heavy equipment for her work, which she has to unload and reload. o How are we to cope with that? o What if the bays are already full? • Also, how are we to manage with just 50 permits/year? She can't park at some unspecifiable place a long way away from Meadow Prospect when the permits run out. (Where??) o Are we only allowed 50 visitors a year? Why is that OK? One visitor a week. Or if they stay overnight, one visitor every 2 weeks… • And what are the permits for if we have no bays outside the house? I presume all this is meant to cut down on traffic going into Oxford in the interests of avoiding global warming? But what you are doing is forcing people to pave over their front gardens. I'm sure you've heard, gardens in this country

	are one of the few resources left for wildlife. Mine has bees in the ivy and birds in my front-garden tree. All this will go because I will have to pave it over. Or is it just to raise money for the Council? It's £80 now. But that's just a start, isn't it? – like the cost of the brown bins. If we must have any change, please can we have the least possible option: • NOT a 'permit parking area' with 'operational hours' 8am–8pm Monday–Sunday • NOT a 52-metre bay on Godstow Rd opposite the nature reserve with no concessions for permit holders (why on earth??) o why should visitors have preference over residents, especially those who live nearby? □ people who want to go on the meadow can park in the car park at the other end of the village Have a heart, Mr Mauz, and LEAVE US ALONE!!! Time of operation – **Too restrictive** None. But if we have to have any, then Monday to Friday 9-5 New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Oh dear – I wish we could be left alone in Wolvercote for a while – what with all the new building everywhere etc. I thought we had resolved all this about parking when you asked us to vote a while ago. At that point I thought we said we didn't want this, didn't we? I'm not sure why only a year or two later the Council tells us we can't have what we have stated we want. You are our representatives, aren't you – people we vote for to act on our behalf, not to override us? Now you ask us to respond to another 'consultation' and is there any chance the Council will even read what we're asking for – never mind accept it? Anyway, in the slim hope that I'm completely wrong and you haven't already decided, or that you are offering us the worst possible option so that we'll be relieved to be given the less awful one, here goes… If we must have more restrictions, please keep it to what you said was on offer before: • KEEP IT TO MONDAY–FRIDAY 9–5 o NO extra double yellow lines

	o NO parking bays In Meadow Prospect: • I presume it will be all parking bays and yellow lines. When my daughter comes to stay, she can't park round the corner (on the 'west side', as you mention) as her car is always filled with heavy equipment for her work, which she has to unload and reload. o How are we to cope with that? o What if the bays are already full? • Also, how are we to manage with just 50 permits/year? She can't park at some unspecifiable place a long way away from Meadow Prospect when the permits run out. (Where??) o Are we only allowed 50 visitors a year? Why is that OK? One visitor a week. Or if they stay overnight, one visitor every 2 weeks… • And what are the permits for if we have no bays outside the house? I presume all this is meant to cut down on traffic going into Oxford in the interests of avoiding global warming? But what you are doing is forcing people to pave over their front gardens. I'm sure you've heard, gardens in this country are one of the few resources left for wildlife. Mine has bees in the ivy and birds in my front-garden tree. All this will go because I will have to pave it over. Or is it just to raise money for the Council? It's £80 now. But that's just a start, isn't it? – like the cost of the brown bins. If we must have any change, please can we have the least possible option: • NOT a 'permit parking area' with 'operational hours' 8am–8pm Monday–Sunday • NOT a 52-metre bay on Godstow Rd opposite the nature reserve with no concessions for permit holders (why on earth??) o why should visitors have preference over residents, especially those who live nearby? □ people who want to go on the meadow can park in the car park at the other end of the village New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Oh dear – I wish we could be left alone in Wolvercote for a while – what with all the new building everywhere etc.

	I thought we had resolved all this about parking when you asked us to vote a while ago. At that point I thought we said we didn't want this, didn't we? I'm not sure why only a year or two later the Council tells us we can't have what we have stated we want. You are our representatives, aren't you – people we vote for to act on our behalf, not to override us? Now you ask us to respond to another 'consultation' and is there any chance the Council will even read what we're asking for – never mind accept it? Anyway, in the slim hope that I'm completely wrong and you haven't already decided, or that you are offering us the worst possible option so that we'll be relieved to be given the less awful one, here goes… If we must have more restrictions, please keep it to what you said was on offer before: • KEEP IT TO MONDAY–FRIDAY 9–5 o NO extra double yellow lines o NO parking bays In Meadow Prospect: • I presume it will be all parking bays and yellow lines. When my daughter comes to stay, she can't park round the corner (on the 'west side', as you mention) as her car is always filled with heavy equipment for her work, which she has to unload and reload. o How are we to cope with that? o What if the bays are already full? • Also, how are we to manage with just 50 permits/year? She can't park at some unspecifiable place a long way away from Meadow Prospect when the permits run out. (Where??) o Are we only allowed 50 visitors a year? Why is that OK? One visitor a week. Or if they stay overnight, one visitor every 2 weeks… • And what are the permits for if we have no bays outside the house? I presume all this is meant to cut down on traffic going into Oxford in the interests of avoiding global warming? But what you are doing is forcing people to pave over their front gardens. I'm sure you've heard, gardens in this country are one of the few resources left for wildlife. Mine has bees in the ivy and birds in my front-garden tree. All this will go because I will have to pave it over. Or is it just to raise money for the Council? It's £80 now. But that's just a start, isn't it? – like the cost of the brown bins. If we must have any change, please can we have the least possible option: • NOT a 'permit parking area' with 'operational hours' 8am–8pm Monday–Sunday • NOT a 52-metre bay on Godstow Rd opposite the nature reserve with no concessions for permit holders (why on earth??) o why should visitors have preference over residents, especially those who live nearby? □ people who want to go on the meadow can park in the car park at the other end of the village

	Any other comments?
(o77) Local resident, (Lower Wolvercote, Meadow Prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As ever a biased survey to distort the results - as such I must completely object to the proposed CPZ area - I have no particular problems with the current parking system in Lower Wolvercote and do not agree with the councils plan to extort money from local resident to pay for something that is already functioning satisfactorily. I do not agree with the proposed attempt to make me pay for parking for my own family and visitors. This to be appears to be a continuation of the councils generic mission of forcing people to give up their cars without providing any suitable/affordable alternatives - a policy which is unwanted, unwarranted and socially biased towards richer residents. Moreover, it involves an immediate upfront cost during a time when public finances are limited. Aside from this the survey is, as stated before completely inappropriate/ biased in that it bundles two specific policies into one i.e. parking permits and yellow lines hence promoting people to tick 'partially support' even if they are 100% against one of these actions thus likely giving the council the opportunity to misrepresent the results. Lastly with regards the 'rationale' you state – 'New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City' – the councils approach appears to be solely to restrict the flow of traffic by dismantling the existing arterial road system – merely closing off roads or reducing their size is not a sensible approach and is a costly exercise when budgets are tight. It also states – this survey is 'following on from the 'informal' consultation carried out in 2021' – the earlier consultation showed residents to be against the proposals so this new new consultation is against already declared opinion and again a waste of resources in a time of budgetary constraints. …. ans 'The proposals seek to alleviate the problems associated with non-resident parking' – I have lived here for 20+ years and probably had maximum of one or two problems with non-resident parking – why would you think that there is a problem and why would you think that you know this better than residents? '"and 'overflow parking from adjacent CPZs' – I don't see that there ais overflow from adjacent CPZs and if this is the case then clearly the CPZs should not have been put there in the first place!!! Lastly - the DYLs are primarily in places where parking should not occur in any case according to the highway code - as such there is little to object to - indeed double yellow lines should also be at the entrance to meadow prospect where cars are frequently parked.

	Time of operation – **Too restrictive** I do not want any parking zones New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** The DYLs are primarily in places where parking should not occur in any case according to the highway code - as such there is little to object to - indeed double yellow lines should also be at the entrance to meadow prospect where cars are frequently parked. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As noted before I have lived here for over 20 years and can think of no time at which I have considered these to be necessary - it is purely another way for the council to try and extort money from residents and restrict the mobility of less well off people. Any other comments? It is the usual poorly though out, anti-car policy forced on residents by a council eager to find new ways of extracting money and restricting individual choice.
(o78) Local resident, (Wolvercote, Meadow Prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	It's completely unnecessary. There simply isn't a problem in Lower Wolvercote that will be addressed or dealt with by the proposals. It seems to be a money making exercise for the council that will disadvantage residents and create bureaucracy and restrictions for no good purpose. If a problem were to arise with parking in Lower Wolvercote then, depending on the nature of the problem, appropriate measures could be proposed. But making proposals to deal with an imaginary problem seems just...daft. And a waste of time. Time of operation – **Too restrictive** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** My answer to this question is identical to the text response on the previous page - there simply does not appear to be any need for these proposals. They just don't address or respond to an existing problem. They're therefore unnecessary. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Identical to previous response. Any other comments? Nothing has changed since the previous consultation in terms of parking here, so there is no need for the proposals.

(o79) Local resident, (Lower Wolvercote, Meadow Prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object because:- 1. We do not have a problem with parking in Lower Wolvercote, and particularly not on our road - Meadow Prospect. 2. Since the change in parking regulations in the neighbouring Upper Wolvercote, there has been no issue with parking. And so I believe there will not be a problem inthe future either. Lower Wolvercote is notably more remote for other parts of Oxford as it is the other side of a traffic light controlled bridge - and hence isolated from changes in CPZs in other parts of the city. 3. Introducing parking restrictions will generate hassle and/or costs for the local residents to apply for permits and visitor permits, and will increase council costs to administrate the CPZ. In short, it is not needed and will generate hassle and cost for residents and council alike and is a waste of rate payers money. Time of operation – **Too restrictive** No restrictions at all. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is no parking problem in lower Wolvercote, so we do not need any restictions. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	There is no parking problem in lower Wolvercote, so we do not need any restictions. Any other comments? 1. Not needed now, or in the future. 2. Hassle for residents. 3. Waste of council resources.
(o80) Local resident, (Lower Wolvercote, Meadow Prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It's not necessary to have a CPZ in Lower Wolvercote, there isn't a problem with parking in in the village. Time of operation – **No opinion** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Partially support** Rowland Close – **Object** There is no need for a CPZ in Lower Wolvercote New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	There is no need for a CPZ in Lower Wolvercote Any other comments?
(o81) Local resident, (Wolvercote, None of your business)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No need for them at all. We are a village and rely on being able to park freely outside our properties without restrictions or payment. It is just an excuse for the council to make money. Stop wasting money on messing up the Woodstock road and save yourself having to steal money from the residents of Wolvercote and oxford. Time of operation – **No opinion** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Because it's just money grabbing by the council and entirely unnecessary. Thieving scum New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** See previous

	Any other comments? Stop thinking of reasons to steal our money and think of ways to spend the money you have more efficiently. Idiots
(o82) Local resident, (Wolvercote, r)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need, only people that live here park here usually Time of operation – **Too restrictive** not at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** . New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** . Any other comments?

(o83) Local resident, (Wolvercote, Rosamund)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am against these proposals as I feel it is being introduced to make money for the council. I don't see why I should have to pay for a permit to park in my own road. I chose not to have a driveway and I am still able to park near my house so I am wondering why the council is introducing these restrictions if the majority of residents are against the proposal? Time of operation – **Too restrictive** I don't agree with this scheme so I am against any parking restrictions New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I am against these proposals as parking restrictions in all forms. I see it as a money making exercise for the council and not a benefit to the residents New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I am against these proposals as prosed parking restriction scheme as I feel it benefit is for the council making residents pay for permits to park in the street they live in . I don't have a driveway so I can't use my drive for visitors to park on. So I will be penalised by choosing to have a green front garden rather than a drive

	Any other comments? Not a scheme I agree with and I doubt filling this in will make any difference to the outcome . I disagreed when it was first proposed and I disagree now
(o84) Local resident, (Wolvercote, Rosamund)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Many of us only have street parking. This is a stealth tax. Time of operation – **Too restrictive** No restriction New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Godstow Road shouldn't have parking at all during peak times. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Partially support** Parking on Godstow should be limited during peak times. Any other comments?

(o85) Local resident, (Wolvercote, Rosamund)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There us no requirement to control parking in Lower Wolvercote apart from on hot days of summer when the meadow attracts an influx. This brief inconvenience does not warrant the inconvenience to residents imposed by this CPZ. Time of operation – **Too restrictive** Not at all. This scheme is not required New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** All this is a waste of time and public finances New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** All a waste of public finances and inconvenience to residents Any other comments? No further comments

(o86) Local resident, (Wolvercote, Rosamund Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** In my opinion this scheme is unnecessary. I've lived on Rosamund Rd for two years now and have never witnessed or been affected by invasive parking. Wolvercote is somewhat of a suburb so that many of the people who come to visit residents here drive their own cars from other suburban areas. This proposal would most likely impact local residents who drive in to visit us and would create unnecessary effort in order to avoid a fine. The only place that I've see invasive parking is along Godstow Rd near the Port Meadow car park when that car park is full. However, that area is already mostly double yellow lined road, which if people are ignoring, they are doing so at heir own risk. Time of operation – **Too restrictive** This proposal is completely unnecessary. I prefer no new restrictions whatsoever. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I do not believe that lower Wolvercote should have this work done because it will negatively impact the guests and friends that residents invite into our lovely community, create extra hassle for residents, and addresses a non-issue, in my opinion. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	Wolvercote village is home to three lovely pubs who benefit from outside visitors, Port Meadow is a lovely place that we want to share with our neighbors from other communities without the added stress of council control, and this most likely only creates extra effort for us as residents. Any other comments? I'm am against this scheme entirely.
(o87) Local resident, (Lower wolvercote, Rosamund rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This looks like a money making scheme that is in no way supported by the vast majority of local residents. Time of operation – **Too restrictive** I don't think any time restriction or parking restriction should be imposed New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Overall objection to the whole scheme New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Overall objection to the whole scheme

	Any other comments?
(o88) Local resident, (Lower Wolvercote, Rosamund Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Under the proposed scheme my family will have to pay £80 a year from here to eternity for a scheme with no discernible benefit to residents. Parking is not currently an issue for residents or visitors, so this scheme is entirely unnecessary. Time of operation – **Too restrictive** The entire scheme is restrictive and places undue burden on residents by requiring them to pay for permitted parking. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** See previous written justifications, which apply here as well. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** See previous rationale for objecting to this scheme, which applies to all elements of the proposed parking changes.

	Any other comments?
(o89) As part of a group/organisation, (Wolvercote, Rosamund Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** My main concern is that that the proposals as set out are excessive in their extent in terms of timing and days they are to be applied to. They are not needed on many of the roads indicated and will introduce unnecessary stress and inconvenience to residents with limited benefit. The inclusion of restrictions on Sunday threatens the weekly Market in the centre of Wolvercote as traders need to park close by for the whole morning. Time of operation – **Too restrictive** The restrictions are disproportionate and simply not needed for such a long duration . Including Sunday restrictions will potentially mean that traders will not be able to supply the Sunday market which is a community resource and valuable for the local e New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** There is no good reason to impose restrictions on Clifford Space. New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object**

	The parking opposite the Wolvercote Lakes nature reserve is a bottleneck for traffic so there could be benefit from prohibiting parking where the road is not wide enough for traffic to pass in both directions rather than this being time limited parking. Any other comments? Permit parking is not needed on roads like Rosamund Rd. The restrictions are disproportionate and not appropriately targeted and will affect community activities especially the market on Sundays being completely impractical for traders,
(o90) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There are no issues with over parking and many properties don't have off road parking. This is a village and therefore having to pay because most homes didn't have off road parking seems unfair. A money making scheme for somewhere that doesn't have a problem. Time of operation – **Too restrictive** None at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Already stated in previous comments not required. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object**

	Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Not required Any other comments?
(o91) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not needed. Parking works as it is currently. Inconvenient when guests/tradespeople come. Time of operation – **Too restrictive** Not needed at all. If it is introduced, definitely not needed evenings or at weekends (except maybe twice a year on a very sunny day): not worth the hassle for the rest of the year. If we have to have it, make it an hour at 11am to stop people parking all New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** On ROsamund Road, bar majority of residents have off street parking. Controlled parking becomes an inconvenience New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **Partially support** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion**

	Na Any other comments?
(o92) Local resident, (Lower Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is a stealth tax on residents - parking isn't a problem on Rosamund Road, and I object to being forced to pay £80/year for no good reason. Time of operation – **Too restrictive** No restrictions. New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** N/A New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **No objection** Don't support the introduction of restrictions

	Any other comments? A third consultation is a waste of time and taxpayer money
(o93) Local resident, (Wolvercote, Oxford, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As a resident of Rosamund Road I consider the existing parking arrangements to be optimal. The proposed changes would impose financial and administrative burdens on residents. It's extra expense and unnecessary hassle. Time of operation – **Too restrictive** I would prefer there to be zero time of operation for the proposed parking zone New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I don't believe these are in the interests of residents New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Don't put in any parking restrictions! Any other comments? Terrible idea, not in the interests of local residents

(o94) Local resident, (Oxford, Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No problem with visitors parking in the cpz. Therefore costs of setting this proposed cpz up could be saved. Time of operation – **Too restrictive** This would make it very difficult for my family and other visitors coming and parking in the area for no benefit for the residence in the area. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is very little traffic in wolvercote in general on normal days. Therefore it is already very safe. The only issue would be the flow of traffic over the rail bridge when traffic is coming off the A34 and using wolvercote as an alternative route is case of congestion on the A34. Therfore there needs to be a change to the parking near the lakes. Perhaps "keep clear" zones or something might help here. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	No changes to the parking needed now. Any other comments?
(o95) Local resident, (Wolvercote, Oxford, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am a resident of Rosamund road. I also walk around Lower Wolvercote frequently during week days and at weekends. As such I have a good sense of the current parking situation. As I understand it there needs to be a public benefit to introduce parking restrictions. It should not just be done to raise money. The responses below are based on these assumptions. I always manage to park outside my house and have when parking in other parts of Lower Wolvercote I always manage to find a space within a short walk of where I need to be. As such any parking restrictions seem completely unnecessary. All the proposed restrictions will do for most people is increase their financial burden (by up to £160) at a time of hardship. It will also reduce the number of visits to the more vulnerable and lonely members of the community. The recently introduced CPZ in Upper Wolvercote seems to have had no noticeable effect on the parking in Lower Wolvercote. This is no surprise given that they are a good distance from each other on foot. We were already asked in the recent survey whether we wanted parking restrictions in Lower Wolvercote and the overwhelming response was no. So why are we being asked again so soon? Time of operation – **Too restrictive** No restrictions at all as they are not necessary! New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object**

	The current situation is fine New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** The current situation is fine Any other comments?
(o96) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** All my neighbours object to this scheme on the grounds that we do not have an issue with excessive parking in our area - sounds like a scheme to make money for the council and goes against the values shared by the Wolvercote community. Time of operation – **Too restrictive** I do not think we should have this scheme at all. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** As before - excessive parked cars is not an issue in these roads and a scheme like this goes against core values of Wolvercote.

	New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** See previous comments Any other comments? Strongly object
(o97) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is completely unnecessary - there are very few people parking here who aren't residents. At very peak times in the summer there is occasionally a bit of extra non-resident parking due to visitors of the bathing place on Godstow Road, but this would be better sorted out with more efficient enforcement of double yellows parking etc. Time of operation – **Too restrictive** None - not needed New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** These DYL proposals are sensible to ensure safety at junctions - particularly good given that we have large numbers of kids cycling in the village

	New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Object because we don't need the scheme at all. If the scheme IS put in place, these would be sensible places to have shared use, EXCEPT Godstow Road, where the time limited bay will have a negative impact on residents with houses on that stretch of Godstow Road Any other comments? It's really not needed - there are no huge issues with non-residents parking in the village, so no need to charge us to park as residents - and it risks overturning a good culture of retaining front gardens as green space (sensible to reduce flood risk et
(o98) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Controlled parking is not needed in the village. There are perhaps 2-3 days per year where parking is a challenge and this does not warrant the measures being proposed. The proposal itself has some major flaws. The proposal to allow only visitors by the lakes will cause the cars of residents close to this area to be displaced. There is a pay and display car park which should be used by visitors wishing to use the meadow. The arrangement will also have a negative impact on the community pub, the White Hart. This serves the community well offering a range of services to those in need. The restrictions will without doubt cause them significant challenge and loss of income. I can not understand why the council want to implement measures which are clearly not needed. Whilst I appreciate that funding is a challenge for the council, this appears to all within the village as a means to generate income, if this is the case some transparency around this with assurances that the funds would be used to prop up statutory services might help you gather support.

	Time of operation – **Too restrictive** If you are to put in measures, to stop commuters and encourage use of the park and ride, a two hour restriction during the middle of the day would suffice. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Support** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The proposals for godstow Road will Enhance road safety. All the others are simply not needed. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Parking restrictions are not needed so I object to all Any other comments?
(o99) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object to these proposals. The Village functions perfectly well as it is. There has been no obvious evidence of commuter parking. Visitors using our shop, pubs, meadow etc tend to come for a short time. This is not a problem. Don't create more stress for us and our friends.

	Time of operation – **Too restrictive** Don't change the present situation. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** By inflicting proposals in one road means that may cause a problem in adjacent areas. Don't create a new problem. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** There is no problem. Don't change it. Any other comments?
(o100) Local resident, (Lower Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am very strongly objecting to this proposal because: 1. It is completely unnecessary. We don't have a parking problem in Lower Wolvercote. As far as I am aware a lot of local residents already objected to this plan in the previous consultation for this reason. 2. Since there is no current need for these parking restrictions, it seems absurd and unfair to charge residents to park their car outside their own home

	3. It will drive local residents to convert their front gardens into driveways thus destroying ecological habitats and cutting down trees with negative impact on the environment, let alone damaging the aesthetics of the village 4. The permit holder only restrictions from 8am-8pm Monday to Sunday would impact badly local pubs at a time when they most need help in order to survive. The previous proposal of 9am to 5pm Monday to Friday would be less damaging for their trade Time of operation – **Too restrictive** 9am-5pm Monday to Friday - if we are forced to accept any at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** No-one that I know in Lower Wolvercote supports this proposal For whose benefit is it? New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Don't agree with anything in this proposal Any other comments?
(o101) Local resident, (Lower Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There is no need for a CPZ in lower Wolvercote. There is plenty of spare parking particularly along Rosamund Road and Home Close. We are too remote from destinations for users to park and walk. There is no evidence to suggest anyone from outside the village parks and walks or uses the bus. Simply not needed. Time of operation – **Too restrictive** Ideally none however at max Mon to Fri 1000 to 1600 hours New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Unnecessary New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Unnecessary Any other comments?
(o102) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	These are simply not needed in lower Wolvercote. The only road which needs more controlled parking is the stretch of Godstow Road coming down from the bridge which creates traffic problems in and out of the village, as traffic can only flow one way. This could be achieved with timed bays on that part of Godstow Road. The rest of lower Wolvercote has no need for controlled parking. Time of operation – **Too restrictive** I would prefer no controlled parking in lower Wolvercote as it is not necessary. Certainly not outside of normal working hours. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Not necessary New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Partially support** Godstow Road is difficult to navigate at rush hour with parked cars Any other comments? Totally over the top response. Understand the council is cash-strapped but there is absolutely no need to introduce a CPZ throughout Lower Wolvercote.
(o103) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes**

	Overall opinion – **Object** We do not experience any issues with struggling to park as a resident, there is plenty of parking opportunities. We have not asked for permit parking and it is unfair to request us to pay £80 per year for something that we have not asked for / do not need. Time of operation – **Too restrictive** No CPZ at all New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** N/A New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **No opinion** . Any other comments?
(o104) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	Parking is not a problem in Rosamund Road and Home Close, so these measures are not necessary. There is no problem with commuter parking in this area. If you force people to create driveways this is going to harm natural habitats and cause further flooding issues. The change of hours to all days 8am-8pm is going to hurt the pubs and shop even more than they are hurting now. Time of operation – **Too restrictive** Monday-Friday 10am-4pm New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Object** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** Generally these are positive for safety, except the ones on Godstow Road New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** There should be more shared bays in each road, to allow for visits from people like carers, or trades people Any other comments?
(o105) Local resident, (Lower Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is unnecessary. There is no need whatsoever for these measures in Lower Wolvercote.

	It is the opposite of what a green policy should be, and will lead to nearly all front gardens in Rosamund Road, Home Close, and Meadow Prospect being concreted over and used to park two cars, to the massive detriment of bird and mammal life, especially hedgehogs and sparrows. It is yet another unwanted encroachment of city bureaucracy into what was a pleasant and independent village and is now being systematically ruined by the city council. It is yet another hike in costs for pensioners like my wife and me: we are active old people, and have family visiting often, so we will have to buy permits for ourselves and visitors. It would constitute yet another hike in costs for people on fixed incomes like us, who are already struggling. You haven't published the data from previous 'consultations', just vague and widely distrusted summaries: but I believe from my own polling that people do not want it. If you believe otherwise, or truly want to know the will of the people, you will put this proposal to a referendum of residents: but you will not, I feel sure, have the courage to do that, for this or for any other of your deeply unpopular policies. Let's have some real democracy, please. The proposed scheme is even worse than those that were put to people in the previous 'consultations'. This invalidates any support that may have been expressed in those processes. So if you had any sense of honour, you would go back to the 'informal consultation' stage again. At earlier stages, our county councillor promised that our objections would be taken on board, and a tailored scheme would be proposed that accommodated our concerns. This promise has been broken. The scheme should be reviewed in the light of our concerns, and dropped entirely, ideally, or, failing that, substantially changed. Time of operation – **Too restrictive** No restrictions at all. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** No restrictions at all, please. They're not needed. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object**

	Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** The scheme is fundamentally flawed and should be abandoned. Any other comments? It is unnecessary. There is no need whatsoever for these measures in Lower Wolvercote. It is the opposite of what a green policy should be, and will lead to nearly all front gardens in Rosamund Road, Home Close, and Meadow Prospect being concreted over an
(o106) Local resident, (Lower Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** If this scheme is taken up local residents will feel it necessary to pave over their front gardens in order to park on their land at the front of their house. Front gardens in many roads affect the general atmosphere of the village in Lower Wolvercote - these areas are crucial spaces where people can grow flowers, have trees and live in a largely green environment. To encourage the paving over of these spaces by making parking on the road expensive and over complicated is a big mistake in a world where every inch of green space should be appreciated and nurtured. Time of operation – **Too restrictive** As I have stated I think the whole idea is a very bad one. It will not ease the traffic or parking situation but rather make it far worse and will only serve to make money for the Council - better to find another way of doing that which doesn't make our New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object**

	As you know by now I object to this scheme for Lower Wolvercote. People are already aware that they should limit car use for environmental reasons and most of us do this. I absolutely hate the idea of thinking about dealing with parking restrictions where I live and feel very sorry for those who must. It's a scheme which will inevitably be an isolating factor for residents, gardens will be turned into carparks, there will be arguments about who can park where, when and for how long, it's expensive. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** see previous comments Any other comments?
(o107) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I'm writing to oppose this project. This is the third time that the residents of Lower Wolvercote have been asked about introducing a cpz and we were overwhelmingly against it in the previous consultation: I believe the figures were 60 or 70% opposed. I have no idea why you are still trying to introduce it. There is currently no problem for residents to park in the majority of streets for most of the time. The place where I could believe it is a problem - Godstow Road alongside Portmeadow - will find that the proposed allocation of space for a 3 hour parking limit irrespective of residental status will, in fact, make it worse. I think you should also consider the probable knock-on environmental effects of introducing a cpz here. Houses in Rosamund Road and Home Close have the option of converting part of their front gardens into driveways, but only a portion of them have currently done so. Introducing a cpz will make this a much more attractive option. This would lead to an increase in water run-off in an area already prone to flooding, a decrease in planting which will have a negative effect on biodiversity, as well as detracting from the visual appeal of a popular residential area.

	It is hard to see this proposal as anything more than a rather cynical money raising venture. Time of operation – **Too restrictive** The only times there could possibly be an argument for parking restrictions would be at weekends, but I'd prefer you not to continue with the proposal at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **Object** Rowland Close – **Object** I also object to the parking restrictions in Home Close and Rosamund Road New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I particularly object to the time-limited bay (all users) on Godstow Road as I think it will make the problem worse Any other comments?
(o108) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am appalled by this coming up again. Please see my objections to the last two consultations. It is anti democratic to keep coming back and asking the same question, hoping for the answer you want. We can confidently say that had you implemented this already, there would be no consultation on removing the measures. This is by definition a

	biased and therefore unacceptable process, and corrosive to democracy and the sense empowerment in the community. I would like to object as strongly as I can to the idea of a parking zone in Wolvercote. There are several reasons. Firstly I object to the imposition of bureaucracy where there was none before, to solve a problem that doesn't exist. I've never had trouble parking in Wolvercote, and conflicts that arise over parking are between locals, so the imposition of zoning would not make an impact. Secondly, Wolvercote is not somewhere people would park to access the town in great numbers in the future. It's just not a problem. It's too close to the park-and-ride for that to be a realistic problem. The idea that it might be a problem in the future is not good enough justification to make a thousand people spend an hour of their time each year filling in online forms. Avoiding this nonsense was one reason I moved to Wolvercote. The system when I had to use it when living in Summertown was not fit for purpose - very slow and inefficient, and the council refused to take responsibiliuty for the consequences of their failures. People do come here a lot - to walk on the meadow and fly model planes. And why shouldn't they? But if you are determined to stop people parking here regularly the best thing to do would be to implement a Bus gate, when they are eventually brought in we will be swamped with through traffic from the A34, so it will probably have to come at some point anyway. The idea that making it harder for non-locals to park would discourage car ownership is weak at least. What is the evidence for that? It might well have the opposite effect. Now we locals can park another car! By transforming the parking of a car from a responsibility to a right related to living in the area may have perverse effects as it has done in many areas. One of the joys of the area is the front gardens, only a minority of which being used as carparks, and usually only for a single car where they are misused in this way. Zoning would force more people to pave over their gardens, or more of their gardens. This will worsen the flood risk (which is very high), and further degrade the habitat for the fairly pathetic amount of wildlife we have remaining in this country. Hedgehogs for example (we still have a few) are likely to become extinct within two generations primarily due to changes to gardens like this. Front gardens used to be a proud feature of towns and villages, and the idea we should give this over to the storage of cars and bins is grim (see Bill Bryson's comments on this for a better read). Just the constant threat of the imposition leads people to destroy their front gardens. We also don't gain anything by making people park in their small front gardens because the area of street outside each house where people used to park has to be kept clear to allow access to these horrible little car parks. Cars are now driving over the pavement, endangering people, especially children, instead of staying on the road where they belong. My wife was knocked from her bike by someone reversing over a cycle lane in another part of Oxford. It's just not a win in any sense.

	I also strongly object to the idea that the local government should decide who can have visitors to their home. This is the stated policy in the letter sent to us. For example we have a small child who has had carers who came to look after him. He has had several over the years, none of whom lived very near or could get here on public transport from where they lived (perhaps you should think about addressing that first?). The provision of 100 'visitor permits' over a year would not cover this care, and even if it did, would mean we could have no other visitors. Why should I spend my time begging the council for permission for his carer to come and look after him? Why should they have this power? It is also illogical. I live here, so under the scheme I can have two cars, whereas I can't have a regular visitor, even were I to have no cars of my own. Finally, the parking signs are an ugly, unnecessary, piece of 'furniture'. Keep our streets clear of them please. Time of operation – **Too restrictive** No restrictions New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** See my earlier answer New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** See my earlier answers Any other comments? See my earlier answer. Stop ruining a) democracy and b) the area with unnecessary nonsense.

(o109) Local resident, (Lower Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** A CPZ is not needed in Lower Wolvercote, as it will only introduce unnecessary restrictions to an area with two access points, bounded by bridges and, in effect, an island, The proposals will be detrimental to local residents when having visitors or trades people, to local businesses and community hubs who do not have any or little off road parking for customers or staff/organisers. The local shop and pubs will not be viable without a reasonable proportion of car and van-borne customers. The current situation works well and it does not need to be heavily managed, causing unnecessary stress and costs. Lower Wolvercote does not need more double yellow lines other to prevent dangerous parking, if new locations are identified, and it does not need lots more street furniture cluttering up our pavements. Time of operation – **Too restrictive** NONE New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The CPZ is not needed. New restrictions are NOT needed in an area cut off from other areas of parking by bridges. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Opposed to the whole scheme.

	Any other comments? Why are you trying to impose this after two previous consultations, which rejected the CPZ proposals?
(o110) As part of a group/organisation, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is not needed. There is always adequate parking. It will have hugely detrimental effect on pubs and vital community spaces - in particular on our Sunday Community Market as stall holders need to be able to park in the nearby streets. Making Godstow carpark a paying carpark is likely to result in walkers parking on the streets instead so any plan to do this should also be scrapped. Time of operation – **Too restrictive** I oppose the restrictions but were they to come in 8am-6pm (so pub goers can park) and only mon-sat for the sake of the market. New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** With so many children walking and cycling up Godstowe Road, it's important that there is clear visibility. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	We ont need any restrictions as parking isn't an issue. Any other comments?
(o111) As part of a group/organisation, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I'm writing on behalf of Wolvercote Community Market, a flourishing Sunday local enterprise run in the grounds of the White Hart every week. This much valued resource for both shoppers and traders will be severely impacted if restrictions to parking are in force during market hours, as is proposed. A 52 foot parking bay opposite the lake, which may already be full, will not accommodate all our traders. We need to know that the Council will make provision for our traders to be able to park without restriction during market trading hours, set up and take down. In addition, on an individual basis, these proposed changes reflect central policies at the Council rather than focussing on what might benefit the community living here. Obviously I can't speak for everyone, but my experience of living here does not make me think we need any further restrictions than already exist. Time of operation – **Too restrictive** No further restrictions New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Already stated New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object**

	Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As previously stated Any other comments? As previously stated
(o112) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is unnecessary . It penalises our families who may be visiting. It will have a knock on effect on local markets and businesses Time of operation – **Too restrictive** I dont want any time limits. I do not want restricted parking New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There are any small properties with no off-street parking opportunities New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion**

	Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object** We do not need or want restrictions in our neighbourhood Any other comments?
(o113) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Most people that park on the road are residents, so other than making this proposal a money making scheme for the council, it's not beneficial to the local residents. Time of operation – **Too restrictive** Again, not sure who would benefit from this? New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Again, who is this dyl serving? Not us as residents. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	Same point as before. Any other comments?
(o114) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not required. No issue with parking on Rosamund Road Time of operation – **Too restrictive** I'd prefer no restrictions If restrictions are required then for One hour per day New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **No opinion** Rowland Close – **No opinion** Godstow Road parking is a problem on sunny summer days when lots of people want to use the meadow at weekends. Not on side roads New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Other than Rosamund Road u don't think restrictions are required

	Any other comments?
(o115) Local resident, (Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Why is this necessary? We do not have a parking issue at the moment. The council is doing this just to make more money! Time of operation – **Too restrictive** 9-5 Monday to Friday New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The only road that has any parking issues is Godstow Road New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Partially support** Godstow Road only road needing any restrictions Any other comments?

	This is just a money making exercise. People will not be able to drive or park without any restrictions in Oxford. Wolvercote is a village in its own right and does not require parking restrictions.
(o116) Local resident, (Lower wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have no problems parking in Rosamund Road so no need for permits - there is plenty of space for everyone Time of operation – **Too restrictive** No days/times needed New DYLs: Clifford Place – **Object** Elmthorpe Road – **No opinion** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** No need for restrictions they would be an unnecessary pain New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Stop wasting money - go somewhere else where parking restrictions are actually needed Any other comments? Drop it it's a waste of your time and ours

(o117) Local resident, (Wolvercote, Rosamund road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There are no parking issues in lower Wolvercote. Cost of permits is high when this is not necessary. This will also impact on local businesses such as the pubs. Completely unnecessary and expensive at an already hard time economically. Time of operation – **Too restrictive** No restrictions at all. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Not needed as no parking issues at all. Why should we pay to park outside our own house when there are no problems now? Expensive and restrictive, not needed. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As previous comments Any other comments?

(o118) Local resident, (Wolvercote, Rowland)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live in Rowland close - the bay suggested is unsafe due to poor visibility Generally controlled parking not necessary or wanted Time of operation – **Too restrictive** 6pm should be the cut off time New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Rowland close Poor vision where proposed Road too narrow Elmthorpe will be a nightmare New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Rowland close - poor visibility where proposed Elmthorpe Road is a nightmare Any other comments?

	This scheme is not required and unpopular
(o119) Local resident, (Wolvercote, Rowland close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Lower Wolvercote is not appropriately served with safe public transport or safe cycle routes - note recent near death near Cherwell school. Council needs to make it safer and more efficient to give up cars. And stop treating all cars the same not encouraging people to switch to electric. Had there been an equity impact assessment done for these proposed changes - if so this should be made publicly available. Time of operation – **Too restrictive** The only time there is a problem is during the summer months at the weekend. There are no issues during the week. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** As previous statement There are many local businesses and self employed people who will be negatively impacted New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	As before Any other comments?
(o120) Local resident, (Wolvercote, Rowland Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Instead of focusing on CPZ's why not focus on repairs of potholes etc. it's another way to cause misery for motorists. Sort out the constant car park that is the A34 . Clear the litter strewn along the carriage ways. Put proper traffic lights in lower Wolvercote. How we managed for the last fifty years is beyond me. You already charge parking for the bathing place. No one asked for that either . My answer is No to CPZ's in lower Wolvercote. Time of operation – **No opinion** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Wolvercote is a rat run because you allow the A34 to back up constantly. You have bigger issues. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	Just sort out Oxford railway station you jokers. Any other comments?
(o121) Local resident, (Lower Wolvercote, Rowland Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It limits vehicle size and weight to below that of a tradespersons van, who have the most need to use the spaces. If anything, the spaces should be limited to larger vehicles as anyone in a smaller vehicle could be using public transport. This is a typical thoughtless regulation made by a typical Oxford middle class bureaucrat, with no thought for those struggling to do actual physical work and deliver actual goods, i.e. serving our community. Even if the vehicle is allowed in the space there is still a charge to contractors, making jobs more expensive, and their lives more difficult. Oxford is already a difficult place to do business for trades and small businesses, please do not make it more so. Also you have ignored the parking needs of the boating community which you are excluding as a minority, more thoughtlessness. Overall, this destroys the lovely village feel of Wolvercote and simply turns it into another Oxford City suburb. Time of operation – **Too restrictive** Mon - Fri 9-5 New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The questionnaire does not clarify what the abbreviation DYL stands for. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support**

	Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Object** Godstow Road Time limited bay is too short a time and excludes Boaters who as residents should be eligible for residents permits but are being excluded as a minority. Any other comments? This scheme has the potential to turn a currently peaceful, safe neighbourhood into a tense, competitive parking zone. I have already witnessed tensions between residents and predatory, commission based parking wardens when the bridge was closed. At least
(o122) Local resident, (Wolvercote, This is not relevant)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is simply not needed - there is not a problem with parking in Lower Wolvercote aside from on a handful of days a year, and certainly not 7 days a week between 8am and 8pm. Time of operation – **Too restrictive** I would prefer that there is no restriction aside from double yellow and single yellow lines that are actually enforced - at the moment these are not enforced New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is no need to restrict parking in the village New parking places:

	Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** There is no need for parking restrictions in Wolvercote Any other comments? This is a waste of time and money and is completely unecessary
(o123) Local resident, (Wolvercote, Webb's close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We do not want parking permits. None of us that live in wolvercote. We're perfectly fine without them and are sick of the greedy council profiting every which way. Time of operation – **Too restrictive** None New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** O New parking places: Godstow Road (Shared-use) – **Object**

	Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** O Any other comments?
(o124) Local resident, (Lower Wolvercote, Webbs Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No current concerns with the current level of parking. The area is purely residential and has no parking problems during and outside of working hours. Time of operation – **Too restrictive** Not necessary at any time but the cpz will create a parking problem. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** No consistent parking issues occur in the area. This current layout with no restrictions in place has been in place and worked for several years. There is no sudden rise with parking issues in the area that would need intervention. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object**

	Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Parking has never been an issue in the area and this is purely a revenue exercise that will create parking issues in the area. Any other comments? There is no evidence to justify these changes apart from creating extra revenue across the city. Motor vehicles already pay a large amount to use the roads and this is an additional financial burden that will not benefit the area but would be detrimental
(o125) Local resident, (Wolvercote, Webbs close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As a working class family we all have a car for work, 3 in total. You say only 2 per household so how does that work. Parking is never an issues now but putting parking permits there will not be enough spaces for local residents cars Time of operation – **Too restrictive** Monday to Friday 9am till 4pm New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** As previously said parking is not an issues in lower wolvercote but by putting in permits parking there will not be enough spaces to park New parking places: Godstow Road (Shared-use) – **Object**

	Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As previously commented Any other comments?
(o126) Local resident, (Wolvercote, Webbs Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The White Hart is a community pub and a listed building, without its own parking. Some customers have no choice but to find on-street parking, and a CPZ could destroy a business which is run solely for the benefit of the community and to preserve an historic building. Time of operation – **Too restrictive** Would prefer no CPZ. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** As previous. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object**

	Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As previous. Any other comments?
(o127) Local resident, (Wolvercote, Webbs Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It only needs it at weekend's Time of operation – **Too restrictive** Saturday and Sunday New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** It won'work New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	It won't work Any other comments?
(o128) Local resident, (Wolvercote, Webbs close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As a household with 3 cars how's only 2 permits per household going to work, myself and Husband and my daughter need our cars to get to work. We should be able to come home and park without any fuss Time of operation – **Too restrictive** Rather not permits at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** We do not need permits in lower wolvercote New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** No permits in lower wolvercote Any other comments?

	This is just another money making scheme for the council. No thought for the local working class people. It's a stress we don't need not being able to park when we come home
(o129) Local resident, (wo, webbs close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** there are no parking problems during the proposed times. Time of operation – **Too restrictive** there is no need for any time restrictions New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** we do not have a parking problem you will cause one unnecessarily New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** not needed Any other comments? leave our parking alone we manage ok without your interference your silly ideas will definitely cause parking problems that at this present time do not exist

(o130) Local resident, (Lower Wolvercote, Webbs Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is absolutely no reason for parking permits in Lower Wolvercote. We don't suffer from commuters parking in the village to catch the bus into town. Parking permits would mean parking bays which would reduce resident parking. Residents simply wouldn't be able to park in their street. It would be a first come first served situation which is unacceptable. We have 3 vehicles in our household for travelling to places of work. You are only submitting two permits per household. You tell me where our third vehicle would park. One of us would have to give up work. Ridiculous proposal. This is simply a money making scheme. Wolvercote is a village. A village does not need parking permits. Time of operation – **Too restrictive** Would prefer no restrictions whatsoever. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Again Wolvercote is a village and does not need parking restrictions. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object**

	Once again Wolvercote does not need parking restrictions Any other comments? This is simply a money making scheme. I would have more respect if you told residents the truth rather than treat us like idiots.
(o131) Local resident, (Wolvercote, Webb's close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't need it it only the council trying to make more money out of us Time of operation – **Too restrictive** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Because we don't need it and it just the council trying to get more money out of us New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** It just the council trying to get more money out of people

	Any other comments?
(o132) Local resident, (Wolvercote, Webb's close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't want it or need it Time of operation – **No opinion** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Because we don't need it New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** We don't need it Any other comments? We just don't need it

(o133) Local resident, (Oxford, Baynhams Drive)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** There is no parking for the houses opposite the 52-meter parking bay currently parked there. Also, a CPZ is unnecessary for Lower Wolvercote, and on-street parking for the community pub is limited. Time of operation – **Too restrictive** 8.30 to 6 New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** Little impact for residents but makes the street area safer New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** As mentioned, it impacts residents on Godstow Road who do not have parking bays outside their houses. Any other comments? The actual parking issue on Godstow Road is through traffic causing a chicane effect. The Meadow car park should be returned to free parking for Meadow visitors as this charge shifts parking to the village away from the car park, which worked fine before

(o134) Local resident, (Wolvercote, Collett Drive)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** There should be no parking on Godstow Road south side during the day. Time of operation – **Just right** New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** There should be no parking on Godstow Road South Opp 46-52 New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Partially support** No parking on Godstow Any other comments?
(o135) Local resident, (Wolvercote, Elmthorpe Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support**

	It addresses some problems but also limits resident freedom of interaction with family and friends - scratch visitors' cards. This should never be a chargeable freedom Time of operation – **Too restrictive** 0800-1800 New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **Object** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **Partially support** Rowland Close – **No opinion** Elmthorpe Rd does not need a reduction of on the already invaluable and limited road parking meterage. New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **Partially support** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Partially support** It must above all benefit residents. Only then can visitors' needs be serviced. Any other comments? We're u der siege from visitors, particularly in the summer. You must first protect our access and community, but must NOT turn this into a money-making venture. Not everyone can afford the permits. And that means vulnerable people become even more isolat
(o136) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support**

	I think restrictions would benefit residents over visitors if used correctly and reduce the number of cars overall. However, if zones are bought in they need to be on all roads not partially as proposed. I live on Elmthorpe Road and this proposal will lead to many people parking on the road to avoid the CPZ as the road is not included. I think if a CPZ is implemented it needs to be across all roads. Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** I think revision of the approach is needed. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** Also need parking restrictions on Elmthorpe Road. Any other comments?
(o137) Local resident, (Wolvercote, Oxford, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support**

	I write as a car driver who is not a car owner and who supports in general efforts to contain car ownership and to encourage use of public transport. I am disappointed that this proposal, however, gives no reasons for restricting parking in Wolvercote and I am unconvinced that it is necessary and fearful it will simply introduce a level of bureaucracy that will impinge on all our lives. In particular, I am concerned about the provisions for visitor parking and for the lack of it in Elmthorpe Road and Webb's close. This will mean that households in both those areas will have to direct visitors to bays some way away from the house they are visiting. In the case of Elmthorpe Road visitors to houses will have to compete on Godstow Road with visitors to Port Meadow and in the case of Webb's Close, with visitors trying to avoid paying for the car park at the bathing place. There will be pressure on residents to offer visitors' permits to guests and thus use these for relatively short stay visitors. This could eat into any house's allocation, which currently is only 1 per week across the year, which you must admit is meagre. I am also concerned with the proposals for contractors' permits, particularly for longer works such as the full refurbishment of a house and I believe this should be capped as the charge for this is sure to be passed on to the client. In the case of a house opposite mine, where an extension and refurbishment lasted from December to August, this would have added well over £1000 to the cost and yet the modernisation of a sub-standard house must be seen as desirable in public terms. Time of operation – **Too restrictive** If the idea is to prevent parking by outsiders then using the bus into the citry centre, there is no need to restrict parking after 6 or at weekends New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **Object** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **Object** Rowland Close – **No opinion** I do not think these are necessary New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion**

	Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No objection** If these are shared use they are likely to be taken over by residents who cannot otherwise find a parking space and thus limit space for visitors; Any other comments? I think a questionnaire form does not really allow us to give a reasoned response to this scheme. I have done my best in the comments field to the first page.
(o138) Local resident, (Lower Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** At present, there is insufficient parking for residents. Non-resident parking is becoming a significant burden ranging from brief (up to 4 hour) use for trips to the pubs/Meadow all the way up to people using the village for long term parking (2 week+) during holiday seasons - they simply catch the 6 bus to connect with the Airline bus in town. Time of operation – **Just right** New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **Partially support** Godstow Road – **Partially support** Meadow Prospect – **Object** Webbs Close – **Partially support** Rowland Close – **Partially support** On the east size of the exit of Meadow Prospect there is now a driveway so there is no need for the DYL. The west side is valuable parking for residents that have no off-road parking (i.e. 107, 109, 111 Godstow Rd.). There are no implications for road safety. New parking places: Godstow Road (Shared-use) – **Partially support**

	Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **Partially support** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **Partially support** We are writing as the residents of 107 Godstow Road. It should be noted that the residents of 107, 109, 111 and 113 Godstow Road have NO off road parking and have to compete with other residents of Godstow/Meadow Prospect (who have off-road parking but multiple cars) for the few limited spaces adjacent to our property. This competition for spaces is exacerbated by visitors to the Meadow (including dog walkers, allotments) and pubs in the village to the point that we have to park significant distances from our house. Because of the lack of off-road parking in this particular properties, we ask that the west size of Godstow Road, adjacent to 107 is made permit holder only. If further space for visitors is required then we suggest that shared-use bays are put in further down Meadow Prospect closer to the cut-through to the Meadow. Any other comments? We are generally positive about these changes but have the specific objection to shared use spaces adjacent to our property. We ask that these be designated resident only due to lack of nearby, alternative parking.
(o139) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** We and all of our neighbours (no's 46-58) on Godstow Road currently rely on being able to park on Godstow Road opposite the nature reserve. The proposal says that this bay will be 3 hours only, even for local residents. We will be left with nowhere to park in the vicinity of our home, as Elmthorpe Road cannot take cars from both Godstow Road and Elmthorpe Road residents. The proposal says the reason for making this area of Godstow Rd 3 hours only is so that visitors have somewhere to park. Surely residents should be the priority? I strongly object to this part of the proposal and believe it should be changed to protect the residents of 46-58 Godstow Road from having absolutely nowhere to park. Time of operation – **Just right** New DYLs:

	Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Object** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** I strongly urge you to reconsider and allow Lower Wolvercote residents to park on Godstow Road opposite the nature reserve for an unlimited time period. Some of the residents in 46-58 are elderly and infirm. It is extremely important for them that they can park their car on Godstow Road within easy access of their house. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Object** The residents of 46-58 Godstow Road lives will be severely, negatively impacted if they are not able to park on Godstow Road opposite the nature reserve. Elmthorpe Road currently cannot take all the cars of Elmthorpe Road residents. Any other comments?
(o140) Local resident, (Oxford, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** Elmthorpe Road cannot remotely accomodate all the residents' vehicles at present. The owners of numbers 46-58 Godstow Road currently park their cars on Godstow Road (opposite the Nature reserve). If this has no allocation for residents (as proposed) It will be impossible for these residents to find a space anywhere at all close. Really impossible!!! It cannot be the intention of these proposals to make life difficult for the residents.

	Time of operation – **Too restrictive** 9am - 6 pm New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **Partially support** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** These proposals discriminate against the residents of 46-58 Godstow Road. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **Object** The time limited bay will make life very difficult for residents. It is a hufe area some of ehich should be reserved for residents. Any other comments?
(o141) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** I support the proposal but am very concerned about the 'shared use parking bay' at Godstow Road South side a) opposite Nos.46-52. This parking bay , right next to the Elmthorpe Road bus stop is causing a very dangerous pinch point which causes congestion, dangerous driving, and many examples of road rage. These 3-4 parking spaces are placed in a road layout that is a design failure. From my own experience, I have seen on multiple occasions cars speeding up onto the opposite pavement where pedestrians are waiting on the narrow pavement by the bus stop. The

	car drivers have been waiting at the pinch point, got impatient and have illegally and very dangerously threatened the safety of pedestrians waiting at a bus stop on the narrow pavement. I have also been on the no.6 bus coming into Lower Wolvercote bus when a car refused to back up to allow the bus to pass and stop at the Elmthorpe Road bus stop. This stand off lasted for half an hour. Please would you remove these dangerous parking spaces so there is no longer this dangerous pinch point. Time of operation – **Not restrictive enough** Many cars are parking on narrow pavements along Godstow Road because the parking spaces are on narrow roads. These parking spaces cause congestion, parking on pavements and dangerous pinch points in Lower Wolvercote. People with disabilities, people in wh New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Partially support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** Godstow Road should be clear of parking pinch points which endanger pedestrians, cyclists and public transport users New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Partially support** Dangerous parking bays on Godstow Road must be removed Any other comments? Public Transport users, people who cycle and walk must be kept safe and not just an afterthought

(o142) Local resident, (Wolvercote, Godstow road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** There is already insufficient parking for residents in lower Wolvercote and the addition of parking restrictions at port meadow carpark have made this worse! To add further double yellow lines and make some areas 3 hours only will mean that not everyone can park - this will cause more tension in the community. If restrictions are in place surely they should operate 24 hours a day as most people want to park at their home at night Time of operation – **Not restrictive enough** We need protection for residents at night too - visitors can pay and park at port meadow car park New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is already too little space to park!!! This will make matters worse and is not needed New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** If parking is being restricted to residents then it should be protected for residents as there is not enough as there is Any other comments?

	The addition of parking charges on port meadow carpark has created a nightmare that now needs to be managed through further restriction - I completely disagree!!
(o143) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** There are a lot of cars that come and park locally for the meadow (which will get worse now the car park is charging) and to commute to work. I think we need something but object to more things I need to pay for as a single parent already struggling to pay council tax and heating bills! Time of operation – **Not sure** New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **No opinion** Godstow Road – **Partially support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** Some areas of Godstow Rd are busier than others and parking can be dangerous for cyclists and children New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **Partially support** I don't actually understand fully how these proposals will work.

	Any other comments?
(o144) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** In favour EXCEPT that 8.00-5.00 would be preferable. Time of operation – **Too restrictive** Mon-Saturday 8.00-5.00 New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **No objection** Meadow Prospect – **No objection** Webbs Close – **No objection** Rowland Close – **No objection** I'm not sufficiently aware of the pressure on parking in some streets. New parking places: Godstow Road (Shared-use) – **No objection** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **No objection** Residents need to have priority. Many of my neighbours on Home Close have shared drives, so obliged to park on the road. Paving over gardens in an area at risk of flooding not a good idea. Any other comments?

(o145) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** Generally we do not need a CPZ here. The only issue will be in hot weather when people visit the meadow and will now try to park in our streets as you are instituting a parking fee system for the bathing place. Time of operation – **Too restrictive** Summertime restrictions only, maybe just weekends New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** No comments New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **No opinion** No comments Any other comments? I would like to know the position for hire cars. We gave up our car earlier this year and hire a car when needed, usually from a car club. If I understand correctly, we will have to use our visitor permits when parking our hired car, which seems very unfa

(o146) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** I know that the area gets very congested especially at the weekend in the summer, so I support the CPZ, but I think the cost for residents is excessive at £80 per vehicle. I am glad that people aged 70+ get additional permits free of charge, but I think they should have a lesser charge for the permit, since many rely on a car. Time of operation – **Too restrictive** There are residents in Godstow Road who have nowhere behind their house to park off-road, so they will be badly affected by the proposed 3 hour resriction opposite the 'lakes New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I am not sure what effect the DYLs would have on the residents of those streets New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** If there are not enough spaces at the moment, and that is why the CPZ is being introduced, having some shared use bays will make it worse. Any other comments?

(o147) Local resident, (Lower Wolvercote, Off Godstow road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** The roads in Wolvercote are a mess and need repair. There are daily problems due to parking on Godstow Road which should be removed completely. Parking on this road holds up traffic - residential and public buses - causing pollution and dangerous overtaking. Given there is funding OCC should look at erecting a noise fence along the A34 - at the moment the noise levels are unbearable as is the pollution right next to the children's park in Wolvercote Mill. If OCC really cares about residents in Wolvercote this is a priority. They should also not be diverting traffic off the A34 through the village as a result of badly planned roadworks, Time of operation – **Not restrictive enough** See previous comments New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Object** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** Godstow road needs to be kept completely clear to prevent continuing traffic hold- ups and resulting pollution. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Object**

	Godstow road should be kept clear at all times Any other comments? See previous comments
(o148) Local resident, (Wolvercote, Rowland Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** Parking bays opposite houses on Rowland Close have to be marked up onto the Kerb as when larger 'SUV' cars are parked with all 4 wheels on the road it makes it VERY hard get cars on and off our driveway. Time of operation – **Just right** New DYLs: Clifford Place – **No objection** Elmthorpe Road – **Partially support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** I think it's a great idea to stop people parking and catching the bus into town etc. however it has to be done right as there are A LOT of houses especially Elmthorpe road that have no other parking spaces, and so charging them to park is a bit harsh New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support**

	I take it that shared use means permit holders and time limited to non permit holders? Be great if you could explain this on the page Any other comments? I think we need this in Lower Wolvercote, the amount of 'camper' vans and horse boxes that are parked for extended periods of time on Godstow road is ridiculous most of them used as storage through the winter. Also they don't help with traffic flow as the
(o149) Local resident, (Wolvercote, Webbs close)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** Resident of 37 webbs close and under the impression i live on a private road. Highway boundary marker in the road at the end of the cul de sac. Previously unable to get cable tv. As contractors could not get permission to fig the road or path. Please advise Time of operation – **Just right** New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Object** Rowland Close – **Support** Believe my part of webbs close is a private road New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support**

	Godstow Road (Time-limited) – **Support** Controlled parking needed in lower wolvercote Any other comments?
(o150) Local resident, (Wolvercote, Elmthorpe Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** With CPZs existing in the rest of Oxford, including Upper Wolvercote, and charges now being made for the bathing place car park, with some residents on my road owning five (!) vehicles, I can only see further congestion of our residential streets. This needs controlling and perhaps more people need to consider the number of cars they own and reduce them accordingly Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Partially support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** There may be issues with the proposals for people living in Godstow Road between the bridge and Rosamund Road, who have nowhere other than the main road or the already congested, no through Elmthorpe Road. New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support**

	Godstow Road (Time-limited) – **Support** See previous answer Any other comments? There seems to be a huge amount of feeling against these proposals but those who are against are far more vociferous than anyone I've spoken to who supports the proposals. I feel some indirect, low level intimidation, especially as I don't own a car. The
(o151) Local resident, (Wolvercote, Godstow Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** The recent addition of a parking meter in the Godstow Rd Public car park will add to the already heavy parking problems in the summer. Time of operation – **Just right** New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **Partially support** Godstow Road – **Partially support** Meadow Prospect – **Partially support** Webbs Close – **Partially support** Rowland Close – **Partially support** Problem is that as soon as one car parks illegally 10's of others do too. While I support the parking restrictions, without solid enforcement, they won't make a lot of difference! Enforce the restrictions we already have. New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **Partially support** Meadow Prospect (Shared-use) – **Partially support**

	Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **Object** We have very little residents parking as it is, a small number of shared use bays, OK, but most should be resident only. Most people will just park there anyway knowing any time limits will not be enforced. Any other comments?
(o152) Local resident, (Lower Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I am responding to this as a local resident. I sam also doing so as Chair of Cyclox. I/we are in full support of these proposals. There is no such thing as free parking, so making the area a neighbourhood where people are unable to leave cars without regulation is a good thing. I would make one request. Currently people park their cars right up to the corner of most junctions. This reduces sight lines for pedestrians and is a road safety risk. So can you please use double yellow lines to generously 'daylight' all the relevant junctions. For more information on 'daylighting' and why it matters I recommend watching this - https://www.youtube.com/watch?v=JrG1DLe0pRY Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** These are all needed to make the scheme work New parking places: Godstow Road (Shared-use) – **Support**

	Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** These also seem an integral part of the scheme and I see no reason to make an exception Any other comments?
(o153) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** It is currently very difficult to park on the road due to the number of visitor cars, vehicles from upper Wolvercote and multi car properties Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **No opinion** Godstow Road – **Support** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I feel I can only comment on the roads I frequently use. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support**

	Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** It's necessary to have some flexibility Any other comments? None
(o154) Local resident, (Wolvercote, Home Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** The problems of commuter parking, and of on-street parking during busy summer weekends, need solving. It makes sense for local residents to contribute to keeping streets passable and to having their own parking spaces. Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** I'm happy with the scheme as a whole. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support**

	I'm supportive of the scheme as a whole. Any other comments?
(o155) Local resident, (Wolvercote, Meadow prospect)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I live in meadow prospect and we always have cars parked opposite our drive way for days/weeks on end and it's not fair. A lot of cars come out of Cala homes and park dangerously Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** People round wolvercote hardly use their drive ways and block up the streets New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** N/a

	Any other comments? We have a neighbour in meadow prospect that always parks a huge camper van outside number 1 meadow prospect for months at at time it's an eyesore
(o156) Local resident, (Oxford Canal, Oxford Canal)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I support the proposals, but I am requesting that the Agenda 21 moorings on the Oxford Canal are included in the list of eligible properties, as has been done for the Upper Wolvercote CPZ. Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** I support parking restrictions generally, as they make the roads safer for pedestrians and cyclists. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** As previous Any other comments?

(o157) Local resident, (Lower Wolvercote, Rosamund Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Although I have no problems parking, having driveway access, some residents have difficulties caused by spaces taken by drivers from outside of the area who park and then take the bus into the city centre. Similar situation arises on Saturdays and Sundays with visitors to the local public houses . Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** Inconsiderate and potentially dangerous parking in Lower Wolvercote has been a problem for many years. More DYLs should help to lessen the problem, although frequently they are ignored at present. New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **Partially support** Meadow Prospect (Shared-use) – **Partially support** Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **Partially support** It is difficult to form a definite opinion without knowing the exact location of these bays.

	Any other comments? To be effective the scheme would need to be monitored - will adequate provision be made? Also the charge for residents seems to me to be excessive . Accusations could be made that this is a money raising scheme.
(o158) Local resident, (Wolvercote, Ulfgar Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I am supporting this as it will stop a lot of people parking in residential road to walk over port meadow instead of paying to park in the car park. Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** It will stop non residents parking New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** Agree Any other comments?

	They have it in Upper Wolvercote so should be the same here.
(o159) Local resident, (Wolvercote, Webbs close)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Parking is hard around Webb's close for the residence Time of operation – **Just right** New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **Support** Rowland Close – **No opinion** Parking horrible New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** . Any other comments?

(o160) Local resident, (Wolvercote, Webbs Close)	Live in proposed CPZ? – **Yes** Overall opinion – **No objection** Necessary unfortunately - with the new pay and display operational in the Port Meadow car park, people are already using Godstow road and Webbs Close to park for free. Being a Webbs Close resident i'm worried that the good weather months next year will make parking close to my house near impossible. I do hope the parking zone covers the areas around the garages which has becoming a dumping ground for old, untaxed, no MOT vehicles which is not only an eye sore but a bit of a hazard - something nobody seeems to be interested in doing anything about. If someone has to pay to dump a vehicle, they may think twice! Time of operation – **Just right** New DYLs: Clifford Place – **Support** Elmthorpe Road – **Support** Godstow Road – **Support** Meadow Prospect – **Support** Webbs Close – **Support** Rowland Close – **Support** Any new parking zone will need very clear DYL's to stop people parking in the wrong place - the local bus already has a hard enough job navigating the chicane between Home Close and Rosamund road - please make it so that cars can only park on one side! New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** Makes sense

	Any other comments? Not a fan of the idea - but can see the need now the pay and display is operational.
(o161) Local resident, (Wolvercote, Godstow Road)	Live in proposed CPZ? – **Yes** Overall opinion – **No opinion** I don't see a problem with the existing rules. The only issue is occasional double parking and the bus can't get through. I don't want the hassle of visitors permits and I don't want to see more road signs spoiling the village. Time of operation – **Too restrictive** 8em - 5pm New DYLs: Clifford Place – **Object** Elmthorpe Road – **Support** Godstow Road – **Partially support** Meadow Prospect – **No objection** Webbs Close – **No objection** Rowland Close – **No objection** I don't understand the need for any of these restrictions. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** It's all just a nuisance. Any other comments?

(o162) Local resident, (Cutteslowe, Banbury Road)	Live in proposed CPZ? – **Other** Cutteslowe Overall opinion – **Object** There is no need as there is not a high demand for those to park other than local residents. Time of operation – **Too restrictive** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is no requirement Parking for residents is not impacted by people from outside the area This is just a moneymaking bid which will negatively impact residents New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Not necessary Any other comments?

(o163) Member of public, (Cutteslowe Sunnymead, Cavendish)	Live in proposed CPZ? – **Other** North Summertown Overall opinion – **Object** It will be detrimental to local businesses. Time of operation – **Too restrictive** Ending earlier New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** As I don't live there, it's not for me to say. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** I would like to visit the 2 pubs in the area occasionally; it wouldn't be so bad if you could still park for free in the car park in Wolvercote. I have arthritis in my knees, although I do not need a blue badge, but to access the pubs, doctors' surgery etc parking is essential. Any other comments?

	I understand how difficult it could be for local residents but the people who organise local traffic really need to look more into keeping Oxford accessible.
(o164) Local resident, (Wolvercote, St. Peters Road)	Live in proposed CPZ? – **Other** Upper Wolvercote Overall opinion – **Object** It's already been done in upper and hasn't changed much apart from being a major hinderence having to pay to park outside your own house but also for guests wanting to come over, so if this is added to lower too it keeps making it more and more difficult for family to come to people's houses etc. No benefits for this proposal whatsoever Time of operation – **Too restrictive** N/A. Shouldn't be in operation at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Previous reasons mentioned New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Again, due to reasons previously mentioned. Will also be a major hinderence for lower wolvercote residents like it is us

	Any other comments?
(o165) Local resident, (Upper wolvercote, Wolvercote green)	Live in proposed CPZ? – **Other** Upper Wolvercote Overall opinion – **Object** Because there is no problem currently and if you claim to represent us you would listen to what residents have already said. But clearly you don't give a damn Time of operation – **Too restrictive** I hate it. Stop rigging your surveys. This is what the Soviet's did. Where is the option to oppose it . Go back to North Korea and leave us alone New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** There is no problem. Where will people park without garages. What stops you issuing more permits and sending in wardens New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Leave us alone

	Any other comments?
(o166) Local resident, (Wolvercote, Baynhams Drive)	Live in proposed CPZ? – **No** Overall opinion – **Object** I will detail this in an email to Mr Mauz, but we live on Baynhams Drive which is on the edge of the proposed area. We have a problem with parking that has been raised before, but everyone involved denies any responsibility. Essentially becuase of the placement of a lamppost outside our house, we are only able to park one car on site, and park our second car in the village. If we were eligible for a resident's permit, this wouldn't be a problem, but in the current plans this will not be the case. Time of operation – **Too restrictive** Just enough to prevent commuting -- say 11-3 New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** I object to the proposals in general - see first answer New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I object to the proposal in general - see first answer

	Any other comments? There is a situation which is unique to our house and puts in peril of not being able to park one of our cars if the new proposal goes ahead. Namely, we have a lamppost on the edge of the driveway in front of our house. The parking spaces for this stretch of road are designed to be parked in with the car parallel to the front of the house as there is a pedestrian path alongside which would otherwise be impeded. When our neighbours on both sides are parked in their allocated spaces is it often not possible to get our car in or out. Consequently, we park the car in the village, which is currently possible because there is no CPZ. If the CPZ comes in we will not be able to park our second car, as our address is not included in the area. Our landlord raised this with Cala Homes and their successors, but they have said that they can do nothing about it as the lamppost is a council responsibility. Please see the photos which will hopefully explain what I am trying to put across. Obviously the parking space in the garage is functional. If the CPZ goes ahead is there a mechanism to make an extraordinary arrangement for us to have one parking permit in the village so that we are still able to park our car?
(o167) Local resident, (Wolvercote, Baynhams Drive)	Live in proposed CPZ? – **No** Overall opinion – **Object** There is no consideration given to Wolvercote Mill residents, although we pay council tax too. Why should residents elsewhere in the village 'own' the other streets? When we purchased our flat, off-street parking was available in the village (and this was noted by the seller). We did not purchase one of the limited number of parking spaces available on the site because we did not have a car, nor planned to have a car in the foreseeable future, despite being a family of three. However, households' shape and needs change, sometimes for reasons beyond their control (eg mobility). There is no provision to buy a parking space later on the Mill site. We will also face a much harder struggle when we one day come to sell our flat. More immediately worryingly for us is the provision for visitors on site. After moving here, a private parking scheme was introduced. It is organised in such a way that residents with two vehicles can block the limited number of visitor spaces, by alternating using their visitor/allocated parking permit. Without off-street parking available in the village, where will visitors park when there is no space available on site, OR (a situation likely to face us from time to time) when they exceed the 48 hours permitted on site. Can we never have a relative from a rural area

	visit for more than 2 days? Where on earth CAN they park their car for this time? As car-free locals we have a VERY small footprint in the village, so we feel disproportionately disadvantaged by this scheme, and find it extremely unfair how the goalposts are moved, and when THERE IS NO PARKING PROBLEM IN THE VILLAGE!!! Time of operation – **Too restrictive** NO RESTRICTED PARKING New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** DYL should be defined but I assume these are parking restrictions. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** There should be no restrictions Any other comments?
(o168) Member of public, (Oxford, Green rd)	Live in proposed CPZ? – **No** Overall opinion – **Object** Cost, in a cost of living crisis.

	Time of operation – **Too restrictive** New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** Cost. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Keep the status quo Any other comments? .
(o169) Member of public, (Bicester, Home close. Rosamund road)	Live in proposed CPZ? – **No** Overall opinion – **Object** My family have lived in wolverine for 25 years and as a visitor to their home we enjoy time in the village There are no issues with parking in the road at present but if this proposal goes through there will be no where for models and the rest of our family to park This will effect the health and mental health of the family members we visit

	Time of operation – **Too restrictive** No restrictions New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** So many vulnerable residents will auffer New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** I visit my mother in Rosamund road and sister in home close 1 physically vulnerable 1 mentally vulnerable Any other comments? There has never been an issue This is a money making scheme
(o170) Local resident, (Wytham, No road name)	Live in proposed CPZ? – **No** Overall opinion – **Object** No need, small village community, does not require permits

	Time of operation – **Too restrictive** No permits are needed at all New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** No need for permits New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** Not needed Any other comments?
(o171) Rather not say, (Oxford,)	Live in proposed CPZ? – **No** Overall opinion – **Object** I strongly object to this CPZ being enforced on the residents of Lower Wolvercote. It is not necessary. It is simply another money making ruse for Oxford City Council. Time of operation – **Too restrictive** NO OPERATION AT ALL New DYLs:

	Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** ALREADY DONE SO - NOT NEEDED, NOT REQUIRED. Council just getting more money from parking permits and fines. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** NOT NECESSARY NOT REQUIRED, UNWANTED. Any other comments? NO CPZ REQUIRED OR NEEDED. ITS JUST A MONEY MAKING SCHEME FOR OXFORD CITY COUNCIL. SHAME ON THEM.
(o172) Member of public, (Headington, Norton close)	Live in proposed CPZ? – **No** Overall opinion – **Object** I'm 76 years old and I visit my son and family in lower Wolvercote every week. These restrictions are going to cause people a lot of inconvenience and I'm sure I won't be able to visit so often. It seems very unnecessary as there never seems to be any trouble parking or being able to drive down these roads without any obstructions. Time of operation – **Too restrictive** Not applicable

	New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** My opinions are as previous. New parking places: Godstow Road (Shared-use) – **Object** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **Object** Meadow Prospect (Shared-use) – **Object** Home Close (Shared-use) – **Object** Godstow Road (Time-limited) – **Object** As previous Any other comments? Very unnecessary proposal
(o173) Member of public, (Oxford/Wolvercote/Kidlington/Thrupp/Enslow/Kirtlington, See above, numerous.)	Live in proposed CPZ? – **No** Overall opinion – **Object** Does Lower Wolvercote have a parking problem? I have rarely, if ever, encountered a problem finding a parking place at any/various times of day or week. I live on a boat that continuously cruises the Oxford Canal. Whilst I am not a permanent resident, my daughter attends Wolvercote Primary School. The parking restrictions in Upper Wolvercote (9-5pm Mon-Fri, max 2 hour stay) are entirely reasonable and manageable. It reduces the problem of commuter parking whilst allowing people such as myself leeway to park and get to and from the school, the canal and local services with respite at the weekend. The proposal of 8am-8pm 7 days a week restrictions in Lower Wolvercote are

	extremely inhibiting and would cause many visitors and "semi permanent" residents like myself a great deal of anger, frustration and difficulty. If ANY restrictions need to be applied at all, why not keep it in line with the restrictions in Upper Wolvercote? Time of operation – **Too restrictive** As above. Same as Upper Wolvercote. 9-5pm, Mon-Fri, 2 hours max, no return for 2 hours. Stops commuter parking and long-term stays without punishing visitors and non-permanent residents such as myself. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** As above, these proposed restrictions would cause misery to many non-permanent residents and visitors to the area. It would also have a major impact on the number of visitors to the area and local businesses. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** I don't understand what "shared use" means. Any other comments?
(o174) Member of public, (Windsor, Testwood road)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	The parking area in question is used by users of Port Meadow - the CPZ would unduly and unnecessarily restrict those who use Port Meadow and the local parking. Time of operation – **Too restrictive** ideally, there would be NO hours of operation. But if there is a choice to be made it should allow people to park during the day to use Port Meadow for recreational purposes, so no restrictions between (say) 9:00 and 16:00 hrs Monday-Sunday. New DYLs: Clifford Place – **Object** Elmthorpe Road – **Object** Godstow Road – **Object** Meadow Prospect – **Object** Webbs Close – **Object** Rowland Close – **Object** The amendments proposed are far too restrictive, and can be seen as merely generating money for the council. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **No opinion** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** I have no comment Any other comments? I have no constructive comment.
(o175) Member of public, (Osney, West Street)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	I have no problem finding a parking place at present, why make it more difficult? Time of operation – **Too restrictive** Why are restrictions necessary? New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **Object** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I don't see the need for parking restrictions that will only make life more difficult. New parking places: Godstow Road (Shared-use) – **No opinion** Rosamund Road (Shared-use) – **Object** Rowland Close (Shared-use) – **No opinion** Meadow Prospect (Shared-use) – **No opinion** Home Close (Shared-use) – **No opinion** Godstow Road (Time-limited) – **No opinion** See previous answer - unnecessary meddling by council. Any other comments? Leave things as they are.
(o176) Member of public, (Ruddington, Clifton Lane)	Live in proposed CPZ? – **No** Overall opinion – **Partially support** I do not think a maximum of 50 visitor passes per year will be enough for elderly residents who may rely on family and carers visiting several times per day.

	For example if my over 70 year old mother needed carers to visit twice a day, at a minimum of 1 visitor permit a day, this is over 300 needed per year, without additional family visits. Time of operation – **Not sure** New DYLs: Clifford Place – **No opinion** Elmthorpe Road – **No opinion** Godstow Road – **No opinion** Meadow Prospect – **No opinion** Webbs Close – **No opinion** Rowland Close – **No opinion** I am unlikely to park in these areas, so will not be affected. New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **Partially support** Meadow Prospect (Shared-use) – **Partially support** Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **Partially support** It could be difficult to get the balance right to allow enough space for visitors yet not removing space from residence. Also 3 hours is not very long if a visitor wanted to spend the day at port meadow. Any other comments?
(o177) Local resident, (Lower Wolvercote, Godstow Road)	Live in proposed CPZ? – **No** Overall opinion – **Partially support**

	I am the Resident Lock& Weir keeper @ Godstow Lock OX2 8PJ. I live here on a service occupancy agreement ie I have to live here to don't job. I would like to be able to park in the village when I catch a bus to go into town. It's too far to walk with heavy shopping from the bus stop to the lock. I would park at the Bathing Place but in summer it is jam packed with cars. I'm worried that I won't be able to go into Oxford anymore as my heart condition means I can't cycle anymore particularly in hot weather sadly it's just too much. Time of operation – **Too restrictive** I think maybe 20:00 isa bit too late. Maybes 18:00 would make more sense. New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **Partially support** Godstow Road – **Partially support** Meadow Prospect – **Partially support** Webbs Close – **Partially support** Rowland Close – **Partially support** I think the time of 20:00 is too restrictive and should be changed to 18:00 or 18:30. I whole heartedly support residents parking. New parking places: Godstow Road (Shared-use) – **Support** Rosamund Road (Shared-use) – **Support** Rowland Close (Shared-use) – **Support** Meadow Prospect (Shared-use) – **Support** Home Close (Shared-use) – **Support** Godstow Road (Time-limited) – **Support** I support residents parking but I think that whilst I regard myself as living in Lower Wolvercote it is the people or those roads who should make the decision. Any other comments?
(o178) Local resident, (Wytham, Wytham)	Live in proposed CPZ? – **No**

	Overall opinion – **Partially support** I think it's really wrong to make local residents pay to park outside their homes - it's really unfair while others don't have to pay. The area constists of homes where people have low or lower incomes and to expect them to cough up £160 a year when they already pay huge amounts of council tax is just so wrong- the only winner here is the bank balance of the council - please don't do it, and make living more uncomfortable and complicated for people on moderate incomes, when people in huge houses in summertown can park for free Time of operation – **No opinion** New DYLs: Clifford Place – **Partially support** Elmthorpe Road – **Partially support** Godstow Road – **Partially support** Meadow Prospect – **Partially support** Webbs Close – **Partially support** Rowland Close – **Partially support** Hgh New parking places: Godstow Road (Shared-use) – **Partially support** Rosamund Road (Shared-use) – **Partially support** Rowland Close (Shared-use) – **Partially support** Meadow Prospect (Shared-use) – **Partially support** Home Close (Shared-use) – **Partially support** Godstow Road (Time-limited) – **Partially support** Hhh Any other comments? Nb

ANNEX 4

SUPPORT/OBJECTIONS/COMMENTS FROM CUTTESLOWE SUNNYMEAD WOLVERCOTE COMMUNITY ACTION GROUP (CSW CAG)

01. The Proposed Orders

- (OXFORD, LOWER WOLVERCOTE) (CONTROLLED PARKING ZONE AND WAITING RESTRICTIONS) ORDER
- OXFORD AREA – VARIOUS STREETS) (PROHIBITION AND RESTRICTION OF WAITING AND UNLOADING AND PERMITTED PARKING (VARIATION No *)

02. Cutteslowe Sunnymead Wolvercote Community Action Group (CSW CAG)

CSW CAG is the amalgamation of hitherto separately constituted organisations:

- **Wolvercote Recycling Group Founded 1989. (WRG)**
  Developed over the years as an action group for resilience to counter the climate emergency and managing many projects Oxford City Council's Wolvercote Electoral Ward. WRG began to use the name **CSW Together** in 2021 and in that capacity made representations on the County Council's previous proposed order (See later).

- **OxSwift Transport Association Originally founded in 2010 as Cutteslowe Wolvercote Wytham Community Bus but since re-0named and expanded.**
  Developed over the years across the City of Oxford and neighbouring parishes and renamed OxSwift Transport Association in 2021 covering the two electoral wards of Wolvercote (above) and Cutteslowe & Sunnymead.

- Both electoral wards are known for these purposes as **Cutteslowe Sunnymead Wolvercote Locality,** a voluntarily created one and working with the City Council's Locality Officer for Postcodes OX1 and OX2. Wytham is now dealt with separately as it is in the Vale of White Horse District.

03. CSW CAG Meeting 10 December 2024

The combined CSW CAG was first announced at an invited meeting held In Wolvercote on Tuesday 10 December 2024 for representatives from the following.

- The CSW CAG Climate Emergency Projects.
- The CSW CAG OxSwift Travel & Transport Projects.
- Wolvercote Neighbourhood Forum.
- Several other individuals and organisations listed in the minutes of the meeting of 10 November, to be available in January 2025.
- After the meeting it was agreed that Summertown & St Margaret's Neighbourhood Forum should also receive the minutes.

The question of the 2025 proposed orders was raised at this meeting under any other business. Several issues were raised. However, CSW Together (see 02 above) had already made some representations on the need for specific points in the orders.

- It was agreed that the chair of the meeting (Christopher Gowers) would organise a public meeting in Lower Wolvercote to give all residents and organisations there the opportunity to raise matters of concern. This became impractical because of the forthcoming holiday period in December and January so Mr Gowers decided instead that CSW CAG would make its own representations and do its best to promote the opportunity for residents and local organisations to attend and speak at the scheduled hearing by the County Council Cabinet Member on 23 January 2025.

04. Effect of proposed orders in CSW Locality

The proposed orders only cover Wolvercote Ward, but comments will be made about the impact of parking at Godstow Bathing Place Car Park which lies in the adjoining City Ward to the south of Wolvercote Ward and the CSW Locality.

05. Support for the Proposed Orders by CSW CAG

- Two important factors considered are that two roads in part of Lower Wolvercote, namely Mill Road and Baynham's Drive and the private roadways leading from there forming part of the old Wolvercote Mill Site are already governed by private parking controls. outside these orders. This could have the effect of displacing private parking into other parts of Lower Wolvercote, so the proposed parking controls are necessary for the benefit of the other residents and Lower Wolvercote as a whole.
- The same reasoning applies to the relatively new parking charges for the Godstow Bathing Place Car Park on adjoining Port Meadow. Car Parking charges always seem to have the effect of displacing motorists to seek free parking into Lower Wolvercote, particularly at the weekends.
- It is noted that shared parking on Godstow Road west of the bridge could benefit visitors by car for access to Wolvercote Lakes and Wolvercote Common and this is welcome, particularly for visitors unable to use public transport, walking or cycling. This is subject to ensuring that residents on the opposite side of Godstow Road have adequate opportunity for parking.
- The shared use parking bays are welcome. This includes Rowland Close, referred to in the representations made in the previous order.
- The extensions to double yellow lines are also welcome in the interests of public and road safety.

06. Objections to the Proposed Orders

- As drafted the orders do not make express provision for reserved on-road parking by two classes of vehicles, and this must be addressed.
  a) Minibuses with section 19 Permits issued by Department for Transport. These are essential services for groups bookings for those without cars or those who wish to reduce car use by sharing transport. The safest place for these vehicles is Clifford Place, which has been used as such for many years and has limited direct access to the road by private residences. CSW CAG at present operates two minibuses.
  b) Cars and vans provided by any operators for shared use by drivers, e.g. CoWheels. The nearest CoWheels vehicle appears to be parked in the public car park in Summertown. Perhaps Clifford Place could also be used for this class of vehicle but none north of Summertown, i.e. in Cutteslowe Sunnymead Wolvercote. This proposal would fulfil an original idea for CoWheels parking on the Wolvercote Mill residential development.
  c) Clifford Place is no longer used by public buses and the existing road signage and bus stop is misleading and should be changed.
  d) Likewise, in Home Close, by the junction with Godstow Road. CSW CAG has already asked for this bus stop and shelter to be removed, and the carriageway widened to remove an obstacle for traffic at a busy junction. The bus stop and is now redundant because there is one on Godstow Road.
  e) Often local organisations book minibus trips and coach trips and a convenient meeting place for passengers is the same spot on Home Close, the junction with Godstow Road. In fact, it appears that this corner is used more that the terminus at Papermill Square as a hub for all modes of transport and information.
  f) The previous suggestion should be taken into consideration by reference to the planning application by the owners of 104 and 106 Godstow Road. There is a current consultation by the LPA, Oxford City Council on this. Parking is bound to be an issue there when considering this application.

07. Comments on the Proposed Orders

- Support is conditional on two important factors:
  a) The need by the County Council, working with other agencies as necessary to publicise the orders.
  b) The creation of an effective enforcement scheme.

- Effective enforcement of parking and waiting restrictions should include specific advice on the law to stop illegal parking on pavements generally and, greater care by the temporary parking of large numbers of delivery vehicles.

- Pavements along parts of the Godstow Road are particularly narrow and undulating caused by residents' private dropped kerbs.

- There appears to be only one Disabled Parking Place in Lower Wolvercote. Should this not be increased following further consultation?

- Lower Wolvercote has the advantages of access to protected open spaces Wolvercote Common, Port Meadow) and other important open spaces, including land owned by Canal & River Trust, Environment Agency, Oxford Preservation Trust, and other visitor attractions provided by commercial and community organisations, including the annual Wolvercote & Wytham Midsummer Festival and the weekly Wolvercote Sunday Market. It is understood that the Market is making its own representations.

- Not every resident has direct access to the internet and an alternative method should be devised to accommodate queries and applications for visitors permits. Perhaps access in a community facility in Lower Wolvercote, which has lost its one-stop shop for information and help at the only retail shop left in Lower Wolvercote.

- Consideration should be given to running a minibus service (perhaps the minibus from CSW CAG) for popular events from Redbridge Park & Ride for visitors to events in Upper and Lowers Wolvercote. This could help reduce the number of cars.

- Vehicles owned by boat residents of the Oxford Canal in Wolvercote should be reminded that they now have access to the Upper Wolvercote CPZ and make their applications to that scheme and not park in Lower Wolvercote.

08. Application to Speak at the Public Meeting

- Mr G is one of the three trustees of the newly created Steering Committee for the enlarged CSW CAG. It has not been possible in the allotted time for the Steering Committee to meet, nor to call a public meeting, as happened with the previous application.

- **Mr G now applies to speak at this meeting on his own behalf and on behalf of CSW CAG.**

- CSW CAG proposes to assist all those residents and local organisations that wish to present their views on these draft orders at this meeting.

09. Signature

Signed on behalf of CSW CAG Steering Committee. An expanded Management Committee will include representatives of other parts of CSW Locality, which covers Wolvercote Ward and Cutteslowe & Sunnymead Ward.
Signed: Trustee CSW CAG. 20.12.24

10. Contacts

Mercia House Wolvercote, 1 Rowland Close, Wolvercote, Oxford, OX2 8PW

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Division(s) affected: *Didcot West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

DIDCOT (CENTRE-WEST) – PROPOSED RESIDENTS PERMIT PARKING SCHEME

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Didcot as follows:

a) **The introduction of no waiting at any time restrictions on sections of Bosleys Orchard, Edinburgh Drive, Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, and Stonor Close.**

b) **The introduction of permit holders only past this point restrictions, during the hours of 8am to 8pm, every day, on sections of Blagrave Close, Blenheim Close, Bosleys Orchard, Britwell Road, Edinburgh Drive (excluding that section adjacent to Broadway), Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, Roman Place, and Stonor Close.**

c) **To remove All Saints Court and Great Western Drive from the proposals, but to include them in monitoring the impact of the scheme.**

d) **To proceed with the proposals in Lydalls Road (West), but to instruct officers to review the parking restrictions in the vicinity of All Saints Church, after a period of three months, in discussion directly with the local Reverend and Church representatives and, if necessary, introduce a minor amendment order to further assist with visitors to the church for events.**

Executive Summary

2. In November 2021, the County Council took over parking enforcement from the police, which meant that all parking contraventions became a civil offence, dealt with by the issue of penalty charge notices (PCNs). This change to enforcement, has opened opportunities for new restrictions and controlled parking zones (CPZ) to be introduced which gives priority to local people and

organisations for on street parking, making it more likely they can find a space quickly and easily.

3. Subsequently, following requests from local residents, a permit-only parking scheme was introduced in February 2024, covering several roads close to Didcot rail station. However, enforcement for this new scheme has led to complaints from some residents, in nearby roads outside that scheme, who feel that they are not being offered the same benefit. Currently a no waiting restriction (single yellow line) is in operation on most of those nearby roads; this restriction is aimed at deterring commuters, by prohibiting parking during a 1-hour timeslot in the middle of the day. Previously, some residents had become used to parking in contravention of those restrictions, reflecting minimal enforcement by the police. This was also commonplace previously, in the roads that had a 2-hour time limit, that now benefit from the February 2024 scheme; those roads are closer to the station and parking pressures are more acute.

4. In June 2024, the Cabinet Member for Transport Management received a petition from residents of Lydalls Road (West), seeking an improvement in resident parking in their area, which was supported by the local Member for Didcot (West). The Cabinet Member agreed to suspend enforcement in that road pending a review of the restrictions. That review, in the form of an online survey and letter drop to over 1,200 addresses, within the area edged in green on the plan at **Annexes 1a** & **1b**, took place over 4 weeks from 20th September to 18th October 2024. The online survey was via the County Council's 'Let's talk' consultation portal.

5. Some 196 responses were received to the informal consultation 95% of whom were residents. The results indicated that 55% would support an option to have a residents parking scheme that would prioritise parking for residents and their visitors in their road. In liaison with the local member, it was agreed to proceed to a formal advertisement of the legal Traffic Regulation Orders.

6. As there is a similar scheme already operating elsewhere in Didcot, since February 2024, it was agreed to propose a 'permit-holders only past this point' restriction. Although this would still require residents, and their visitors, to apply for and purchase permits for their vehicles, there would be no marked-out parking spaces, and yellow lines would only remain where there are safety/access issues. However, there are also some locations that would benefit from an upgrade from single to double yellow lines – no waiting at any time - on junctions, bends and corners for example, and indeed this was requested by some of the responders during the informal consultation.

7. The benefit of the 'permit-holders only past this point' approach is twofold. Firstly, there would be minimal impact upon the layout of parking, particularly outside properties in quiet residential streets, and residents can continue to park as they do now, without altering the manner in which they park, albeit with the need to apply for permits.

8. Secondly, the removal of the need for white parking spaces road markings, together with fewer individual parking bay signs, would keep cost of installation to a minimum and offer a reduced visual impact on the street

scene; officers estimate a saving of about £10,000 in implementation costs would accrue, together with reduced future maintenance needs.

9. All of the proposed changes, whether permit-holder only areas, or double yellow lines, are shown on the plan at **Annexes 1a** & **1b**.

10. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, Trellint, as part of its patrols within the Civil Enforcement Area for South Oxfordshire.

11. The proposals were presented to Didcot Town Council at their Traffic Advisory Group meeting on the 14th of November 2024, at which County Council officers advised the intention was to progress with formal consultation.

Sustainability Implications

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

Financial Implications

13. The programme of parking schemes across South Oxfordshire forms part of the agreed strategy that is funded by the District Council's Community Infrastructure Levy (CIL). It is estimated that implementing this scheme would cost £35,000 to the CIL budget, and ongoing enforcement and management costs would be partly met by permit sales and Penalty Charge Notice (fine) receipts. The staff costs of designing, advertising and consulting upon and, if approved, subsequently implementing the scheme would also be met from CIL and are estimated to cost approximately £20,000.

Legal Implications

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

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

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

Equalities and Inclusion Implications

16. No negative implications on equalities and inclusion have been identified in respect of the proposals, however it is noted that blue badge holders can park for up to 3 hours on double yellow lines, and in permit holder areas without restriction.

Formal Consultation

17. Formal consultation took place between 29th November 2024 and 3rd January 2025. A notice was published in the Oxford Mail newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Didcot Town Council, South Oxfordshire District Council, the local District Councillors, and the County Councillors representing divisions in Didcot.

18. A letter was sent directly to approximately 861 properties in the streets subject to the proposals, which also included a copy of the formal notice - providing details on permit eligibility and costs. Additionally, notices were also displayed on streets in the immediate vicinity.

19. 91 online responses were received via the online survey during the course of the consultation, noting that there was close to a 50/50 split between support and objection for both the permit holder restrictions, and for the double yellow line proposals. Further tables shown at **Annex 2** provide a detailed breakdown of those figures.

20. Additionally, a further 22 responses were received via email, comprising of 11 objections, seven raising concerns, and two in support. Additionally, Thames Valley Police submitted a non-objection, and Oxford Bus Company offered their support, whilst highlighting the on-street parking on Broadway as a concern – especially at the eastern end near High Street, which they cited significantly impedes the flow of buses. The Broadway and High Street both fall outside the scope of these proposals, but officers will continue to monitor the parking situation.

21. The responses are shown in full at **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that include personal abuse are unacceptable, and as such will have been redacted.

22. The County Councillor for Didcot West has not responded to the formal consultation but was in support of the scheme prior to public advertisement.

23. Didcot Town Council's Planning and Development Committee has a few concerns regarding the impact of the schemes on public buildings, namely the All-Saints Church and the Manor Primary School. The Town Council is concerned about the impact on events held at the Church, and the school now

operates a school ‘restricted street’ scheme, and so families now use some of Lydalls Road (and Manor Road) for drop-off parking.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

24. In response to the public consultation, the largest number of comments (38) related the imposition of a charge for permits within the proposed permit area. Residents objected to have to pay to park outside their own homes and some saw the charge as additional tax being used to raise funds for the council. Some felt that the price of the permit was too high and the scheme should be free to all users.

25. The second highest number of comments in objection (25) were on the grounds that the scheme is deemed to be unnecessary. Residents who responded stated that there currently isn’t a problem with parking in their roads and although there are some issues at peak periods that they were still able to park near their homes.

26. A number of comments received (6) stated that the solution to any parking problems was better enforcement of the existing restrictions, which in general worked well.

27. In contrast to the comments in objection there were 31 comments in support of the proposals, with residents identifying that commuter parking was still a problem within the area and that a residents parking scheme would be of benefit.

28. It was highlighted in the comments by 4 respondents that a permit scheme would be better for residents as they wouldn’t be required to move their vehicles to the other side of the road every day to avoid getting a fine and their visitors could leave their cars without fear of a penalty.

29. A small number of residents (2) highlighted problems on Haydon Road had increased since the permit scheme was implemented in the roads closer to the station, in February 2024, and that a permit scheme was the only solution to address these issues.

30. Other comments made stated that parking in surrounding roads was a problem when the civic car park was full, that enforcement was needed for the scheme to be effective and parking is a problem both during the week, but also at weekends with holiday makers leaving their vehicles in surrounding roads.

Officer response

31. The summary charts in annex 2 provide the numbers of responses received through the consultation from the online surveys.

32. Overall taking into account responses in support, or partially in support, there is a small majority in favour of the proposals:

Proposal	Support	Partially support	Object	No objection or opinion
Resident permit scheme	32 (35%)	13 (14%)	42 (46)%	4 (4%)
No waiting at any time restriction	29 (32%)	10 (11%)	34 (37%)	18 (20%)

33. Also, more detailed analysis shows that, if the roads outside the scheme (nine responses) and two roads at the periphery of the north-west of the zone, notably All Saints Court (three) and Great Western Drive (six), are removed from the figures, this would increase the level of responses in favour of the Resident permit proposals, albeit no change to the No waiting proposals:

Proposal (*some roads removed*)	Support	Partially support	Object	No objection or opinion
Resident permit scheme	30 (41%)	10 (14%)	30 (41)%	3 (4%)
No waiting at any time restriction	26 (32%)	8 (11%)	25 (37%)	14 (20%)

34. Officers recommend that All Saints Court and Great Western Drive are removed from the proposals. There is a strong response in objection and, as both are on the periphery of the scheme, it is understandable that residents do not agree that the proposals are justified.

35. As regards the concerns about permit prices, standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.

36. As regards comments that there is no need for the scheme – following the informal consultation, 55% of respondents would support a scheme (see paragraph 5. above). Also, the petition mentioned at paragraph 4. above shows there is a request for a change to the current restrictions, in favour of parking controls that offer priority to residents.

37. Enforcement of the existing restrictions is already taking place. There are drawbacks with the existing single yellow lines, requiring residents to move vehicles, plus parking issues can arise at other times, in the evenings and on Sundays.

b) Operation of the proposed permit parking Schemes

38. Points were made in response to the proposals which focused on how the scheme would operate and the highest number (13) raised concerns about the system for visitors, with most viewing it as over complicated and restrictive in terms of the numbers of passes they would be allowed and that also they should be free to all.

39. Some concerns were raised that the permit scheme is overly complex and confusing those not familiar with digital platforms. The policy around limiting permits to 2 per property was also raised, with concerns raised that it would negatively impact larger families or residents with multiple vehicles in their name.

Officer response:

40. The proposed operation of the scheme would replicate that which is in place for the scheme already implemented in Didcot, nearer the Station in February 2024, and which is also in place in many towns across the county (and in Oxford City). The County Council has a dedicated residents permit team to assist customers, and also help can be provided to anyone who is unable (or finds it difficult) to apply for permits online.

41. The limit to the number of residents permits allowed (2 per property) is, again, in line with schemes elsewhere across the county. It also reflects the need to share the availability of spaces in residential roads equitably amongst residents. Although there can never be a guarantee of any (or a particular) on-street parking space, the viability of the scheme relies upon there being a good chance of a space being available. Without a ceiling upon the number of permits being issued, this would not be the case.

42. The limit to the number of visitor permits allowed (50 days' worth per resident), is also in line with schemes elsewhere, and is part-and-parcel of the need to share the availability of spaces equitably. The initial 25 permits are issued free to all residents, but the second 25 is only free to those aged 70 or over.

c) Hours of operation and impact on businesses and users

43. A number of comments received suggested that that the hours of operation were too onerous and that relaxing or reducing the times when the permit scheme operated would give residents and users further flexibility whilst still addressing the problems created by commuter parking. Suggestions included limiting the operating hours to the middle of the day, similar to existing single yellow line restrictions, or reducing the days so the restrictions didn't apply at weekends.

44. A small number of comments were received that the scheme would negatively impact businesses on the Broadway as users regularly park within the surrounding roads due to a lack of available space on the road. Some residents and businesses of the Broadway make the case that their only viable parking is on roads within the proposed zone and as such, the council should include them in the list of properties for permits being made available to residents and staff of local businesses.

45. Alternative suggestions included allowing the introduction of short stay parking the area which would facilitate users of local businesses, churches and visitor centres.

Officer response:

46. The hours of operation proposed, 8am- 8pm on every day, reflect the fact that the area lies close to the rail station, but also the central shops along The Broadway and in the Orchard Centre. Rail travel can still attract travellers (and thus car parking) at weekends as well as on weekdays, and the shopping along both The Broadway and in the Orchard Centre is just as busy at weekends.

47. The residents who live along The Broadway would have use of that on-street parking, without restriction, on evenings and Sundays, as the current short stay limit of 30 minutes only applies on Mondays to Saturdays between 8am and 6pm. In the future, there is a commitment to review both The Broadway and the residential streets to the south, and discussions are ongoing with the Town Council.

48. Although the on-street parking outside the shops in the Broadway, and in the Orchard Centre off-street car park, facilitate short-stay parking, there would be no such arrangement close to All Saints Church in Lydalls Road (West), this is discussed further at paragraph 59.

d) Other general comments received about the proposed permit parking area

49. Individual responses were raised which made general comments about the scheme. These included that:

- The proposals will de-value my property.
- The feedback from the informal consultation should be published.
- Alternatives should be considered including widening roads, increasing enforcement and using 1 hour restrictions.
- The proposals will increase environmental pollution and worsen local traffic.
- The public notice was invalid due to errors on spelling and dates.

Officer response:

50. There is no evidence that on-street parking schemes de-value properties. Alternatively, counter opinion might suggest that an improvement in parking availability could make properties more attractive.

51. The feedback from informal consultation (which is non-statutory and does not need to comply with any legislation) is provided at **Annex 4.**

52. There is no need to widen roads, as residential parking can be accommodated without doing so, however this would not manage the

availability of the spaces, and it could simply attract more parking into those streets by commuters or other non-residents.

53. There is no evidence that on-street parking schemes increase air pollution, whereas the increase in availability of spaces for residents, and the discouragement of non-resident parking, and associated encouragement of more sustainable travel options, could lead to a reduction in congestion and/or air pollution.

54. Any misspelling of road names, or other material details, would be corrected in the final 'sealed' Traffic Regulation Order. The date advertised on the public noticed used the wrong year (2024 instead of 2025), but no responses have been disallowed or refused due to the deadline having passed.

e) Comments relating to Manor Primary School – Lydalls Close

55. Some specific objections and concerns were raised by residents and users of Manor Primary School which commented that the proposals would have an adverse impact on the school and parents dropping off children on Lydalls Close. With a permit holder only restriction, they felt it would leave them nowhere to park and there would be an increase in illegal parking within the area.

56. One respondent also pointed out that the proposals would also impact users of Smallbone Park and that there isn't much alternative parking nearby.

Officer response:

57. Colleagues in the School Travel team are working with Manor School, and other colleagues who oversee parking enforcement, to monitor Manor School's new restricted school street arrangement. They are also looking into further solutions for the parking displacement. Two alternative 'Park and Stride' locations have been set up for the school street, but as the Manor's School scheme is a very new one these need time to embed with parents. Liaison with Manor School will continue, to support parents in making their travel behaviour changes, and further school street monitoring will also form part of any future parking scheme plans for the area.

58. Smallbone recreation park, off Britwell Road, lies next to the civic car park. There are existing single lines along Britwell Road, which already prevents parking at those times, but it is accepted that the change to permit holders only could have an impact on users of the park. Officers will include this is in a review of the scheme after 12 months.

f) Comments relating to impacts on All Saints Church (Lydalls Road)

59. A total of 11 comments were received which raised objections and concerns about the scheme and its impacts on the operation and users of All Saints Church.

60. The introduction of the permit parking area was seen as a negative to users trying to park near the Church, with some pointing out that the current private car park as being insufficient for most users who attend different activities during the week.

61. Concerns were raised about the impact on events held at the church including funerals, weddings and Sunday services. Alternative suggestions included introducing some short stay parking on the road to accommodate these users and also limiting the hours of operation for the scheme to give better flexibility for users.

62. A request was made that the current arrangement around non-enforcement around funerals was maintained under the permit scheme. Currently the church organisers inform the parking team of events so vehicles aren't ticketed.

Officer response:

63. Currently, the County Council's enforcement team liaise directly with church organisers when events are taking place. In part, this reflects that vehicles connected with weddings and funerals are a standard exemption form parking restrictions. However, there are further community events held at the church and officers agree that the scheme could have a negative impact upon this.

64. It is recommended that officers review the parking arrangements in Lydalls Road (West), within the first 3 months of operation of the new scheme, if it is approved. It is possible to make a minor amendment to the Traffic Regulation Order, for example to change some of the parking to operate on a 'shared' basis, allowing non-permit holders to stay for, say, 2 hours. Officers would look to discuss this directly with the local vicar and church organisers.

g) Comments relating to All Saints Court

65. A small number of comments were received (3) which related to the proposals to introduce a permit parking area to cover All Saints Court which is accessed off Station Road. The feedback to the consultation included comments that there are already signs stating the road is residents only so the County Council scheme is not needed. Another comment received stated that they had no issues accessing their private parking spaces and parking on the road is currently not an issue

66. One objector commented that the road was private so the council did not have authority to introduce the scheme.

Officer response:

67. The proposal to include All Saints Court was intended to prevent any displacement of rail commuter parking, due to its proximity to the station. Officers accept that this may already be discouraged by the presence of private warning signs (on a wall) stating that the parking is for residents parking only. Officers therefore recommend that the road is withdrawn from the proposals.

68. Currently the main carriageway onto the court is an adopted highway. There are private car parking areas off the highway which is why there may be misunderstandings over the highway status.

h) Comments relating to Great Western Drive

69. There are concerns about the proposed parking changes on Great Western Drive. As well as the comments made in other roads, regarding the cost of parking permits those residents without driveways feel discriminated against, as they would be more affected by those charges.

70. There are also concerns about the impact on visitors, especially for those who rely on family support or have elderly parents visiting regularly and could isolate residents from their support networks, particularly affecting those with mental health issues or complex needs.
Officer response:

71. The proposal to include Great Western Drive was intended to prevent any displacement of parking, causing new problems if it was not included in the proposed scheme. Officers accept that the location is on the north-western edge of the proposed scheme and may therefore not suffer as much form displacement problems. Officers therefore recommend that the road is withdrawn from the proposals.

h) Response to the no waiting at any time proposals

72. The feedback to the proposed no waiting restrictions was generally positive, but some comments were received (10) which questioned the need for the restrictions to be introduced. Concerns were raised that with additional yellow lines in the area, it mean parking would become busier and more congested.

73. A small number of comments (3) stated that the restrictions were a waste of money as they wouldn't be enforced sufficiently to make them effective.

74. In contrast, a high number (16) of responses supported the proposals, believing they would help tackle traffic issues and inconsiderate parking. Responders felt that key areas such as corners and opposite entrances should be kept clear.

75. The junction of Manor Road / Lydalls Road was flagged as a location of particular concern, with users of the Queens Head PH often parking inconsiderately.

76. One comment was made that all sides of Lydalls Road/ Haydon Road crossroads needed to be covered by double yellow lines.

Officer response:

77. The proposals include covering all junctions, bends and roundabouts with double yellow lines. Whilst it may be the case that some parking might be displaced by these proposals, the proposal to introduce resident permit holder

parking on the remaining parking areas should safeguard residents' parking needs from such displacement.

78. The junctions of Lydalls Road with both Haydon Road and Manor Road are included in the proposed No Waiting At Any Time and the section of Manor Road near the Queens Head PH includes an extended section of No Waiting At Any Time as the road is narrow and bends at this point.

Monitoring and Evaluation

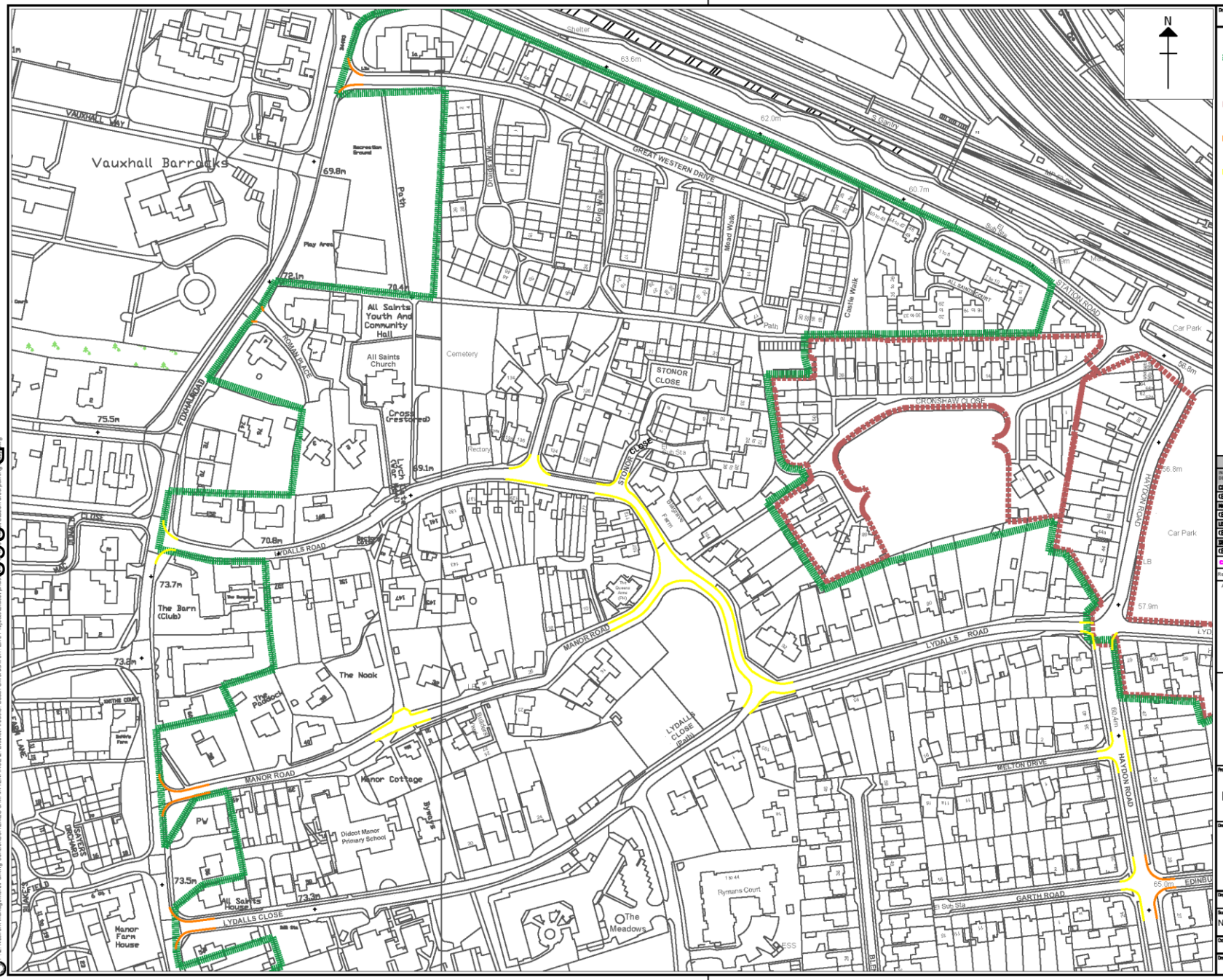
79. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved. There is a specific recommendation to review the location in Lydalls road (west), in the vicinity of All Saints Church, after the first 3 months.

Paul Fermer
Director of Environment and Highways

Annexes:
Annex 1: Consultation plans (a) and (b)
Annex 2: Summary of online response (tables)
Annex 3: Consultation responses in detail:
(A. Statutory consultee responses)
(B. Online responses)
(C. Email responses)
Annex 4: Informal consultation summary

Contact Officer: Mike Horton (Senior Officer – TRO & Schemes)
James Whiting (Team Leader – TRO & Schemes)

January 2025



KEY

- PROPOSED permit holders only past this point
- Zone boundary - existing scheme (introduced Feb 2024)
- EXISTING no waiting at any time (double yellow lines)
- PROPOSED no waiting at any time (double yellow lines)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
A	Nov '24	Proposal during public consultation	MH	JW	JW

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Project title: DIDCOT (Centre-North) Resident Parking Proposals 2024

Drawing title: Formal consultation

Enlargement - PLAN A

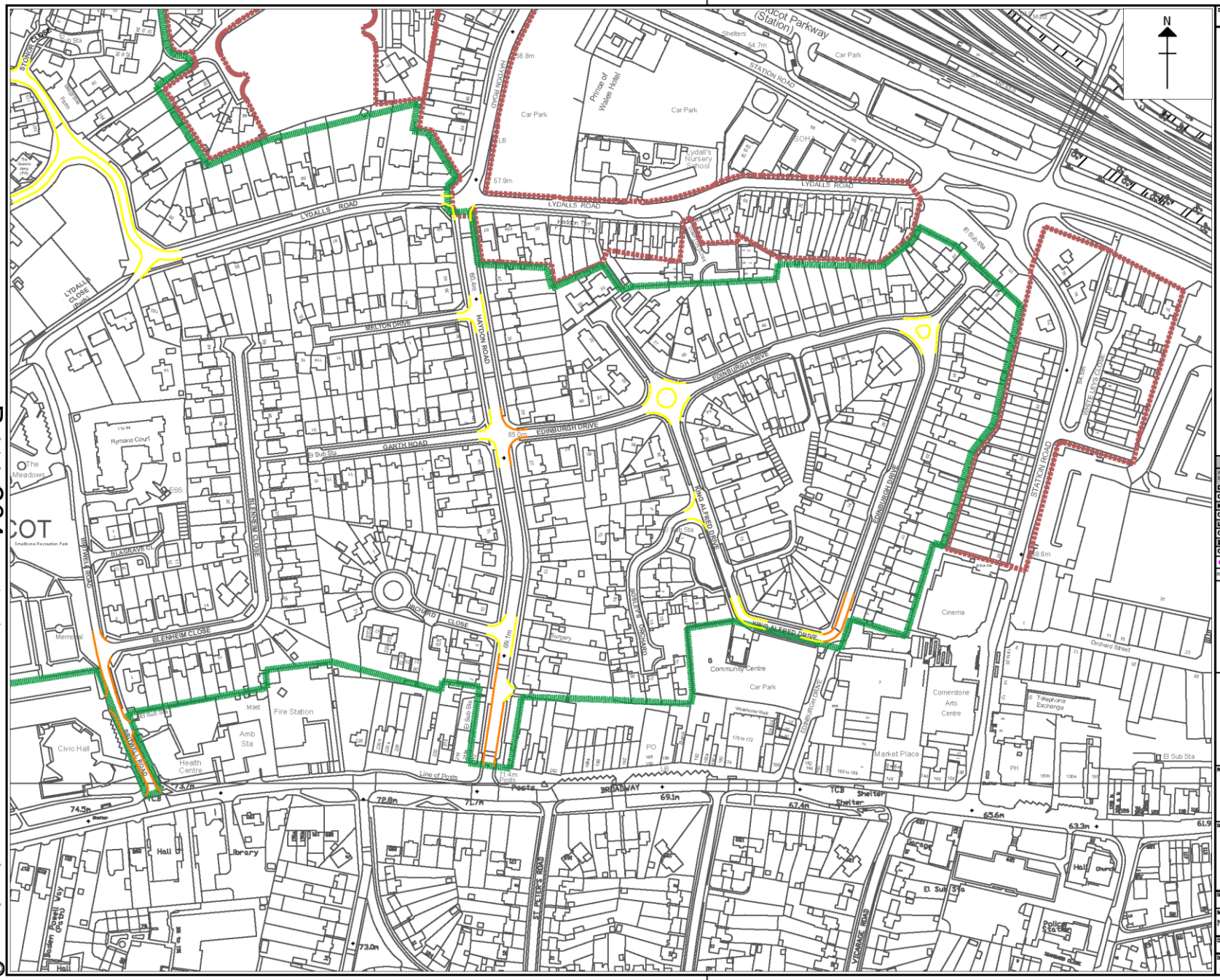
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	Date drawn: NOV 2024	Date checked: NOV 2024	Date approved: NOV 2024

Outbound tm Project No & File Ref:

Drawing No.: PRD/2024/005 | Revision: 1

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Page 264

PRD/2024/005 A

KEY

- PROPOSED permit holders only past this point
- Zone boundary - existing scheme (introduced Feb 2024)
- EXISTING no waiting at any time (double yellow lines)
- PROPOSED no waiting at any time (double yellow lines)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Rev.	Date	Purpose of revision	Drawn	Checked	Approv'd
A	Nov '24	Proposals during public exhibition	MH	JW	JW

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Project title: DIDCOT (Centre-North) Resident Parking Proposals 2024

Drawing title: Formal consultation

Enlargement - PLAN B

Drawing Status: PROPOSED

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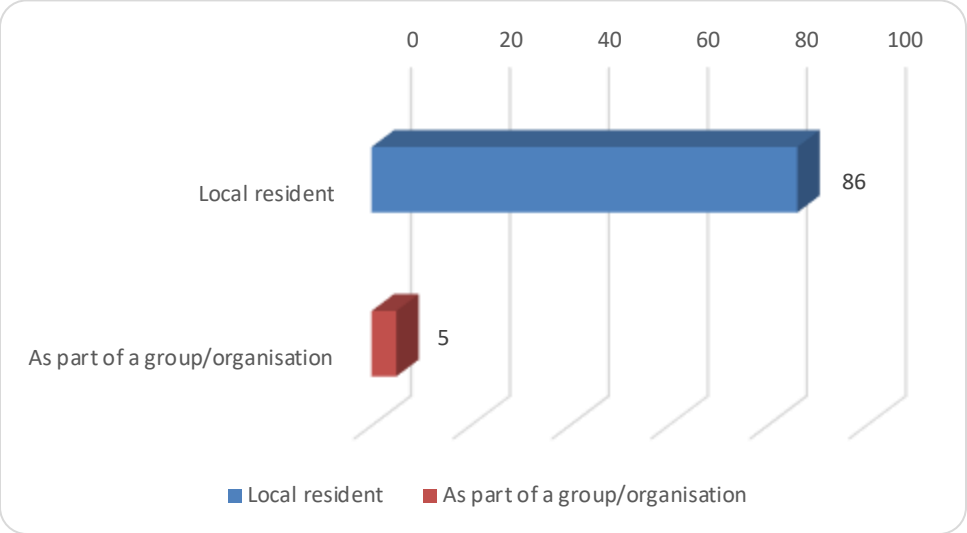
Drawing No. PRD/2024/005 Revision 1

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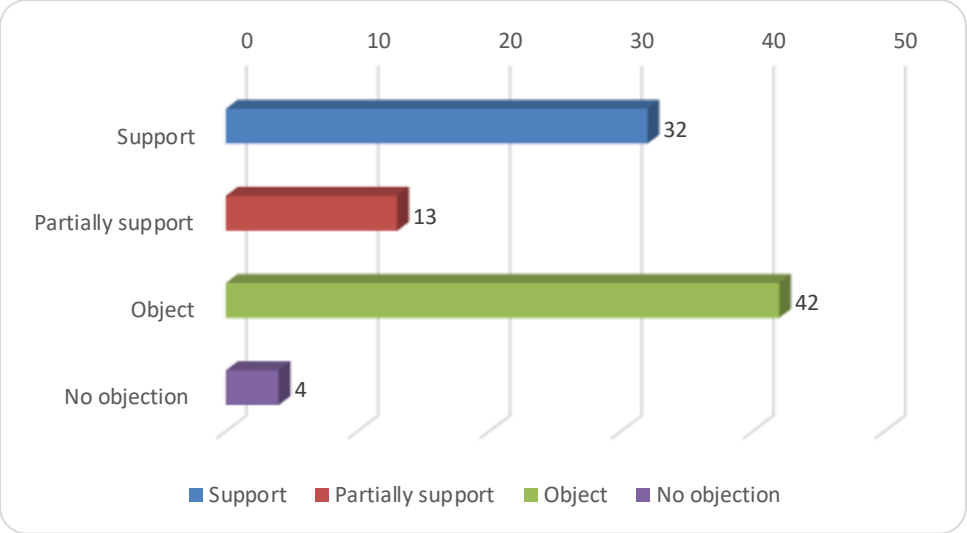
ANNEX 2

Summary of online response to formal consultation

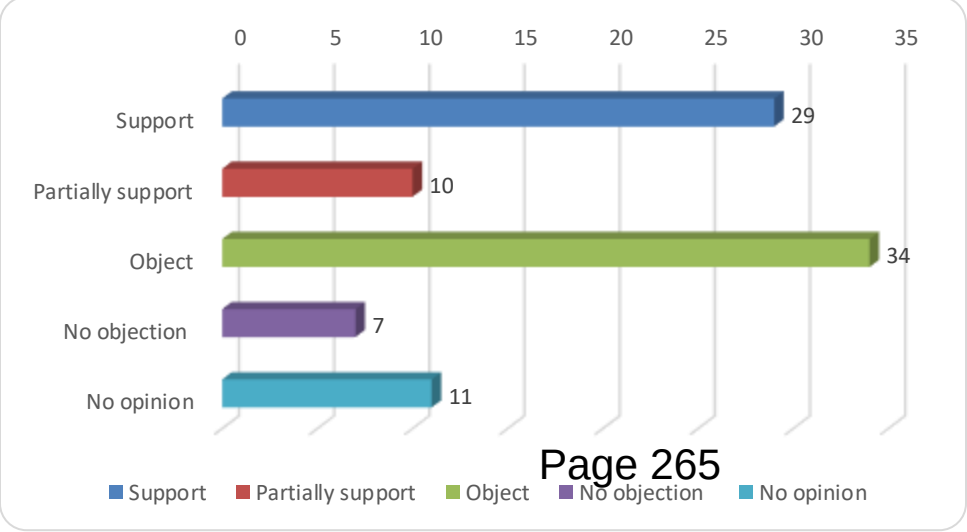
Capacity in which respondents completed the on-line survey



Response to proposed Permit Holders Only zone (Mon – Sun, 8am-8pm)



Response to the proposed no waiting at any time restrictions



ANNEX 3

A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	**No objection** – As these restrictions all fall under Civil Parking Enforcement , the Police have no objection providing displacement parking has been fully considered.
(s2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We recognise and broadly support the approach being taken here, notwithstanding that there is some additional administrative burden for residents, the proposed permit-enforced zone will be able to be more rigorously enforced. This is necessary to effectively manage the balance between residents and visitors parking, alongside wider demand from shoppers and rail travellers. Substantial dedicated parking facilities exist for those purposes. For workers in the town centre, very substantial reinforcement of bus frequencies, hours of operation and connectivity have been put in place in recent years. We therefore offer no objection to these proposals, though we continue to urge the council to look urgently at on street parking on Broadway, especially at its eastern end near High Street, which significantly impedes the flow of buses in particular.
(s3) Didcot Town Council	**Concern** - The Town Council's Planning and Development Committee has a few concerns regarding the impact of the schemes on public buildings, namely the All-Saints Church and the Manor Primary School. As the school now operates a school street scheme, families now use some of Lydalls Road for drop-off parking, and the All-Saints Church, as it impacts their events. Separate provisions should be made for those buildings.

B. Responses received via online survey:

RESPONDENT	COMMENTS
(o1) Local resident, (Dicot, All saints court)	Permit holders only parking – **Object** It is currently free to park. I don't want to pay for something that is currently free. Double yellow line restrictions – **Object** This isn't an issue that affects me. I have no problem with people waiting. Any other comments?
(o2) Local resident, (Didcot, All Saints Court)	Permit holders only parking – **Object** I will struggle to find the extra £80 per year to pay for a permit. I have never had a problem parking on my street. These restrictions are unnecessary. Double yellow line restrictions – **No opinion** I have never needed to park on these streets, this does not effect me. Any other comments? There is currently signs in All Saints Court stating residents parking only. This is enough to deter non-residents parking. These changes are unnecessary and will be an extra expense for those purchasing the permits and for the council to enforce.
(o3) Local resident, (Didcot, Blagrave Close)	Permit holders only parking – **Object** There is currently no problem with parking on almost all of these roads. This would make our private car park on blagrave street unusable. This has been proven to significantly devalue homes when implemented in other areas of the country. This would cost us an extra £191.50 when we are in the middle of a cost of living crisis. This would significantly hurt the local businesses on Broadway, and many will be forced to close. I would have to move house if this was done. Double yellow line restrictions – **No opinion**

	A slight negative because it will make parking busier, but this is a much lesser evil than permit parking. Any other comments?
(o4) Local resident, (Didcot, Blagrave close)	Permit holders only parking – **Object** Paying to park on a road that is currently free, Blagrave Close currently barely experiences excessive car parking from non-residents (which can be said for multiple other roads mentioned - Blenheim etc, if enforced would cause chaos on our private car park Double yellow line restrictions – **No opinion** This would increase parking on other roads but is a lesser evil when compared to permits Any other comments?
(o5) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Object** This is a totally unnecessary imposition on residents to tackle a problem that does not exist. This will place a financial burden on many residents and the perception is that it is simply being introduced to further tax residents. Double yellow line restrictions – **No opinion** Impractical for deliveries etc Any other comments? The Council should publish the response to the initial consultation on these proposals and indicate the threshold required to consider implementation.
(o6) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Object** There is not a problem in Blenheim Close with on street parking and I have visitors quite often that would be affected by the restriction were it to come into force. Double yellow line restrictions – **Object** There are double yellow lines throughout the town that are regularly ignored already, causing hazard and inconvenience, examples being at the top of Britwell Road by the doctors, top of Edinburgh Drive stopping traffic from

	entering the road from Broadway and on Broadway by the Market Place right up to the traffic lights.It would be a waste of money to install more restrictions as there is a high likelihood that it would not be enforced. Any other comments? I object to being charged to park outside my house on a quiet street with no parking problems. I also object to further restrictions being put into place when the parking restrictions in the town as a whole are blatantly and regularly disregarded with no repercussions
(o7) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Object** There is no parking problem in Blenheim Close. I am not aware of anyone who parks in the road and does not live in one of the houses. I believe that the proposed scheme will inconvenience lots of people who live in the road or who have visitors. Double yellow line restrictions – **Object** I think its unnecessary. In my road, Blenheim Close, there is not a problem with people parking here who do not live here or who are not visiting someone who lives in the road. Some residents do not always use their driveways to park for various reasons, and under these proposals would be forced to do so all the time. Some people have family who visit very frequently with a car; under these proposals they would quickly use up their visitor permits. They might only visit for a couple of hours, but the permit would then be used up and additional permits would have to be purchased. There are three businesses that I know of in the road; they would have to purchase a permit for £190 pa to enable their clients to park, then have to remember to rush out and put the permit in their clients car to avoid a penalty fine. Another cost of £190 per year for businesses when there is no parking problem to start with is not fair, particularly in the present difficult economic climate. It seems to me the proposals are a sledgehammer to crack a nut. I would much rather stick with the flexibility of the current system. Also, the permit parking in roads like Cronshaw Close and Lydalls Road has only been introduced relatively recently; would not more settling in time, to see how it affects peoples' parking and residents use of their road, be beneficial? Any other comments? I think its unnecessary to change from the current arrangements. It will cost money to administer that could be better used elsewhere. Its a sledgehammer to crack a nut.
(o8) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Object**

	I object to the proposed changes to the existing time limited restrictions. The proposals are a disproportionate response to a problem that in many cases does not exist. The existing time-limited restrictions (Single Yellow Lines) which operate for one hour periods, either from 12pm to 1pm, or from 2pm to 3pm are already an effective, proportionate and easily understood control measure. There is no need to introduce alternative measures to dissuade commuter parking, which apparently is the intention of these proposals. Enforcement of the existing parking restrictions by the council will address any localised issues. Within the consultation there is no quantitative data provided to indicate where the existing control measures are ineffective or the frequency of any violation. Similarly it is not clear why any parking issues are are not being addressed through enforcement of the existing restrictions. There are a number of significant issues related to the proposals for example; Britwell Road is used by parents to drop off and collect pupils form nearby Manor Primary School. This is part of the strategy to reduce congestion around the school itself. Britwell Road is also used by people accessing the nearby Smallbone Recreation Park, children's recreation area and memorial garden as well as for overspill parking for the Didcot Health Centre and Didcot Civic Hall The introduction of permit only parking in Britwell Road will immediately prevent all of the above. The proposed hours of operation for the residents permit scheme is unnecessary long (8am to 8pm 7 days a week). If the aim is to address commuter parking then shorter hours, 5 days a week would be just as effective. It is not at all clear why residents will be limited to only 50 visitors permits a year, in effect meaning they can only have 1 visitor a week?. In addition, why is it necessary to charge for 25 of these visitor permits? There is no public car park within the area do this consultation so it is not at all clear what is supposed to happen if the punitive limit of 50 visit a year is exceeded. A clear consequence of introducing a residents permit system is the removal of habitat areas/ front gardens as residents seek to create off street parking spaces. Any issues related to the violation of existing parking restrictions is simply the consequence of lack of enforcement. Before considering the introduction of such wide ranging restrictions included within the consultation the existing parking restrictions should be subject to a period of more effective monitoring and enforcement by the council. Enforcement of the existing measures is the most cost effective solution to any parking issues. Double yellow line restrictions – **Object** The existing control measures are adequate but unfortunately not currently enforced by the council. Any other comments? The proposal outline in the consultation appear to be a knee jerk reaction to a localised issue in a small area which could be addressed through enforcement of existing restrictions.

	The description of the area within the consultation as 'Central Didcot' is misleading. This is not the central area dominated by retail and business but an instead a primarily residential area to the east of the town centre. It is highly unlikely that anyone would park in this area to access the town centre as there are several car parks nearer to the town, the main one providing free parking for 2 hours. Therefore any parking violation would only be by commuters using Didcot Parkway Railway Station. This is easily addressed through enforcement of the existing parking restrictions preventing parking for 1 hour on each side to the road in the middle of the day.
(o9) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Object** I don't understand the necessity for this proposal. I don't see how this is a positive solution for residents, I think it is penalising residents, their visitors and workmen doing maintenance at properties. I consider this as a profit making exercise for SODC which will not ultimately benefit Didcot itself. I do not see how this will be monitored and upheld successfully. If this is a problem because of railway users then penalise them and offer affordable parking that is well directed to unlike the current multi storey Double yellow line restrictions – **Object** As previous Any other comments? As already stated Also recognise my opinion matters very little as it is fairly obvious this is a done deal,
(o10) Local resident, (Didcot, Bosleys Orchard)	Permit holders only parking – **Object** There is currently no issue with parking. The proposed changes are unnecessary and will cause inconvenience to local residents, especially with regards to the exorbitant charge associated with the permit. There is currently minor congestion in a cul-de-sac due to multiple parked cars. This is partially alleviated by neighbours parking on street.The introduction of an £80 payment per annum per vehicle might cause these vehicles parked on street to be moved into the cul-de-sac, causing more congestion. Double yellow line restrictions – **Object** There is currently no issue with parking. The proposed changes are unnecessary and will cause inconvenience to local residents.

	Any other comments? Strongly object to proposed changes. There is currently minor congestion in a cul-de-sac due to multiple parked cars. This is partially alleviated by neighbours parking on street.The introduction of an £80 payment per annum per vehicle might cause these vehicles parked on street to be moved into the cul-de-sac, causing more congestion. Requiring a permit for contractors is unnecessary as there is currently no issue. The requirement of a permit will drive costs and inconvenience up for residents.
(o11) Local resident, (Didcot, Bosleys Orchard)	Permit holders only parking – **Object** I do not agree with introducing a permit system when there is not an issue currently relating to residential parking within Bosleys Orchard. It is overcomplicating parking when I am not aware of an issue at all. Double yellow line restrictions – **Object** Once again, I disagree with this because there is not an issue with cars waiting on roads. Any other comments? Charging residents £80 for a parking permit seems unreasonable when we should be able to park outside our own home for free.
(o12) Local resident, (Didcot, Druids Walk)	Permit holders only parking – **Object** Absolutely ridiculous. We would be required to pay £160 per year to park in our own car park. Double yellow line restrictions – **Object** If you take away the people waiting while dropping their kids off to school in those areas, you will then cause problems on other roads and the traffic will be worse. At least right now we know what to expect. Any other comments?
(o13) Local resident, (Didcot, Druids walk)	Permit holders only parking – **Object** To pay rent and service charge for our property and then you want us to pay for parking , not only is it a cost of living expense but our homes come with parking we should not be charged for them again Double yellow line restrictions – **Object**

	People who object to this won't follow it so there isn't a point to make it a reality when you can come up with something else that we all agree on Any other comments?
(o14) Local resident, (didcot, edinburgh drive)	Permit holders only parking – **Object** Most the roads listed to be added to permit holders only have off street parking for residents and very little nuisance parking - better enforcement of the 1hr per day yellow lines scheme would be a better solution than a complicated and costly permit scheme Double yellow line restrictions – **Support** No waiting double yellows should be more effectively used where parking on corners, opposite entrances or other dangerous area Any other comments?
(o15) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Object** This is a strong objection to proposed parking restrictions. I have experience of these restrictions in other council areas notably Hounslow and Hammersmith areas, these restrictions only cause issues for the residents with virtually no benefits. In Didcot there are no great issues with parking like on the areas mentioned and I have lived here for 13 years. this parking program seems to be very unnecessary. I have listed a few points below: • Negative Impact on Residents: • Increased living costs due to permit fees - £80 is a huge sum to pay for many. • Inconvenience and stress associated with visitor permits (application, usage, limited availability). • Anxiety for both residents and visitors regarding parking availability, getting a visitor permit into a visitors car each time. • Parking ticket anxiety - worrying that cars have correct tickets and of parking patrols. • Difficulty for households with more than two vehicles, contractors • Inadequacy of the Proposed Scheme: • I have seen no evidence of parking issues in these residential roads, including Edinburgh Drive. • Unfairness of charging residents for parking on their own street, especially those without driveways. • Increased anxiety for the elderly and disabled.

	• Alternative Solutions: • Address traffic flow issues, such as widening Station Road and restricting lorry overtaking. • Increase enforcement in areas with existing parking problems (Broadway). • Maintain existing 1-hour parking restrictions with associated parking patrols/enforcement (I've never seen a parking patrol in my road and I work from home, by a front window 3 times per week. Double yellow line restrictions – **Partially support** Based on the yellow markings, these are on roundabouts which were restricted anyway so not sure what the difference is. Any other comments? See my first response. Ultimately I do not understand why there is a demand for residential parking restrictions, there is very little to currently complain about in the residential roads and no need to wastes money on this new program when the current program is adequate and some additional adjustments would benefit traffic flow and parking.
(o16) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Object** I don't want to have to pay to park outside my house, cost of living is bad enough already Double yellow line restrictions – **Object** There's barely enough parking spaces as it is in town Any other comments? I'm happy aa we are
(o17) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Object** We are a 2 car household and have no driveway, we shouldn't have to pay for parking if we live on the street. Double yellow line restrictions – **Object** We have visitors who drive and will not be able park and visit Any other comments?

(o18) Local resident, (Didcot, Garth Road)	Permit holders only parking – **Object** We have three residents and will require two permits which, by the sounds of it are each registered to a vehicle. We only have one driveway space and I usually leave our second vehicle at work but occasionally park it on the road outside our house. We also, regularly, have a relative pick up our daughter from school and bring her home. Often they stay for a few hours parking on the road outside the house. We also have another relative parking outside weekly for up to an hour to give my daughter piano lessons after school. This will require extra visitors permits on top of any other visitors we receive throughout the year. Personally, I think the current single yellow line restrictions (if policed) work better, for us, than the new proposal. Alternatively, if the two permits we receive can be easily interchangeable between vehicles this is a viable solution. Physical permits without a car reg number would work but I assume it will be done online with a car reg number which is not so easily interchangeable. The times for residents parking could also be altered to tie in with school (8am-3pm?) or perhaps an allowance for waiting for 1 hour. Otherwise I fear visitor costs for parking could spiral. Double yellow line restrictions – **Object** We have three residents and will require two permits which, by the sounds of it are each registered to a vehicle. We only have one driveway space and I usually leave our second vehicle at work but occasionally park it on the road outside our house. We also, regularly, have a relative pick up our daughter from school and bring her home. Often they stay for a few hours parking on the road outside the house. We also have another relative parking outside weekly for up to an hour to give my daughter piano lessons after school. This will require extra visitors permits on top of any other visitors we receive throughout the year. Personally, I think the current single yellow line restrictions (if policed) work better, for us, than the new proposal. Alternatively, if the two permits we receive can be easily interchangeable between vehicles this is a viable solution. Physical permits without a car reg number would work but I assume it will be done online with a car reg number which is not so easily interchangeable. The times for residents parking could also be altered to tie in with school (8am-3pm?) or perhaps an allowance for waiting for 1 hour. Otherwise I fear visitor costs for parking could spiral. Any other comments? We have three residents and will require two permits which, by the sounds of it are each registered to a vehicle. We only have one driveway space and I usually leave our second vehicle at work but occasionally park it on the road outside our house. We also, regularly, have a relative pick up our daughter from school and bring her home. Often they stay for a few hours parking on the road outside the house. We also have another relative parking outside weekly for up to an hour to give my daughter piano lessons after school. This will require extra visitors permits on top of any other visitors we receive throughout the year. Personally, I think the current single yellow line restrictions (if policed) work better, for us, than the new proposal. Alternatively, if the two permits we receive can be easily interchangeable

	between vehicles this is a viable solution. Physical permits without a car reg number would work but I assume it will be done online with a car reg number which is not so easily interchangeable. The times for residents parking could also be altered to tie in with school (8am-3pm?) or perhaps an allowance for waiting for 1 hour. Otherwise I fear visitor costs for parking could spiral.
(o19) Local resident, (Didcot, Garth road)	Permit holders only parking – **Object** I object to the proposal on Garth road, and all listed roads. There is no need to implement residents only parking scheme. This is only another scheme to grab more money from residents, while there is no visible benefits from increased council tax as such. While parking is not an issue on the streets in central Didcot. I see no requirement for residents only parking. Please do not force upon us yet another unnecessary cost that becomes a burden on the residents. Double yellow line restrictions – **Object** Yet another unnecessary change. The council needs to focus on things of value for the public. Focus on, 1. Improving the quality of roads 2. Better infrastructure with the addition of more housing estates 3. More medical facilities 4. Building a hospital 5. More schools Any other comments? Please don't waste our money on wasteful activities such as this one. There is enough unnecessary spending as such by the council. Please try the following which would add a lot more value for the residents, Focus on, 1. Improving the quality of roads 2. Better infrastructure with the addition of more housing estates 3. More medical facilities 4. Building a hospital 5. More schools
(o20) Local resident, (Didcot, Great Western Drive)	Permit holders only parking – **Object**

	I live on one of the streets. I have no driveway. We are a one car family. We use public transport and cycle to get around. I live on Great Western Drive. It gets very busy and people do park here to use a train. However, charging people to park near their home (without the guarantee of a space) is immoral. Some resident have a large driveway, some a small driveway, some no driveway, I feel it is discriminatory and puts further pressure on those who already have less. If I could afford to have a driveway and seek permissions from my landlord I would not be subject to these permits or charges. I didn't get a choice as to where I live - I was thankful to be given a home for my children and I to live in, and now there is the potential to have no choice in terms of parking. As for visitors my elderly parents come to visit me every Sunday, I also receive support from other family members in times of need. My family and I have complex needs. Charging me to enable them to park a car will isolate us further. I am completely against this proposal. On Great Western Drive, there are times we can be waiting 10 minutes to even pull out of the junction, behind my house is the constant noise of cars and the railway. We get the shuddering of lorries and buses as they pass by. The traffic around the triangle of Central Didcot is atrocious, it took me 20 minutes to get from my house to B and Ms where I needed to pick up goods that couldn't be walked home. People are put off coming to me because of the traffic alone, my support network could be more limited. The road down Great Western Drive is full of cars to the point it's one lane only. People park at the top to use the park, restricting views of the road ahead, and they can be too close to the junction for it to be deemed safe or even legal, the road need to be sorted, the parking needs to be sorted, but not at our expense. Perhaps provide everyone with a driveway? Too expensive - I agree! I'd have one myself if I could! Provide 2 FREE permits per house, and FREE visitors permits. Perhaps allocate parking. Provide more parking option. Deal with the road and heavily trafficked areas and stop coming at residents to increase funding. It's extremely exploitative. I regret having moved here because getting about is borderline traumatic (I didn't have a choice, escaping an abusive partner), this added expense is unfair and unjust and based because of where I live and the lack of a driveway. This is cruel. Double yellow line restrictions – **Object** There are double reds for those!??? Trying doing them on station road (for those that pull up on a path to pick people and suitcases up) and at junctions. Any other comments? Imagine YOU live on one of these roads, you don't have a driveway or garage. How would YOU feel about having to pay for the 'privilege' of trying to park within 20 metres of your home. How would you feel if you were older and you have 4 + children that come to support you or even see you once a week... how long do you think those visitors permit last?

	Imagine you have needs, but NOT a carer, Imagine you have support from family, friends and other services, again those visitors permits aren't going to last long - and you have to pay for them. There are 4 bed houses that have no access to a driveway or designated parking. Imagine YOU live in one of them, YOU NEED a car a you travel a fair amount for work, Your spouse needs a car as they support an elderly relative. You have an adult child or possibly 2 and they have cars (through need or want) - How would you feel about this proposal? Who's getting rid of their cars? There are many issues, besides the fact this proposal doesn't guarantee spaces either. To have the hope of being able to park somewhere near your house and be charged for it is harsh. There has to be other alternatives.
(o21) Local resident, (Didcot, Great Western Drive)	Permit holders only parking – **Object** I don't believe this is needed as it isn't a issue and it would cost more than it would benefit. Double yellow line restrictions – **Object** This would cost alot to enforce than would benefit. This is not a feasible solution. Any other comments? The money could be better spent elsewhere.
(o22) Local resident, (Didcot, Great western drive)	Permit holders only parking – **Object** As someone who lives in great western drive, it will be near impossible for me as I have three cars registered here, And I rely on family to help with childcare this sometimes entails overnight, Also, what would happen if we have visitors? this will really isolate residence from family and friends. Also someone who struggles with mental health I also rely on a strong support network which means family or friends visiting will be difficult! Double yellow line restrictions – **Partially support** It's actually residence that caused the issues with parking!! Any other comments?
(o23) Local resident, (Didcot, King Alfred Drive)	Permit holders only parking – **Object** As a resident living in one of the named roads, I object to the proposal.

	I do not feel I should have to incur costs to park outside my home (which I own) or to allow visitors to park there. I am a lone parent who heavily relies on family and close friends to support me with childcare whilst I work full time and should not have to be worrying about those 'visitors' potentially being fined. Double yellow line restrictions – **No opinion** No opinion Any other comments? None
(o24) Local resident, (Didcot, Lydalls Cl)	Permit holders only parking – **Object** Waste of money, prevents people parking for shopping/doctors etc Double yellow line restrictions – **Object** Waste of money Any other comments? Roads in a terrible state but plenty of money for schemes like this
(o25) Local resident, (Didcot, Lydalls Close)	Permit holders only parking – **Object** Our residence is located in Lydalls Close where there are two schools and there are new restrictions already in place owing to the recent introduction of the county council's School Street Scheme, which seems to have helped to resolve the parking difficulties. These difficulties only occurred during school drop-off and pick-up times. Currently the schools rely on Lydalls Close as an overflow car park because of the lack of available parking on the school premises. This does not cause us any problems and we are happy for this to continue. The introduction of the proposed scheme will have a significant impact on our ability to have friends and family visit and ultimately, we would have to pay for this through the visitor scheme that it being proposed which is totally unacceptable. The current situation in Lydalls Close is that there is not a major problem with finding parking spaces for residents and visitors alike while a new scheme will make it far more difficult for the residents to arrange for anyone needing to visit the homes including tradespeople. For these reasons alone we do not need or want Resident Permit Parking. We very vehemently object to this proposal.

	Although we are not connected with the schools it is clear that the proposals would cause significant problems including staff parking, school deliveries, parents evenings, coaches for school trips etc. Double yellow line restrictions – **Object** As mentioned in the previous section, the current situation does not justify a ban on waiting and seems excessive. There is also the matter of parents who will need to park in the road if they receive an emergency call from the school because of an ill child who needs to be collected. Any other comments? The current situation does not justify the introduction of such a draconian scheme that will lead to more and greater problems than it is intended to resolve. It will hinder residents' ability to live a normal life without forever worrying about how to arrange parking for visitors, tradespeople etc. coming to the property. In addition, it will add a cost to these normal activities: in buying the resident's permit and paying for any additional visitors permits. It is very likely that this will have a detrimental effect on house prices in the close.
(o26) As part of a group/organisation, (Didcot, Lydalls Road and Roman Place)	Permit holders only parking – **Object** As far as I can see the propsals mean that in the indicated area, the only parking allowed will be for residents and their visitors 7 days a week. As a Churchwarden at All Saints Church on Lydalls Road it means that only a small number of the congregation that drive will have anywhere legal to park. There is a small Car Park (9 spaces + 5 disabled) next to All Saints' Youth and Community Hall (where I also happen to be Chair of the Management Committee) with footpath access to the church building but the Hall itself is hired out to another church at the same time that we meet and many of them drive to their service too. During the week this will also impact funeral services in the church - again if the Hall is hired out at the same time the car park could already be full leaving mourners with potentially a very long walk. And where are the funeral director's cars supposed to park? Ditto Weddings (mostly) on a Saturday and wedding cars. There is no good reasons to include weekends in the proposals - we all know this is to tackle rail passengers parking close to the station for free to the detriment of residents and most of the church would support that, but this simply does not happen at weekends so far from the station. The current arrangements (1 hour parking forbidden on one side of the road, and a different hour parking forbidden on the other side) works just fine at the moment and allows the church and Hall to function with little interruption or inconvenience. Please lift the restrictions at weekends and Public Holidays or leave the current scheme in place

	Double yellow line restrictions – **Object** See answer to 3 above Any other comments? For the organsations I represent (All Saints' Church and All Saints' Youth and Community Hall) this proposal will be have a significant negative impact and will almost certainly affect our ability to keep the Hall running as a going concern, albeit a not for profit one.
(o27) Local resident, (Didcot, Manor Road)	Permit holders only parking – **Object** I live on Manor Road, and since I've had children I rely increasingly on my car even for short hops (eg, to pick up something from town), especially in the winter when it is dark and cold. In the past I've always walked, but with kids sometimes you can't spare the 40 minutes round trip. I don't mind it being heavily restricted parking around town, but don't see why it needs to be cut completely. Double yellow line restrictions – **Object** I live on Manor Road. I have a one-car driveway, where my own car goes 24/7. Due to the very high cost of childcare, my parents support my return to work after having children by providing childcare 2 days per week all year round. They drive for an hour to get to me and park their car on Manor Road. I fear that the additional cost of so many guest parking tickets would begin to tip the balance and discourage them from coming, or lead me to not ask them to come when their support is sorely needed. Can there at least be SOME restricted (single yellow) parking left on Manor Road? I'm not sure what the current problem is, it doesn't seem necessary to make it all double yellow. Any other comments? I generally approve of the shift towards walking/bike/bus/train, and respect that some residents lose out when outsiders park on their roads (eg, on Station Road). However, on Manor Road, where I live, I've not noticed it being overrun with cars as the 1-hour stop in the middle of the day stops commuters leaving their cars there. In fact, I love that solution as it suits me as a resident (fewer cars in the road) while meaning I can still have guests at any time, and even staying all day, so long as they go out and switch sides between 1-2pm. I've lived here a decade and think it works really well on Manor Road - I would not support further parking restrictions as it will majorly impact my life, work, and affect my relationships with my whole family.
(o28) Local resident, (Didcot, Medlock Grove)	Permit holders only parking – **Object**

	It will be difficult for people attending All Saints Church in Lydalls Road, whether for Sunday and other church services, weddings and funerals, to find somewhere to park. The church hall car park isn't big enough to accommodate everyone with cars attending the church. There are elderly folk who would find it difficult to walk too far from the church. Double yellow line restrictions – **Object** I understand the council will want to stop people travelling to work by train for example, leaving their cars in the roads mentioned, all day everyday, but to my knowledge there are already times in the day when vehicles can't be parked in these roads. Any other comments?
(o29) Local resident, (didcot, stonor close)	Permit holders only parking – **Object** i live in the stonor close and we do have parking spaces for residents only. according to your scheme i would now have to pay to park in an area that is already reserved for residents. your scheme would have to account for situation like this and exempt already existing reserved parking areas. at the same time people commuting by train are parking their cars at the entrance of the close which represent a hazard. double yellow line exist there for decades but nobody is enforcing no-parking rule. if you are trying to solve the problem of people parking cars everywhere then enforcing existing rules would help. your scheme is not the solution to that issue. it is just a way to increase tax and residents would see no benefit of that. parking at the orchard park is inadequate and another level (up or down) should be added to increase the number of parking spaces. Double yellow line restrictions – **Object** you do not have to introduce double yellow line in stonor close. they are there already. has anyone went to check before you wrote the proposal? If you want to add additional double lines then you have to say exactly where you want to add them. Any other comments? the proposal is all stick and no carrot. you will charge residents to park where they have to right to park. you will fine people who park where they are not supposed to park - allegedly. there is no enforcement of the existing no-parking rules and it is unknown if that would change. you are missing where people who commute will be able to park. they will still have to park somewhere. you need to offer solution for this at the same time when you are thinking about restrictions.

(o30) Local resident, (Didcot, Stonor Close)	Permit holders only parking – **Object** Why should we pay to be able to park in our own road. Clearly a money making exercise! Disgusting attitude!!!! This could be avoided by the use of double and or single yellow line. Double yellow line restrictions – **Partially support** No waiting works for some areas in Didcot but doesn't necessarily apply and work in other less busy areas and roads in Didcot. Any other comments? I We are totally against these proposals. We know that it is a complete waste of our time filling in this survey. You will go ahead with the permit parking and money grabbing. That's what you do! Also please reread question 6 above, it makes absolutely no sense. Shame on you.
(o31) Local resident, (Didcot, All Saints Court)	Permit holders only parking – **Object** Too expensive - and I have no issue getting a space by my flat (All Saints Court) Double yellow line restrictions – **Support** Might help traffic issue Any other comments? N/a
(o32) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Object** This is our property where we have been living for many years without the need for a permit. Our road is not as close to the town (Blenheim close) and we should not have to now pay to park on our own street. Even having friends over will be even more difficult where this has never been an issue before. This is greatly annoying. Double yellow line restrictions – **Object**

	It's our road and it's never been a problem before Any other comments? Roads that are not as close to center I can understand. But now we have to pay for a permit for our own land which is more money out of our pocket for an issue that has never affected us before. It's already a time where the cost of living has gone up and now these plans want us to pay money for us to have vehicles on our own property
(o33) Local resident, (Didcot, Broadway)	Permit holders only parking – **Object** I don't believe you should have to pay to park outside your home and it will just shift the problems to other areas. If the single yellow line parking was enforced and parking on yellow lines was also ticked then the problems would not be bad in the first place Double yellow line restrictions – **Object** How are people meant to get delivery etc Any other comments?
(o34) Local resident, (Didcot, Druids walk)	Permit holders only parking – **Object** I'm objecting massively I am not paying rent and ground service charges as well to pay for parking to go to my own home Double yellow line restrictions – **No opinion** Just no opinion Any other comments? The parking permits in relation to Druids walk is not acceptable
(o35) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Object** Residents should not have to pay to park outside their own homes. The town is completely ruined by all the new houses but total lack of infrastructure Double yellow line restrictions – **Partially support**

	Waiting times in residential roads should have time restrictions Any other comments?
(o36) Local resident, (Didcot, Edinburgh drive)	Permit holders only parking – **Object** I object to this in Edinburgh Drive as there is no issue to be 'fixed'. Residents do not need additional expenses to pay for to resolve a problem that doesn't exist. Only residents and visitors currently park on the road and the existing restrictions prevent people from parking all day to use the train. Double yellow line restrictions – **Object** Because it's going to cause problems and extra costs for residents rather than solve anything. Any other comments?
(o37) Local resident, (Didcot, Edinburgh drive)	Permit holders only parking – **Object** I object as I think it's outrageous to charge a resident to park outside there own house. Double yellow line restrictions – **Object** People will be unable to park Any other comments?
(o38) Local resident, (Didcot, Edinburgh drive)	Permit holders only parking – **Object** Things are fine as they are and there is no problem so leave as it is I certainly don't see the need to charge residents to park outside their own homes which will make it inconvenient for visitors and trade people to work or visit the said property's all this is going to achieve is less car ownership unless you are rich so it's taking away peoples freedoms I shall also give you another example of when friends come from far afield to help out at the railway centre as volunteers they will no longer be able to park outside my house for the weekend for free which will deter them visiting and volunteering ? Double yellow line restrictions – **Object** There's enough restrictions already we don't need any more!

	Any other comments?
(o39) Local resident, (Didcot, Great Western Drive)	Permit holders only parking – **Object** I live down Great Western Drive and this is not an issue during the day. The money spent on putting this in place and enforcing it would be better spent elsewhere. Double yellow line restrictions – **Object** As before it would be a waste of time and money that could be spent on improving other areas of the town. Any other comments? Instead of wasting money on this, why not spend it on improving roads, playground, etc...
(o40) Local resident, (Didcot, North road)	Permit holders only parking – **Object** This will cause further traffic chaos around the orchard cbetre. There's no legal right to park in front or near your own property. Double yellow line restrictions – **Object** Just enforce the double yellow lines especially if with Enterprise car rentals Any other comments? Ridiculous
(o41) As part of a group/organisation, (Faringdon, 9 Bromsgrove)	Permit holders only parking – **Object** I am a member of the Great Western Society and have always enjoyed FREE parking in Hayden Rd. As a member I have free access to the railway centre and I take objection in no uncertain terms that I may have to pay to park in that hideous multi-storey carpark whenever I visit something to which I give my support. There exist no other streets anywhere near where I could park without walking a long way (I am now eighty years of age). As regards the other car parks one certainly is payphone only. As I do not possess a smartphone (and have no intention of purchasing one) I am restricted as to where I can park. There exists always plenty of spaces in the upper Haydn Rd and I cannot see how such short-term parking imposes on the residents all of whom, as far as I can tell, enjoy off-road parking facilities.

	To me this is yet another imposition dreamed up by the council to wring more money (ie. parking permits) out of the ratepayer. I suggest that you leave well alone. Double yellow line restrictions – **Object** See comments in Part 3 Any other comments? Just leave things alone!
(o42) Local resident, (unknown,)	Permit holders only parking – **Object** The existing rules work well, sharing the use of the road space and achieving the original objective of preventing day long station parking. Double yellow line restrictions – **Object** No case for change Any other comments? If it is essential to bring in permits then they should mirror existing rules, e.g. being required for the one hour currently restricted by single yellow lines so residents can park all the time but others including visitors to residents, local church etc, can use the space to park at other times. At an absolute maximum I could see permits, say, 10:00 to 14:00 if easier to enforce. But the existing scheme is excessive and does not respond to needs and needs to be wound back
(o43) As part of a group/organisation, (All Saints' Church Didcot, Lydalls Road)	Permit holders only parking – **Partially support** I can support this with the motivation of easing congestion due to parking for the railway station. However, as vicar of All Saints' Church, Lydalls Road, the introduction of this limitation will hit families visiting All Saints' for funerals, weddings and baptisms. At the moment we send you the dates/times of such events to enable people to park without penalty on the church end of Lydalls Road (away from the station). I would strongly request that the same arrangement be possible in the future. Otherwise we risk ruining special days for those who come and just need up to 2 hours of parking. Double yellow line restrictions – **No objection** That makes sense and the areas marked do not affect those visiting All Saints' church

	Any other comments? I appreciate the work that has gone into this, particularly on behalf of residents who have no option but to park on the road. Your appreciation of the limited parking required for events at All Saints' church would make a huge difference.
(o44) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Partially support** Moving towards a permit scheme will raise essential funds for the county council but there are a number of second order effects to be considered. As a result of having to pay £80 to park my car directly outside my house I will follow the example of many of the houses in the street. This will result In the removal of my wall and the destruction of well established greenery to allow access for a second car on the front garden. With the planting of trees along a number of roads in Didcot this seems counter intuitive. An own goal for those with a green agenda! Double yellow line restrictions – **Support** This blokes the roads and is dangerous, particularly in and around unauthorised school drop off and pick up points. Any other comments? I believe residents that only have parking for one car on their driveway should get a free pass to prevent the over urbanisation which is rife on many of the road's captured by this proposed change. Consequences include surface run off and greater strain on the drainage system. I appreciate its hard to appease everyone. We are a two car household with parking for one car so parking on street without cost would be extremely useful. Others have four or five vehicles for a single household and have a concrete front of house to accommodate three of the fleet of vehicles. How to fairly allocate a free pass in this instance would be a difficult decision to make. st
(o45) Local resident, (Didcot, Bosleys Orchard)	Permit holders only parking – **Partially support** I am mostly supporting proposal because I live in a street that is directly effected by it and I am aware of the problems caused by irresponsible parking in our street. Double yellow line restrictions – **No objection** . Any other comments? The only objection I have to these proposals is the fact that residents have to pay for the privilege of parking outside their own homes.

(o46) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Partially support** Cost of permits to residents. Double yellow line restrictions – **Support** People generally don't just wait, they park to go shopping so I support these proposals. Any other comments? I think the cost is quite expensive for residents. In our situation we have three car driving adults in the family who live at home and one taking his test soon. I presume the cost won't affect us because we park on our driveway, but for others it doesn't seem fair.
(o47) Local resident, (Didcot, Ernest road)	Permit holders only parking – **Partially support** I support this in principle but charging residents is just another money making scheme that only benefits the council. Double yellow line restrictions – **No opinion** No opinion Any other comments?
(o48) Local resident, (Didcot, Foxhall)	Permit holders only parking – **Partially support** We live on Foxhall road and our garden backs onto Manor school. Generally weekends if we have visitors we may park in adjacent roads to avoid parking on Foxhall road. We do park on the verge in front of our house but not in front of any one else's verge. Although neighbours do.This proposal would stop us parking in adjacent streets. Foxhall road is busy and its difficult getting in and out of our drive. Double yellow line restrictions – **Support** Parking issues are not enforced in Didcot. Just drive down the town main street. Even cars are driving up through the pedestrian areas. Same cars park in the same spots.

	Any other comments? People should be more considerate where they park but parking issues are not enforced.
(o49) Local resident, (Didcot, Great Western Drive)	Permit holders only parking – **Partially support** Although I agree that parking issues need to be addressed, I object to local residents having to pay to park outside their house. This adds yet more misery and financial strain to people who are already struggling to get by. Allowing residents up to two cars and a number of visitors at any one time (say three or 4 perhaps?) an unlimited number of times throughout the year for free would help alleviate the strain for most. Double yellow line restrictions – **Partially support** I support this provided that residents are not financially impacted or their normal activities are not restricted due to 'No Waiting at Any Time' being implemented. This has the largest impact close to the train station, people waiting near the station clogging up the roads and causing traffic jams should be penalised for this. Can provisions be made in the multi storey car park for a suitable waiting area for people getting picked up from the station? Any other comments? Parking absolutely needs to be addressed but I am VERY opposed to residents having to pay for this if they have an 'average' number of cars and visitors at their household. What about people who have regular visitors or unofficial carers that go to someone's house most days of the week? They would quickly use up the 'free' visitors passes and use up the additional paid for passes. These could be vulnerable people who rely on daily/regular visitors or they could simply be lonely and unable to leave their house, this would hugely impact their mental health if they were to feel stranded in their own home. This scheme negatively impacts households from poorer backgrounds as they will struggle to afford this scheme, what happens to households where there are more than two cars? Where do the additional cars go? Clearly residents have a requirement for those additional vehicles that isn't going to go away if this scheme is implemented. The implementation of this needs to be more granular, some of the proposed streets are able to hold more cars than others. A blanket two cars per household and 25 visits per year is not necessarily required on every road and other roads need this a lot more. A street by street approach to allowance could be more appropriate, but again as a minimum the first two cars should not be paid for and there should be minimal restrictions on visitors that are also not paid for by the residents. I would accept being able to have up to two cars and up to 4 visitor's cars at my residence at any one time an unlimited number of times for free and banning large camper vans and caravans being parked on the street.

(o50) As part of a group/organisation, (Didcot, Lydalls Close and Lydalls Road)	Permit holders only parking – **Partially support** Restricting Lydalls Road to residents only parking, will create a very significant problem for users of All Saint's Church, for example on: Sunday mornings - weekly, Sunday afternoons - monthly, Saturdays (and other days) for weddings and any weekday for funerals. The Youth and Community Hall car park is not adequate for these events and on many occasions is taken up by users of the Hall. Double yellow line restrictions – **Partially support** A large part of Lydalls Close is an unadopted carriageway and therefore marking any part of this area with double yellow lines would be impossible. Any other comments?
(o51) Local resident, (Didcot, Lydalls road)	Permit holders only parking – **Partially support** It seems unfair that we have to pay for a permit to park outside our property and people living in conservation area who cannot have a front driveway are being penalised as opposed to the lucky ones that have driveways. By all means have a permit system but do not make it so expensive!! Double yellow line restrictions – **No opinion** Pointless if not enforced properly Any other comments? Please consider allowing people who live in area who do not have driveways to just pay a nominal fee for a permit otherwise you are discriminating against people that do not have the luxury of off road parking
(o52) As part of a group/organisation, (Didcot, Lydalls Road)	Permit holders only parking – **Partially support** I attend All Saints' Church on Lydalls Rd two or more times per week and live on the southern edge of Didcot so normally travel by car. The proposed changes to parking restrictions on Lydalls Road would significantly impede the activities of All Saints' Church, the attached cemetery, and the Youth and Community Hall. All Saints' Church is neither a resident or a business for the purposes of the scheme, so would have no eligibility for permitted parking within the extended residents parking area. The church, cemetery, and hall nevertheless provide an amenity to the wider Didcot

	community since this is the permanent place of worship for congregations on both Ladygrove and Great Western Park, and regular worshippers come from across Didcot and beyond. The church and cemetery share a small car park with the Youth and Community Hall but this is far smaller than other similar sized places of worship in Didcot and lacks the capacity for normal services or typical weddings or funerals. The proposed change of parking restrictions on Lydalls Road would mean that people attending the church, cemetery, or hall would need to walk at least a quarter of a mile and cross a busy road if the small car park was full. The present parking restrictions (single yellow lines) on Lydalls Road between the church and Foxhall Road seem to be effective and I see no evidence for a lack of residents parking on that part of the street, since the properties have larger driveways than most other parts of Didcot and cars are not routinely parked on the street there. The part of Lydalls Road between the church and The Queens Arms does seem to have more restricted parking around the terraced houses and changing the parking restrictions may be more appropriate there. Double yellow line restrictions – **Support** The areas where no waiting at any time have been proposed are around junctions and will increase safety for all road users in those areas. Any other comments? The scheme seems to be highly detrimental to people wanting to use amenities within the boundaries of the area, particularly those who have limited mobility but do not qualify for disabled or carers badges. It feels like trying to turn this part of Didcot into a gated community for the benefit of the residents within the area who can benefit from the amenities in the rest of Didcot without let or hindrance.
(o53) Local resident, (Didcot, Manor Road)	Permit holders only parking – **Partially support** Extending the restrictions to cover the weekend will make parking difficult for those visiting residents as they will have nowhere to park. Double yellow line restrictions – **Support** This would prevent the huge number of cars parking at school drop off and pickup times. Any other comments?
(o54) Local resident, (Didcot, Melton Drive)	Permit holders only parking – **Partially support**

	I see no reason why there needs to be a charge on local residents to have a parking permit for their own road. I'm not sure I've seen the evidence for why this scheme is necessary in the first instance, besides the roads adjacent to train station car parks. However, if this is needed to resolve a clear parking/congestion issue, then why is there a cost? Why can't residents either claim their parking allowance free of charge? And why can't this just be issued by default to all properties rather than making it an active process for everyone to have to go through. The admin time waste on the public and council side will be large and unnecessary. Double yellow line restrictions – **Object** Why? What is the purpose of this? If someone is against a curb temporarily what is the issue? Presuming they don't do so on double yellow lines, what is the benefit. This seems again like a pointless attempt to seek to raise funds and not in the best interest of the public going about daily life. Any other comments? Only that I expect that our council leaders who take decisions that affect change to our daily lives do so with evidence backed proposals, with the maximum benefit and lowest impact on the people of Didcot. Currently, I don't think the scheme delivers on this.
(o55) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Partially support** I don't see any reason for Blenheim Close to be subject to these changes. I've been a resident here for 17 years and see no reason to change the current position. The changes may make sense for other roads in the proposal. Double yellow line restrictions – **Object** Same reason as noted earlier. Any other comments? Parking permits are unnecessary charges for Blenheim Close.
(o56) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Support** Too many cars parking Double yellow line restrictions – **Support** Too much traffic not parked properly

	Any other comments?
(o57) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Support** We have issues with people parking on our road to access the station. Plus the current restrictions prevent our visitors from parking nearby when they visit us for lunch on the weekend Double yellow line restrictions – **No opinion** We never park our cars on the roads in question Any other comments? Generally approve of the suggestions
(o58) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Support** We have issues with people parking on our road to access the station. Double yellow line restrictions – **No opinion** This doesn't affect our road Any other comments?
(o59) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Support** Stop traffic congestion and dangerous parking in Britwell Road and Blenheim Close at school time and when Didcot civic hall is in use and the car park is full. Double yellow line restrictions – **Support** Help the flow of traffic in these areas Any other comments?

(o60) Local resident, (Didcot, Bosleys Orchard)	Permit holders only parking – **Support** Parking situation getting worse and can restrict access to the cul de sac Double yellow line restrictions – **Support** Parking issues getting worse, need areas where cars aren't parked on both sides of the road Any other comments? If this is going to be implemented then it would have to be enforced. I haven't seen strong implementation of the permit parking already implemented nearer the station. There was visibility at the start but now rarely see fines being issued
(o61) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Support** To stop from parking in Edinburgh Drive and in some cases not returning for weeks Double yellow line restrictions – **Support** As previously stated Any other comments?
(o62) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Support** Cars are becoming a very, very frequent occurrence in Edinburgh Drive to park here to go into the high street for shopping. It does not matter to them that there is a no parking restriction for an hour, signs are just ignored. It needs to be residents parking only - especially considering there is planning proposals at the moment being considered at the bottom of Edinburgh Drive, to which no parking resolution in the plans have been thought of and a resolution given to this problem. Definetely residents parking only is the only way forward for Edinburgh Drive and surrounding roads. Double yellow line restrictions – **Support** Residents parking only is the way forward, but have also ticked the support box for this section - but I have no faith in this proposal as people ignore signs. Any other comments?

	Again, just residents parking only and as mentioned before, with the current proposals for housing at the bottom of Edinburgh Drive, even more reason to have residents parking only.
(o63) Local resident, (DIDCOT, Edinburgh Drive)	Permit holders only parking – **Support** In principal i have no objection to this proposal however i wanted to seek clarification about the charges for permits. My house has a drop kerb and off-street parking which will fit multiple cars. I am assuming that there will be no permit required / charge for parking on my own property. I also assume that any visitors to my property who park fully on my drive will also not be subject to the permit requirement. Clarification on this would be useful. Double yellow line restrictions – **Support** Please see previous remarks re parking on my own driveway. Any other comments? Please clarify if there are any charges / restrictions for parking on our own driveway.
(o64) Local resident, (Didcot, Garth Road)	Permit holders only parking – **Support** Being a local resident, will stop the necessity of moving the car from one side of the street to the other at certain times of the day, ease of parking with no worries Double yellow line restrictions – **Support** Bad parking at certain road junctions makes it difficult to pull out safely on to main road. Any other comments? N/A
(o65) Local resident, (Didcot, Haydon Road)	Permit holders only parking – **Support** There are often vehicles parked on the streets particularly around the station that slow the flow of traffic, and can make it less safe when cycling - resident parking zones would alleviate this. Double yellow line restrictions – **No objection** This would alleviate the issues as outlined in the previous response.

	Any other comments?
(o66) Local resident, (Didcot, King Walk)	Permit holders only parking – **Support** Down my estate, great western drive, we are fed up of the number of cars who park down here especially on rhe back of us, often cars we don't recognise but seem to just park in our space, as its convenient and close to the station. It's always often hard for cars or taxis to go up and down the street as it's chockablock with cars, and our disabled space in recent weeks keeps getting taken by neighbours who think it's just acceptable to park in what is a clearly signed disabled spot Double yellow line restrictions – **Partially support** Half the time people still don't bother reading the signs. On our estate there's been signs to lampposts saying no ball games to be played but children or teens still don't take any notice. Any other comments?
(o67) Local resident, (Didcot, Lydalls road)	Permit holders only parking – **Support** Fed up of non residences parking all day and sometimes all week and going off to catch the train when they should use the car park provided Double yellow line restrictions – **Support** This forces people to park in spaces provided Any other comments?
(o68) Local resident, (Didcot, Lydalls Road)	Permit holders only parking – **Support** Because we have a problem with parking by persons using the railway despite there being adequate parking provided by GWR. Double yellow line restrictions – **Support** I support this measure provided it can be policed. There is also a problem with persons parking their vehicles on the grass verges in Lydalls Road & Haydon Road which needs addressing.

	Any other comments? It appears to be a long awaited sensible scheme.
(o69) Local resident, (Didcot, Lydalls Road)	Permit holders only parking – **Support** I have been campaigning for residents parking permits for those of us without off-street parking in the upper part of Lydalls Road for years! I'm so pleased that it at long last seems to be going ahead! Double yellow line restrictions – **Support** This is especially needed on the corner of Manor Rd at the junction with Lydalls Rd, outside the Queens Head public house, where patrons park very badly and dangerously on the road and pavement and never use the pub's car park! Any other comments? Please make it happen soon!
(o70) Local resident, (DIDCOT, LYDALLS ROAD)	Permit holders only parking – **Support** SO MANY VEHICLE PARK IN OUR ROAD, SOME IN DANGEROUS BENDS, TO USE THE TRAIN STATION. Double yellow line restrictions – **Support** SOME CARS PARK IN DANGEROUS PLACES Any other comments? IS THERE ANY COMPENSATION FOR REGISTERED DISABLED PEOPLE?
(o71) Local resident, (DIDCOT, Lydalls Road)	Permit holders only parking – **Support** 69 Lydalls Road - We are sick and tired of commuters parking up Haydon Rd and Lydalls Rd, parking dangerously near the crossroads junction. Causes conjestion. Traffic warden presence is very infrequent. Commuters think they can get away with it - and they can at the moment. By solving the issue from lower Haydon Rd to Station Rd with a permit scheme, it had only pushed the problem further up. So.. very much welcome permit scheme for our road and surrounding roads Double yellow line restrictions – **Partially support**

	This would only work if there was a constant presence of a traffic warden who could enforce the rule. Any other comments?
(o72) Local resident, (Didcot, Lydalls Road)	Permit holders only parking – **Support** Vehicles parked by train users blocking footpaths, continually making it difficult to access my driveway, blocking services to my neighbours. Been going on for years and just gets worse Double yellow line restrictions – **Support** These are the worst affected areas where non residential (people parking from outside the area to use the trains and get free parking rather than use a carpark) Any other comments? The sooner the better
(o73) Local resident, (Didcot, Lydalls Road)	Permit holders only parking – **Support** The proposed introduction of permit holders only Monday to Sunday 8am-8pm will prevent commuters parking all day and holiday makers using the train station parking there vehicles in the roads for a number of days at a time. Double yellow line restrictions – **Support** The proposed introduction of no waiting at any time (double yellow lines) along narrow sections road, bends and junctions, will ease traffic flow, improve visibility and safety. Any other comments? '-
(o74) Local resident, (Didcot, Manor)	Permit holders only parking – **Support** It will be good for residents to be able to park on the road. But should be limited to the number required. Double yellow line restrictions – **Object**

	The proposals are meant to manage the short stay parking in the area. The main problem is caused by commuters parking all day. This can be controlled by restricting the hours available, as we currently have with yellow lines and time-limit restrictions, if they are enforced. I would support extended time-limit restrictions, for a few hours Monday to Friday, but not the blanket ban currently proposed. Manor Road, does not need to be a no-go parking area, especially with school drop offs and trades working in the area. I do not feel parking is a major problem, if the all day option is removed with time limits. It is also very difficult to get certain trades for domestic jobs in this area , as there is so much commercial development going on, and the demand for skilled trades is high. I feel that an added charge to work here would make things even more difficult. Any other comments? I know you have suggested visitor permits and permits for contractors but I feel this is rather a sledge hammer to crack a nut approach. These more draconian measures make the road feel unwelcoming, especially when applied at weekends as well. Will there be traffic wardens or police roaming the area constantly, ready to pounce on a Sunday afternoon? It would be a waste of resources and budget! I have lived here for nearly 40 years and I know parking habits have changed but this is still a country town and not a busy city. The introduction of residents permits would be a good idea but a limited approach to control the short term parking is needed. Many of the young families here have many visitors and Manor Road is a generally quiet and safe environment for them all. There is so much work that needs to be carried out to repair the pavements and roads in this area, to make them fit for purpose, surely a limited, cheaper option could be applied and the rest spent where it is sorely needed. Thank you.
(o75) Local resident, (Didcot, Manor Road)	Permit holders only parking – **Support** I support this as parking from station commuters are gradually encroaching on the roads slightly further from the station. My only concern is that enforcement does not seem to be happening on Lydalls Road as I regularly see vehicles parked all day who are not residents. I would not be happy to pay for a scheme unless enforcement was happening daily Double yellow line restrictions – **Support** As previously stated Any other comments? Parking enforcement must happen for the scheme to work.

(o76) Local resident, (Didcot, Manor Road)	Permit holders only parking – **Support** Agree in principle as people commuting somewhere else shouldn't park in residential roads. This appears to have worked well on Haydon Road, which is now much easier to drive down, though I realise people instead park on the next road not in a parking zone, hence this proposal. I do wonder how this will affect the Queens Arms on Manor Road, as the road outside it always has customers parked there. I'm not quite close enough to it to be personally affected (I don't go there nor am disrupted by this parking or the pub), so don't have a strong view either way, but even if there are some specific issues caused by this, visiting a local business does in principle seem a more legitimate reason to drive somewhere compared to parking here to commute elsewhere, which isn't. Hopefully the pub, customers, and people who live closer to it give more specific feedback from all perspectives, but wanted to mention it in general in terms of the potential impact on a local business and venue. Double yellow line restrictions – **Partially support** Support as long as it is enforced and monitored to assess the effectiveness, for two main reasons on either end of Manor Road. For the existing double yellows on the junction with Foxhall Road, please enforce this, especially at school open/close times. There are frequently cars parked on the double yellows, sometimes almost right up to the junction, presumably to drop off or collect children, which makes turning out of or into Manor Road at best annoying and at worst potentially dangerous (compounded by this being near a school) owing to lack of visibility and complete lack of space, especially if another car comes the other way when turning in or out. Anecdotally, this may have got worse since the introduction of the separate scheme on Lydalls Close (which I support in isolation). At the other end of Manor Road, on the junction with Lydalls Road, the proposed section of double yellows right outside the Queens Arms pub is currently full of parked cars and vans from early evening onwards (just as an observation, rather than breaking any existing parking regulations I'm aware of). Unlike at the other end, this has surprisingly never caused me any issues with cars coming the other way, as this end of the road seems quieter and isn't a junction to a very busy main road. It does make the road very narrow, but my concern would be if the same people just park further up the road instead, though this obviously depends on the outcome of the permit zone as well - see previous comment. Right now, if they are going to park somewhere on the road to go to the pub, it may as well be right outside the pub. If this went ahead but the permits didn't, the outcome could be worse, whereas if both go ahead, I don't know where they would park. Any other comments?

(o77) Local resident, (Didcot, Melton Drive)	Permit holders only parking – **Support** The amount of people parking and using the station is growing, the roads are too busy and it is not safe for the amount of cars parked. Double yellow line restrictions – **Support** Definitely needs to be double yellowed in this area. BUT it also needs to be enforced. Any other comments? I agree with these proposals however I am concerned that it will still not be enforced. It is no good unless it is regularly enforced.
(o78) Local resident, (Didcot, Orchard Close)	Permit holders only parking – **Support** As a resident of a road close to the station and town, parking is a big issue. People disobey the current restrictions and also park dangerously. This will alleviate these issues. Double yellow line restrictions – **Support** People parking on Haydon Road for example block the road while popping to the shops when a bus stops opposite. Hopefully it will lead to more enforcement. With a 1 hour no parking period, the traffic enforcement officers are rarely here at the right time. Any other comments? I am very much in favour of the proposals. Both visitors, commuters and residents ignore parking restrictions and also park dangerously. Hopefully this will allow more enforcement to encourage better parking.
(o79) Local resident, (Didcot, Orchard Close)	Permit holders only parking – **Support** The street parking at Orchard Close is dangerous as they often park right on the corner and on both sides of the road, making entry and exit hazardous and awkward for both drivers and pedestrians, and those parking on the street in Orchard Close are frequently non-residents of Orchard Close. Double yellow line restrictions – **Support** Same as listed in the previous answer, the people waiting are often non-residents parking on or close to the corners, obstructing the flow of traffic and making access to Orchard Close difficult and hazardous.

	Any other comments?
(o80) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Support** We tge increase in visitors to the town it is important to protect resident parking. Double yellow line restrictions – **Support** We are affected by school and railway parking visitors who seek to park wherever Any other comments? I am grateful the Council are taking an interest in Didcot and addressing some of the difficulties residents face.
(o81) Local resident, (Didcot, Blenheim Close)	Permit holders only parking – **Support** We non residents regularly parking on our grass verge outside our house and leaving cars for days whilst their owners go away by train Double yellow line restrictions – **Support** Too many cars blocking roads in Didcot Any other comments? If residents only parking which I support, this must be clearly stated on signs in those roads
(o82) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Support** Too many people currently using roads for parking all day rather than car parks Double yellow line restrictions – **Support** Less congestion Any other comments?

(o83) Local resident, (Didcot, Edinburgh Drive)	Permit holders only parking – **Support** We live on Edinburgh Drive, and if we have visitors currently they can't park between the restricted times on the road, which makes things difficult if we want to go out with them for example if we caught the train to Oxford, we have to plan this around the restricted times on the road therefore having permits for guests meaning they can park all day is welcome. Traffic getting into the Orchard Center car park is extremely bad on the weekend and we've noticed more people are using Edinburgh Drive to then walk into town, which means then there aren't spaces available if we having friends / family visiting Double yellow line restrictions – **No objection** No objection if there are marked bays to park in for permit holders. Any other comments?
(o84) Local resident, (Didcot, Garth Roaf)	Permit holders only parking – **Support** I believe a properly set up and fairly administered resident parking system to be a better system than the current time limited restrictions which operate for one hour periods, either from 12-13:00 or 14-15:00. Double yellow line restrictions – **Partially support** Under the heading 'Waiting Restrictions' you state at point (1.a) that 'No Waiting at Any Time' restrictions (Double Yellow Lines) will be introduced on parts of Garth Road (plus others), but you do not indicate which 'parts' of Garth Road are being referred to? I am assuming therefore, that this will refer to the introduction of double yellow lines (extending for at least a couple of metres both up and down the road) either side of each of the Junctions within Haydon Road onto Garth Road/Melton Drive/Orchard Close/etc, and extending those restrictions into each of these side roads, again along both sides of the individual roads for at least a couple of metres near to the Junction onto Haydon Road itself? As have indicated above this is merely an assumption on my part and therefore your Clarification is requested as to whereabouts and to what extent (lengthwise) these 'Double Yellow Line' restrictions will be introduced within each of the afore mentioned roads; in other words, before going forward with your plan please clarify 'All' areas of each individual Road that will be affected by this restriction? Any other comments?

	Under the heading 'Residents Permits' (4.) you state that residents permits will be limited to one per resident with a maximum of two per property. Whilst I understand the need to limit the number of permits issued to individual properties, however, if it is your intention to only issue these permits against 'pre-specified' vehicles at individual property's the system becomes overly restrictive and unfairly penalises residents where 'more than' two residents at the same address, own a vehicle. i.e. Assuming a residence with upto 3 vehicles, 2 of which can be parked off street upon the driveway for the given property, thereby leaving the other 1 to be parked on street within the resident permit zone; it is furthermore reasonable to assume that any 1 of those 3 vehicles could be the vehicle parked on street, but if each individual resident permit is strictly assigned to a particular vehicle then on street parking is restricted to that specific vehicle only? Therefore, by assigning each individual permit to the individual property address rather than a specific vehicle at that address would, providing that the permit is correctly displayed in the said vehicle, allow for any one of those 3 vehicles to be the one left on street. Therefore, please provide clarification of how you intend to administer the resident permit scheme going forward as it is my belief that your current proposal to assign permits to individual vehicles rather than individual properties to be overly restrictive and unfair to residents where more than two vehicles are registered to at address.
(o85) Local resident, (Didcot, Great Western Drive)	Permit holders only parking – **Support** Supporting the proposals because the parking of commuters on the local streets can be very dangerous and stops local residents parking near their homes. I do hope that the council will send parking wardens around regularly, to enforce. Encouraged to see that businesses only have limited permits available for specific vehicles - Enterprise rental on Station Road leave their vans everywhere! Double yellow line restrictions – **No objection** No particular opinion as this is not relevant to my road. Seems like a good idea though Any other comments? As before, please make sure that the council parking enforcers are sent around to enforce the new rules
(o86) Local resident, (Didcot, Reed Street)	Permit holders only parking – **Support** Finally time to rein in the chaotic parking situation Double yellow line restrictions – **Support** Same as above

	Any other comments? Nothing else
(o87) Local resident, (Didcot. 3, King. Walk)	Permit holders only parking – **Support** Regarding the parking of vehicles every day. Some neighbours. On my part of drive. Have either two vehicles or more like 3. Etc Double yellow line restrictions – **Object** Because of vehicles been parked in my Disablied parking g space. Even though I have a disabled space. Which just about can see. Which is wrong. To do Which we have had for the last few months. In our space. Also hope this will be repainted etc. To stop Any other comments? Getting the Disablied parking spaces done and also have a proper sign up on the space to stop ones doing
(o88) Local resident, (Didcot, Manor Road)	Permit holders only parking – **No objection** Fed up of historical manor road being used as a long stay station car park when there is a purpose built multi storey car park at the station empty Double yellow line restrictions – **Support** Fed up of historical manor road being used as a long stay station car park with cars being left for up to a month at a time Any other comments? Fully support proposals, a Ted this on manor road for 20 years!
(o89) Local resident, (Didcot, Lydalls Road)	Permit holders only parking – **No objection** for many years commuters have been parking illegally in Lydalls Road all day long from early morning until early evening - parking tickets have not deterred them and they continue to obtain this ‘ free ‘ parking - we also have instances of weekend and holiday parking where cars are left for almost two weeks at a time there are an adequate number of car parks especially around the rail station to be used

	Double yellow line restrictions – **No objection** illegal commuter parking needs to be addressed on the specified roads in the proposal Any other comments? the situation in Lydalls Road with commuter parking causes me such stress that I would consider even moving house in the future
(o90) Local resident, (Didcot, Lydalls road)	Permit holders only parking – **No objection** Live on Lydalls Road, don't have off street parking and currently can't park outside my house without getting fined, that is if there's a space free - always taken up by commuters Double yellow line restrictions – **No opinion** No opinion Any other comments?
(o91) Local resident, (Didcot, One of the roads impacted)	Permit holders only parking – **No objection** Parking around the station and town centre is a growing issue that is likely to get completely out of hand when the tower flat is built apposite the station. The same goes for traffic in general. I do think that it might invite residents to park on the road where they are currently not parking (get a parking permit and then rent out your drive to earn extra money) Double yellow line restrictions – **No objection** Hmmm, the options in this question are the other way round - bit confusing Most of these streets are residential and that has been changing over the years with cars and taxis waiting and parking across the neighbourhood. Any other comments?

C. Responses received by email:

RESPONDENT	COMMENTS
(e1) All Saints Church	**Object** – , I object to the proposed residents parking restrictions stopping members of the congregation parking, while attending services, on a Sunday. The Church has been the centre of the village community of Didcot (previously Dudcott) for over 800 years. I think the part of Lydalls Road from the Church to Foxhall Road should only be restricted to Resident's Parking Monday to Saturday, 8am to 8pm. There also need to be arrangements for weddings and funerals. One option would be to retain something like the one hour No Parking on this section, but at a later time in the afternoon, to restrict most commuter parking, but allow most weddings and funerals unrestricted. Perhaps No Parking Monday to Saturday, 4pm to 6pm. 6pm would allow evening meetings. Another option would be for the Church to be given a number of permits, for weekday use, for the area above the Church, but some large weddings and funerals can have 70 to 100 attendees, travelling in some cases from remote locations. Or perhaps, for most of the area, a later '1 hour No Parking' should be retained, but with the addition of a reasonable number of residents' parking bays.
(e2) Local resident, (Didcot, Abingdon Road)	**Object** – I am writing to point out the difficulties which the proposed parking permit scheme at the west end of Lydalls Road will cause for Didcot All Saints Church. The church has a private carpark accessed off Roman Place but this is principally for users of All Saints Youth and Community Hall adjacent to it. There is not enough additional parking available there for people attending services at the church such as large funerals and weddings. There is no practical mechanism for issuing permits for on-road parking, especially for funerals.

(e3) Local resident, (Didcot, Abingdon Road)	**Object** – wish to object to the proposal to include the west end of Lydalls Road in the proposed parking restrictions. At various times on weekdays, funerals take place at Didcot All Saints Church. Guests frequently arrive from some distance away. They need to park in order to attend the service. Similarly, weddings take place in the church. As Didcot is a commuter town, members of the bride and groom's families, are frequently not local. They too need to be able to park. Both funeral and wedding guests tend not to be suitably dressed to walk any distance. Also the church has several graves which are maintained by the Commonwealth War Graves Commission. These attract considerable interest, especially since they include a rare double war grave. Visitors need to be able to park. Social events in the church take place on some evenings. These start before 8 pm. Again visitors need to be able to park. In all of the above examples, it would be impractical for the church to provide parking permits for all guests who might need them Please reconsider the scope of these proposed parking restrictions.
(e4) Local resident, (Didcot, Great Western Drive)	**Object** – My first objection is evidence based. I am a resident of Great Western Drive, and I don't see the requirement for this permit to be required, as during the specified time there are no issues with parking on Great Western Drive or any of the residential parking areas. My second objection is on cost. Charging residents on a council estate for parking permits shows a lack of understanding of cost of living and will add more pressure everyone in social housing. My third objection is that I don't believe this notice is legally enforceable. First paragraph of the notice state "Sation Road to the north & east," there is no Sation Road in Didcot. The notice also asks for all objections to be delivered prior to the notice being published, giving a date of the 3rd of January 2024. The notice was issue on the 28th of November 2024, both I believe would void this notice. My final objection is that this would remove support network of residents. For example, we often have my in-laws around to support with my oldest child who is autistic and ADHD. This proposal would mean we could only rely on this

	support 50 days of the year. As this doesn't hit into carers permits, it would remove a much-needed support network that is required for family life. With the states of the roads in and out of Didcot and other highway issues within the local area, this seems like a waste of money and time compared to other activity the Council could be addressing.
(e5) Local resident, (Didcot, Great Western Drive)	**Object** 1. Great Western Drive is not a main road or a through road. 2. It should not be included with other roads on the list which are main roads 3. The only problem we have here is people wanting to park to go to the station. This then makes it difficult for residents to park their own cars 4. We should be dealing with this road differently 5. It could be with a board at the beginning of the road saying RESIDENT PARKING ONLY. 6. We should not have to pay to park outside our own homes we have lived here 20 years it's not a main road 7. Also who will enforce this as we were told in the past there was no one who could do it . 8. Also to make contractors pay to do their jobs is not right 9. Visitors parking could be done with the wheel cards to change date and time and maybe 2 given to residents to hand out 10 I know things have to change but for the better and not make people pay out yet again in this economic climate when everyone has no money 11. Everyone paying £80 per car will bring in more revenue than you paying someone to police the areas. Just another way of taking our hard earned money. 12 I am all for change for the right reason this is too much
(e6) Local resident, (Didcot, Great Western Drive)	**Object** – I am writing to formally object to the proposal for parking permits in Great Western Drive in Didcot. This email is very long but it is mostly because I have listed alternatives to your proposal below so please read it all. My elderly parents live on Great Western Drive and they are extremely distressed by the proposals. They are fortunate to have 4 children who visit regularly each week to assist with going to hospital appointments, run errands, help with household chores and also provide company, emotional support and mental stimulation by being visited by extended family and grandchildren. 50 permits would not last one month let alone provide the year round support they value and need. The cost is also an issue. This is an additional expense that they would have to budget for and meet.

	These proposals would isolate them and make them vulnerable. They are proud to have the independence they currently have but this is supported independence and your proposals would be limiting and distressing. I also don't think you understand the demographic of residents in that area. There are huge numbers of blended families that have children with visiting parents and siblings. Has this been considered? Am I correct in that although visitor permits are free for over 70's, they would still have to pay £80 for their own permit? It also mentions business permits I assume for businesses registered in that area but what happens if a tradesperson needs to visit a house in the zone? Would an electrician working at a house for one day be required to pay the £31.50? This would surely be passed on the customer? I know it is easy to criticise without a solution so I have some suggestions below, that are less impactful on the vulnerable. The reason people park in Great Western Drive is because they have to pay to park in the official car parks like the multi storey. If these car parks were free or cheaper, you would not have this problem. There should be large clear signage at the entrance to the road that it is resident only parking. Could spaces be marked on the road outside houses with clear 'Residents Parking Only' on the road. In addition, there should also be signs stating residents only parking. Signs like these are a deterrent to a vast majority of people, as they infer the threat of fines or action should this be violated. It also means that should someone park there, residents could notify you through a specified route, either email or text with an image of the car number plate that is parked without a visitor token and should not be there. If the onus is not to be placed on the resident to identify non residents parking, a daily visit from a parking warden could also be implemented. Residents should be offered free permits to display in their cars, to also indicate to others that it is resident only parking. With regard to visitor permits, residents should all be supplied with two reusable tokens that can be placed in the dashboard to indicate permission to park. It is unlikely that my parents for example would have more than two visitors at any one time. This is a more sustainable and eco friendly solution than single use permits which must surely go against Council sustainability policies. Should someone be found to be parking on this road without a FREE resident permit or a FREE (sorry for the shouty caps but this is important) visitor token, then a substantial fine could be given to them which would I am sure help cover the cost.

	My concern is that this is being pursued as a potential revenue income stream for the Council and becoming essentially an additional tax for residents to pay. I cannot begin to express to you how distressing this proposal has been for my elderly and vulnerable parents and actually although less important, has caused me and my siblings additional stress and concern. I am a resident of Didcot and continue to be concerned about the additional house building and the stress that this places on public services and road infrastructure. I am not surprised parking has become an issue but I strongly feel that a more sustainable and forward thinking solution could and should be applied here. I understand that measures cost money but you are implementing measures to help the residents and then punishing the residents with those same measures. What is the point?
(e7) Local residents, (Didcot, All Saints Court)	**Object** – The leaseholders of All Saints Court received a letter from Oxford County Council who has degreed orders under the Roads Traffic Regulations Act 1984 VO 20 parts 2 and 3 that All Saints Court is now included in the list where parking is only allowed by Permit Holders between 8am and 8pm . The leaseholders are objecting this as the Estate is on private land with unadopted roads. They don't wish to have parking permits so please cancel it.
(e8) Local resident, (Didcot, Manor Road)	**Object** – I am writing to strongly object to the proposals to introduce Resident permit holders parking scheme as detailed in your letter dated 28th November 2024 on the grounds that it will worsen local traffic, increase environmental pollution, and add an additional financial burden to local residents. Central Didcot is currently well served for parking, with ample provision at Didcot Parkway multi-story as well as the Orchard Centre. The roads in question are quiet and broadly traffic free with plenty of space for residents' vehicles throughout the day with no need for an expensive redesign of the local area. Whilst it can be busy around drop-off and pickup time for Manor Primary, we have found that drivers park briefly, courteously and legally, without undue impact on residents. I am aware that the residents of Lydalls Close have difficulties with parents parking or turning in drives around pickup time. This issue has already been addressed by making Lydalls Close Residents Only parking at school drop-off and

	pickup. If this is not changing behaviour, then I do not believe that expansion of the zone would make further improvements. It would instead result in no local parking for parents of Manor Primary pupils. The inevitable consequence of this will be illegal pausing of cars for quick drop-offs, worsening traffic in the area. Idling cars will also increase local pollution and worsen air quality in the vicinity of a school, causing environmental and health concerns for local families. With the residents permit at an annual cost of £80 per car with additional charges for guests, this feels like a money raising scheme for Oxfordshire County Council. At a time when the financial burden on young families is at an all time high, I do not think this is good value for money or a good use of Council time and resources. I will be sending my concerns directly to the Cabinet Minister for Environment ahead of your 2025 meeting.
(e9) Local resident, (Didcot, Edinburgh Drive)	**Object** – Currently on Edinburgh Drive, there's a range of parking provision, such as unrestricted parking, time-restricted parking and double yellow lines. Unlike, for example Station Road, where there are obvious demands for on-street parking, the roads in the current proposal such as Edinburgh Drive are not in such demand. Therefore the proposal is an unnecessary intervention and makes the town a less relaxed and less welcoming place. There is not much publicly available infrastructure in Didcot. Please don't remove what little we do have.
(e10) Local resident, (Didcot, Garth Road)	**Object** – I have lived here for twenty year's and we have never had any trouble here parking the only people who park up here are those who live here introducing permits will cause so much stress for people living here as we all use our drives and at our house we have 4 vehicles and we always put our cars on the drive and our visitors park outside our house so forcing a permit road is another tax which Garth road people don't want as we never have people from the train station parking up here as it's to far for them to walk plus no one parks here for town the only people who park here are people who live here so in forcing a parking permits isn't fair on people living here so please reconsider plus it cost us loads off money for no reason so please don't do this from a very concerned person.
(e11) Local resident, (Didcot, Garth Road)	**Object** – I am writing to object in the strongest terms, to the introduction of a parking permit scheme in Garth Road, Didcot. I have lived at number 3 since October 2001 and have never encountered problems with commuters or shoppers parking in the street. In fact it is only post-COVID lockdown that residents have started getting parking tickets. Maybe that is part of the ruse gearing up for this. I see that the introduction of a parking scheme would only

	impact residents of Garth Road and for my family, it would impact most when the children come home from university during term breaks. I refuse to purchase any permits and will be digging out my hedge and front lawn to avoid it. In summary, a parking permit scheme is not necessary in Garth Road and the introduction of such a scheme, it's clear, is only a revenue raising exercise which I refuse to be part of.
(e12) Local resident, (Didcot, Broadway)	**Concerns** – We are residents of Broadway, Our access to the flat is via Haydon Road, through the private carpark. We are unable to park on the Broadway due to parking restrictions and the private carpark cannot be used by us. We would need to be included within the eligible properties for permits to park along Haydon Road.
(e13) Local business, (Didcot, Broadway)	**Concerns** – We operate a business on Broadway, Access to our rear yard is via Haydon Road, through the private carpark. We are unable to park on the Broadway due to parking restrictions and the private carpark cannot be used by us. We would need to be included within the eligible properties for permits to park along Haydon Road in order for staff members to commute to work. It is not feasible to park in other side streets as no space is available, unless the shop frontages which was acquired by the council to make the parking bays on the Broadway in front of the shops is designated/reserved back to the respective business.
(e14) Local resident, (Didcot, Druids Walk)	**Concerns** – I am writing to express my strong concerns regarding the proposed 'Residents Only' parking permit scheme in central Didcot, as outlined in your recent communication. I deeply appreciate the opportunity to provide feedback, as this issue significantly affects my family and many others in similar situations. As a resident of Druids Walk and a single parent, the impact of the proposed scheme is particularly concerning. My daughter, a full-time university student, is not permitted to work under university policy and owns one car. In addition, I own two vehicles—one for work and another for personal use. The proposed permit fee of £80 per year is an overwhelming financial burden, especially as I navigate the challenges of raising a family on a single income. I urge you to reconsider the fee structure to ensure it is fair and sustainable for families like mine. Specifically, I respectfully

	request that you consider introducing discounted permits for single-parent households, or better yet, make parking for residents entirely free. Furthermore, the proposed enforcement hours from 8 a.m. to 8 p.m. are, in my view, excessively restrictive. Many of us, including myself, finish work long before 8 p.m. and face minimal competition for parking during these hours. Charging for parking during off-peak times seems unjust, especially when parking spaces are largely unused. I strongly believe that parking for residents should be free, as this would not only ease financial pressure on families but also ensure local residents have access to the parking spaces they need. While I understand that the scheme is designed to prevent non-residents, such as commuters to London, from monopolizing local parking, I firmly believe that there are other ways to tackle this issue without placing undue financial strain on residents. A more equitable solution, such as offering free parking for residents, would effectively address the core problem while keeping the scheme fair and accessible for the local community. I fully appreciate the need for effective parking management in our area, but I respectfully urge you to reconsider the current proposal. It is crucial that the scheme is designed with the needs of local residents—especially single parents and students—at its heart. I firmly believe that by offering free or discounted parking for residents, we can achieve a solution that is both fair and sustainable. Thank you for taking the time to consider my concerns. I look forward to your response and to further discussions on how the scheme can be revised to better serve the needs of the community.
(e15) Local resident, (Didcot, Edinburgh Drive)	**Concerns** – I am writing to express my concerns regarding the proposed parking restrictions for South Didcot, including Edinburgh Drive. While I understand the necessity of limiting parking to deter commuters from using the area for free parking, I am concerned about the impact on residents, particularly the requirement to pay for visitor parking permits. At my residence on Edinburgh Drive, we are fortunate to have driveway space for our own vehicles. However, our visitors, including elderly family members who struggle with mobility, need to park on the street. They frequently visit us on weekends, and under the current proposal, we would need to purchase visitor parking permits for them. Although I understand that some free permits may be provided, they would not suffice for the regular visits from our family.

	My mother-in-law, who is particularly unsteady on her feet, visits weekly to see her son and grandchildren. These visits are crucial for her well-being, providing her with much-needed social interaction and a break from isolation. The proposed parking restrictions would not only impose a financial burden on us but also make her feel like an inconvenience. I would like to propose that Sundays be exempt from the parking restrictions. This exemption would allow family members to visit residents without the fear of receiving a parking fine or causing financial strain on their hosts. If Sunday parking could be exempt from the proposed rules, I would fully support this initiative.
(e16) Local resident, (Didcot, Great Western Drive)	**Concerns** – your proposal letter does not mention enforcement Access to visitors limited in an aged community A sign at the beginning of the road saying resident parking only should be the first step in reducing parking from railway travellers The car park at the station is underused because of costs that could be a better incentive if it was changed
(e17) Local resident, (Didcot, Lydalls Road)	**Concerns** – We are continually hindered by commuter parking outside our home making it precarious to leave our drive in our car as we cannot see around the cars parked daily right up to our dropped kerb drive entrance. We are both over 70 years of age. We note that the proposal includes the existing single yellow lines along Lydalls Road being removed. Studying the proposed 'permit holders only' area we believe that vehicles will have to cross an imaginary line in green defining the area beyond the green line (on the map below) as being a permits holders only zone. Please advise if this is correct. Further, the proposal shows only partial double yellow lines around the Lydalls Road / Haydon Road crossroad. This is a mistake in our opinion, there should be double yellow lines on all four corners. This is an extremely busy crossing used by school children daily and having parked cars anywhere on this crossroad seriously reduces vision. We have even seen a car parked for a week on the grass verge at this crossroad which prevented any clear vision of approaching traffic. Cars all too frequently travel in excess of the current 30 MPH speed limit - which is in itself too high for the area - and barely stop at the crossroads. As you know this same crossroad has been the site of a fatal accident and a number of accidents and many near misses which I personally have been involved in. There is no 'safe' place to cross Haydon Rd for school children nor parents with pushchairs enroute to the nursery. No drop down kerb exists on the eastern side.

	Someone from your department really should take a visit there around 08.15 to 09.00 and view for themselves. Given this area is likely to be developed with hundreds of more homes, pedestrian usage of this crossroads will only increase and deserves to be made safer than it currently is.
(e18) Local resident, (Didcot, Tyburn Glen)	**Concerns** – I live very close to the centre of Didcot and so fortunately do not need to park there myself. However I am concerned that adding these restrictions to Lydalls Road will have an adverse effect on the (mainly elderly) worshippers at All Saints' church, some of whom have poor mobility and rely on parking close by to be able to attend. In my view the scheme should exclude the area around the church.
(e19) Local resident, (Didcot, Manor Road)	**Support** – over the years cars have been constantly parked outside of my property, including many times overnight. These people are mainly commuters, on their way to the railway station. I live in an end terrace, and have no driveway, and on three occasions I have had occasion to call out an emergency ambulance for my wife, one of the times was just last September. On each occasion the ambulance could not park outside of my house due to a commuter having parked there. Also, my house is situated on a sharp and blind bend, and becomes even more dangerous when vehicles are parked close by. Last year a lady was knocked off her bicycle on that bend. A car came around the bend , and had to swerve avoid a parked car, and hit the ladies bicycle. Fortunately she was not badly injured.
(e20) Local resident, (Didcot, Lydalls Road)	**Support** – householder with no drive available. As long as adequate parking allowed for permit holders & visitors. I feel its unfair to make residents pay to park, Also think parking bays are unsightly, especially in conservation area. Therefore permit holders should be able to park freely.

ANNEX 4

Didcot Centre-North: Residents Parking Scheme – Informal consultation

Background

In November 2021, the County Council took over parking enforcement from the police, which has provided opportunities for new restrictions and controlled parking zones (CPZs) to be introduced which give local people priority for on street parking, making it more likely residents, their visitors and local customers can find a space quickly and easily.

Subsequently, following requests from residents, a permit-only parking scheme was introduced in February 2024, covering a few roads close to Didcot rail station. However, enforcement for this new scheme has led to complaints from some residents, in nearby roads outside the scheme, who feel that they are being unfairly penalised. Currently a single yellow line operates on most of those roads, which prohibits parking during a 1-hour timeslot in the middle of the day, i.e. 12 noon-1pm or 2-3pm, to deter commuter parking.

Following receipt of a petition from residents of Lydalls Road (west), supported by the local County Councillor, the Cabinet Member for Transport Management agreed to suspend enforcement in that road pending a review of the restrictions. That review, in the form of an online survey and letter drop to over 1,200 addresses, within the area edged in green on the plan attached, took place over 4 weeks from 20th September to 18th October 2024.

Survey results

The main findings are as below:

- From the 196 responses received, 95% of whom were residents, 55% would support an option to have a residents parking scheme that would prioritise parking for residents & their visitors in their road. 21% did not support a residents parking scheme and 24% were not sure, or already part of a CPZ.
- 82% of responders have access to off-street parking and 68% do not need to park on-street.
- 18% of responders have a moderate or severe difficulty in finding a place to park on weekday daytimes, 17% weekday evenings, 20% Saturday daytimes, 4% Saturday evenings and 16% on Sundays.
- 62% felt that the existing single and double yellow lines are appropriate, with 38% thinking they were not.

Division(s) affected: *Witney*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

WITNEY: CHURCH GREEN & CORN STREET – PROPOSED RESIDENTS PERMIT & SHARED USE PARKING PROVISION

Report by Director of Environment and Highways

RECOMMENDATIONS

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls Witney as follows:

a) **The introduction of parking places on Church Green (eastern arm and southern arm) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

b) **The introduction of parking places on Corn Street (both sides) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

c) **The introduction of parking places on Market Street (both sides) for permit holders (WY) or 2-hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

d) **The introduction of parking places on Church Green (central arm) for permit holders (WY) or 4-hour maximum stay for non-permit holders during the hours of 6am to 10pm, daily.**

e) **To include property Nos.2–20 (even numbers) Station Lane in the schedule of eligible properties for the issue of a CH permit.**

f) **To include property Nos.1–24 Charter Place in the schedule of eligible properties.**

g) **To include all properties in Marlborough Lane in the schedule of eligible properties.**

Executive Summary

1. In 2018, West Oxfordshire District Council ran a public consultation seeking views on parking in Church Green and Corn Street, Witney to which 709 people responded. 57% of respondents supported the idea of restricted/permit parking on Church Green, and 54% supported the idea of restricted/permit parking on Corn Street. WODC were concerned about the potential displacement of vehicles, felt that there was a lack of appropriate solutions to the parking issue and a decision was made to not introduce a permit scheme and to monitor the area.

2. In order to address subsequent concerns raised by residents regarding parking in Church Green and Corn Street, Witney, officers at the County Council have worked with the County Councillor to develop proposed parking changes which aim to better manage the on-street parking, whist allowing flexibility for residents and their visitors.

3. Dual purpose time limited bays with exemptions for permit holders are proposed to better manage parking in Church Green and Corn Street which will give priority to residents by preventing all day parking by non-residents. Existing No Waiting restrictions will be refreshed as required.

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

5. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annexes 1** & **2**.

Sustainability Implications

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

Financial Implications

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

Legal Implications

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

9. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)

Equalities and Inclusion Implications

10. In so far as the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is noted that blue badge holders can park on double yellow lines and in permit holder/time limited bays without restriction.

Formal Consultation

11. For the proposed changes, formal consultation was carried out between 14 November and 15 December 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Witney Town Council, West Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Charlbury division.

12. A letter was sent directly to approximately 474 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

13. A total of 54 responses were received via the online survey during the course of the formal consultation, with 81 (48%) identifying as residents.

14. Charts shown in **Annex 3** present the general position of the respondent to each of the proposed elements of the Church Green and Corn Street, Witney scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

15. Additionally, a further 25 emails were received, the comments from these have been included with the individual responses in **Annex 4**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the

scheme. Where comments have been generally for or against the proposals these have been documented, 11 were in favour, 9 raised concerns or gave no comment and 5 wholly objected to the proposals.

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

17. A representative of West Oxfordshire District Council has responded to state that they have no comments.

18. The County Councillor for Witney has responded to the public consultation and is in support of the proposals.

19. A representative of Witney Town Council has responded with the following statement:

"Witney Town Council welcomes discussion on these matters and are aware that discussions have taken place over many years with local stakeholders and residents.

With local knowledge, the Council supports the proposed restrictions in Corn Street but opposes those in Church Green. Should these proceed, the Council would expect the following to take place:

- *Discussion with all affected residents, including those in Station Lane and Farm Mill Lane on current parking provision and the need for visitor permits for these and others.*
- *The inclusion of the even numbered properties 2-12 & 20 Station Lane as a must. There is a concern that residents from properties surrounding the proposed area have not been consulted highlighting a lack of local knowledge.*
- *Review the "Vision for Church Green" document which was submitted to Witney Traffic Advisory Committee in 2021 (attached),*
- *Consider the impact of potential parking restrictions at The Leys, being proposed by Witney Town Council for introduction in 2025.*
- *Consideration of disabled bays by the Almshouses*
- *There is parking along the Henry Box School side of Church Green which currently has no restrictions and is not included in the scheme – further consideration of this should take place.*
- *The Council would also like to comment that a section at the Church western end of Church Green is showing as having restrictions in the consultation document, but this is not the case."*

20. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

a) General feedback to the proposals:

21. The majority of responses to the public consultation were in support of some form of residents parking scheme being introduced in all roads where changes have been proposed.

22. Some respondents feel that the proposals are unnecessary, particularly as a permit would not guarantee a space to park.

23. Comments were received regarding the potential for displaced parking. There is concern that introducing the restrictions would lead to vehicles parking in the wider area, causing a knock-on effect of parking issues. 3 comments reference parking at The Leys. There is concern that these proposals will increase demand on The Leys. Witney Town Council are potentially proposing parking restrictions at The Leys this year.

24. Some respondents raised an objection of the principle of having to pay to park on the road where they lived and felt that the cost of the residents' permits is too high. 4 commenters feel that residents permits are simply a money-making scheme for local authorities.

25. Some respondents feel that parking is not enforced well enough in Witney and that for any scheme to be successful, this would need to change.

26. A small number of respondents would like to see changes to the proposals including the introduction of loading bays on Corn Street, an increase from 2 hours to 4 hours in all areas proposed, for the scheme to include Mill Farm Lane, more on street parking provision in the town and a No Waiting at Any Time restriction on Church Green.

27. Concern about the impact on businesses if visitors are restricted when parking was mentioned in 2 comments. It was considered that the restrictions would take trade away from areas which are thriving.

28. A further 3 respondents felt that the proposals would make it difficult for staff parking.

29. Some comments noted that the western side of Church Green (Heny Box School side) has not been included in the proposals. A small number of comments that were received stated that the plans incorrectly show bays at the south side of Church Green as having current restrictions.

30. Additional requests were received from residents of Station Lane, Charter Place and Marlborough Lane to be included in the schedule for eligible properties and they currently have no off-street parking and rely on parking in adjoining roads.

Officer response:

31. The proposals have been developed in response to requests from residents, and the responses to the public consultation mirror the levels of support from a consultation undertaken in 2018 by West Oxfordshire District Council where there is generally a high level of support for residents parking to be introduced.

32. The potential displacement of any new parking control is a legitimate concern. If the proposals are introduced, further consideration for additional restrictions could be considered if problems occur.

33. The proposed scheme includes new restrictions at the southern end of Church Green, outside the church (residents or 2 hours) and at the southern bay on the central arm (residents or 4 hours) to bring them in line with other marked bays in the area. There is no proposed change to the time restrictions in the remaining locations.

34. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by cabinet to cover the costs to run the schemes. Residents are not obliged to purchase a permit and have the option to continue parking as they are.

35. If the scheme were to be approved, enforcement would be undertaken by our current provider 'Trellint' who will work with officers at the county council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.

36. All requests for additional restrictions have been logged and will be assessed, along with the proposed restrictions should they be approved, during the 12-month review. Any suggestions or comments outside of the scope of this parking consultation will be sent to the appropriate team.

37. When considering options to manage on-street parking, there is often concern about the impact that this can have on the economy of town centres and that any increase in the types of control may discourage visitors to the town centre and reduce trade for businesses. However, there is no direct evidence that this is the case and careful kerbside management has proven to support parking for local retail centres in Oxfordshire including Abingdon, Wallingford and Henley-on-Thames.

38. It is understandable that staff working in Witney will want to park as close as possible to their place of work. However, in local retail centres this can be counterintuitive to the needs and demands of customers and other visitors accessing local services including doctor surgeries. The use of limited waiting restrictions in town and village centres is a common tool to ensure the

turnover of spaces and there are publicly accessible long and short stay car parks within a 10-minute walk from the centre of Witney.

39. Due to the width of the footpath and carriageway it would not be appropriate for us to introduce any form of parking control on the western side of Church Green without contravening the guidelines for minimum widths. We will monitor this area for future consideration.
    It is noted that the marked bays with posts to the south of the southern arm on Church Green have no record of any current restriction. The intention to introduce shared use parking in this area is clear in the consultation documents.

40. Witney Town Council refer to the 'Vision for Church Green' document in their official response. After careful review, it is felt that the document related to a much larger project which would include a one-way system, additional restrictions and a change to parking provision. The scheme currently being proposed is designed to allow residents to park without time limit whilst allowing the bays to be used by visitors to the town (as is currently the case). The document has been forwarded to the relevant team should there be a need to assess it in the future.

41. In response to requests for the inclusion of Station Lane, Charter Place and Marlborough Lane properties in the list of eligible properties, it is recommended that a change be made to the scheme so that they are included.

Monitoring & evaluation

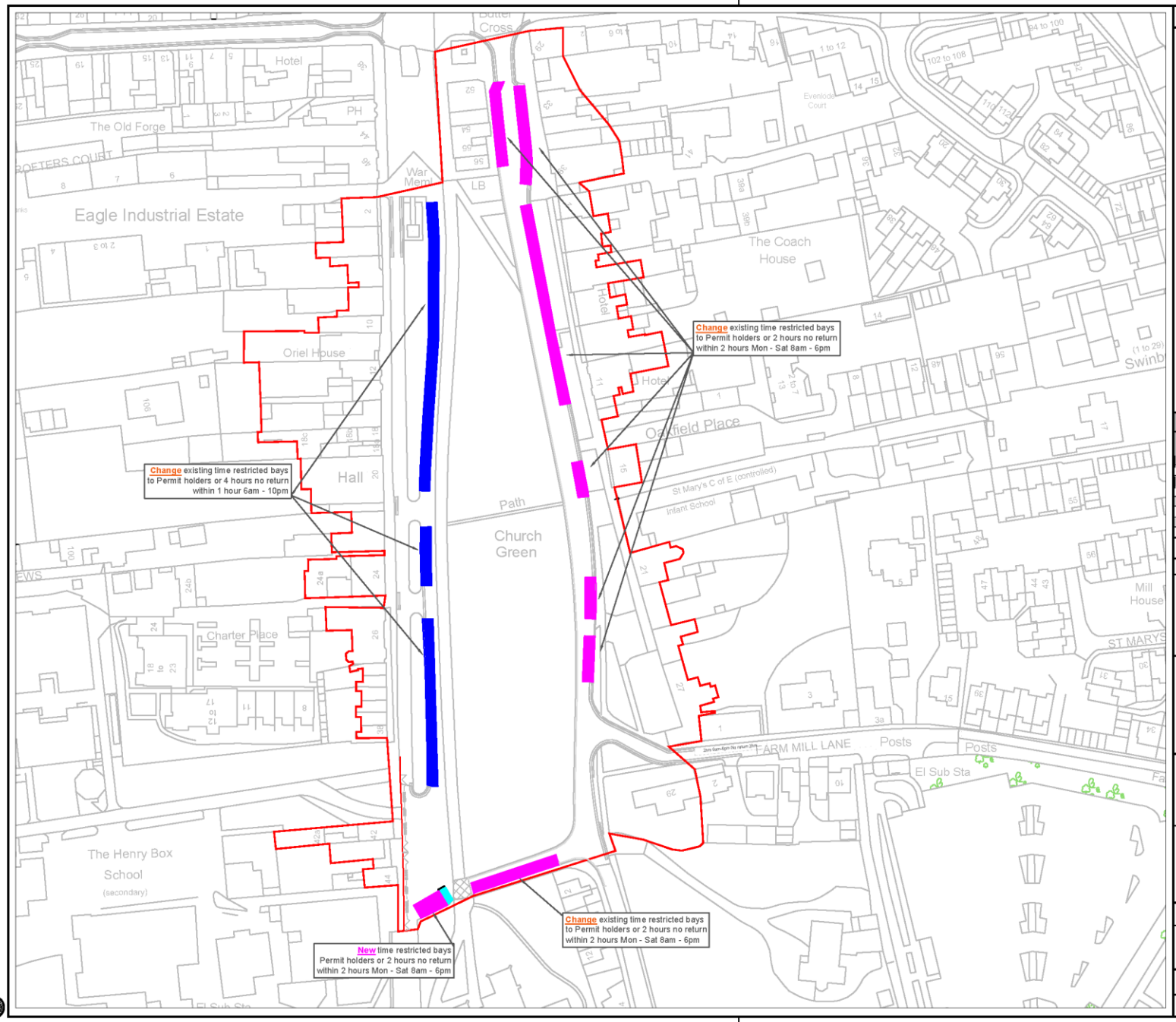
42. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

Paul Fermer
Director of Environment & Highways

Annexes:
Annex 1: Consultation plan – Church Green
Annex 2: Consultation plan – Corn Street
Annex 3: Consultation response summary tables
Annex 4: Consultation responses

Contact Officers:
Emma Palmer (Senior Officer – TRO and Schemes)
James Whiting (Team Leader – TRO and Schemes)

January 2025



Drawing No. | Revision 0

KEY

- EXISTING 'No waiting at any time' (Double yellow lines)
- Existing 'No waiting Mon-Sat 8am-6pm (Single yellow line)
- Existing disabled parking bay to remain
- Proposed dual use parking bays Permit holders or 2 hours no return within 2 hours Mon - Sat 8am-6pm
- Proposed dual use parking bays Permit holders or 4 hours no return within 1 hour 6am - 10pm
- Properties eligible for resident or visitor permits

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Paul Fermer
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Oxfordshire County Council
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New Road
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Tel: 0845 310 1111

Project title
CHURCH GREEN WITNEY
PARKING RESTRICTION
DESIGN OPTIONS

Drawing title
CHURCH GREEN WITNEY
PROPOSED PARKING RESTRICTION CHANGES
DUAL USE & PERMIT HOLDERS PARKING

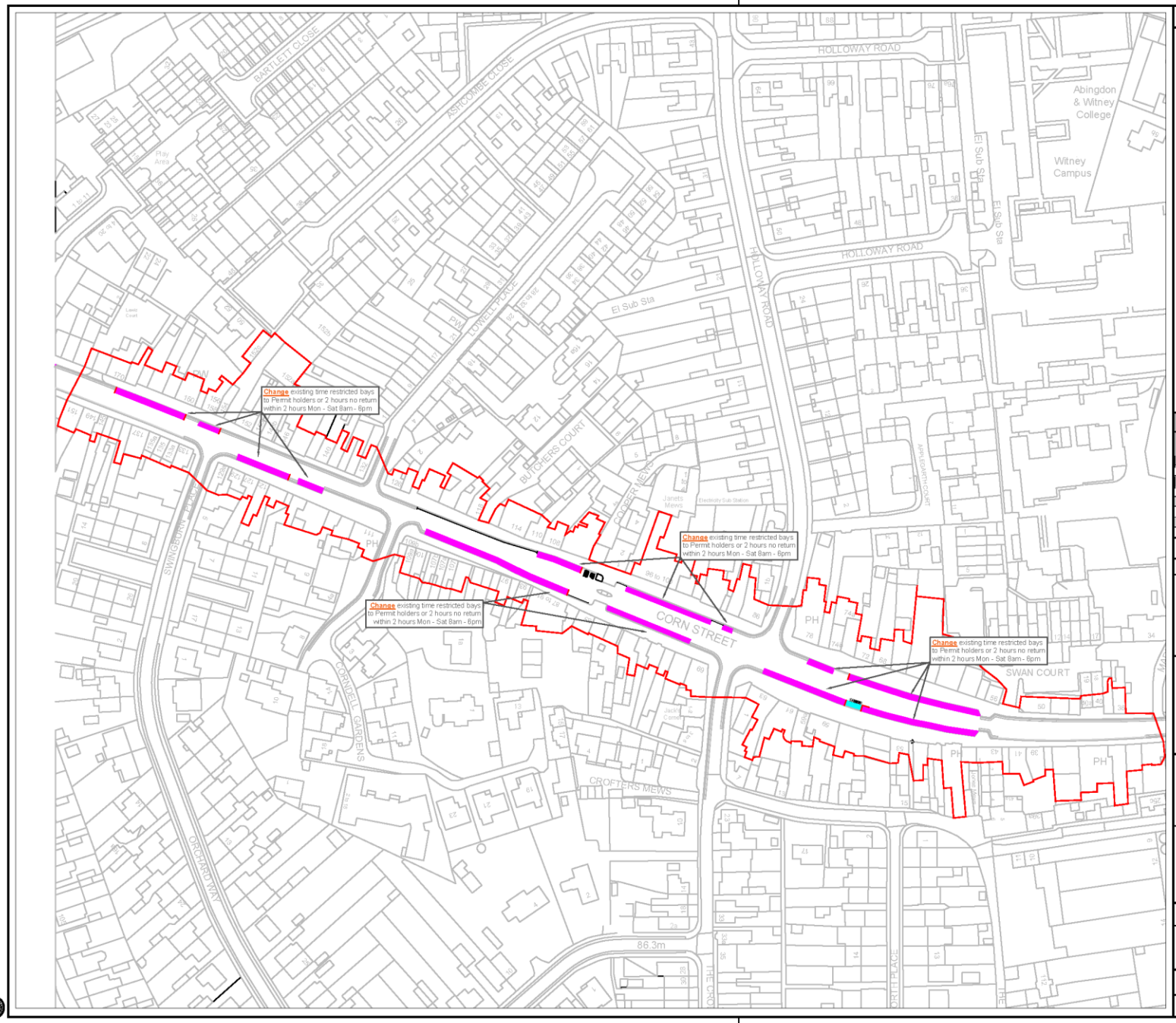
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	Date drawn AUG 2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

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Drawing No. | Revision 0

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Project title
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PARKING RESTRICTION
DESIGN OPTIONS

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PROPOSED PARKING RESTRICTION CHANGES
DUAL USE & PERMIT HOLDERS PARKING

Drawing Status

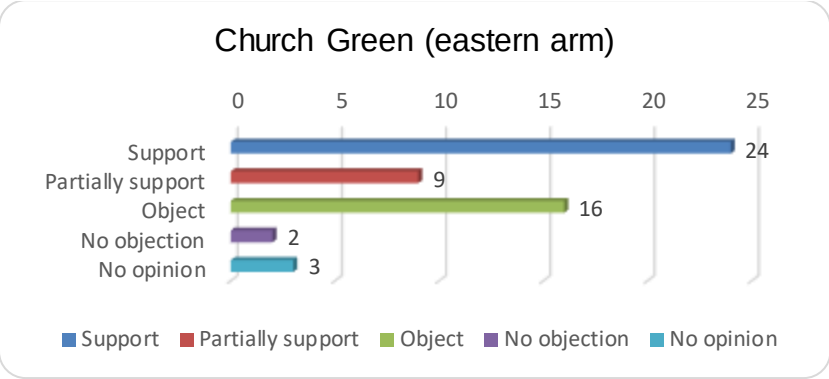
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Oxfordshire Project No. & File Ref

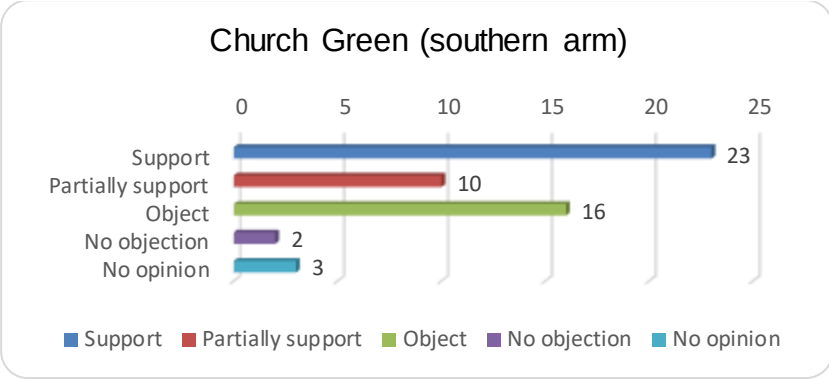
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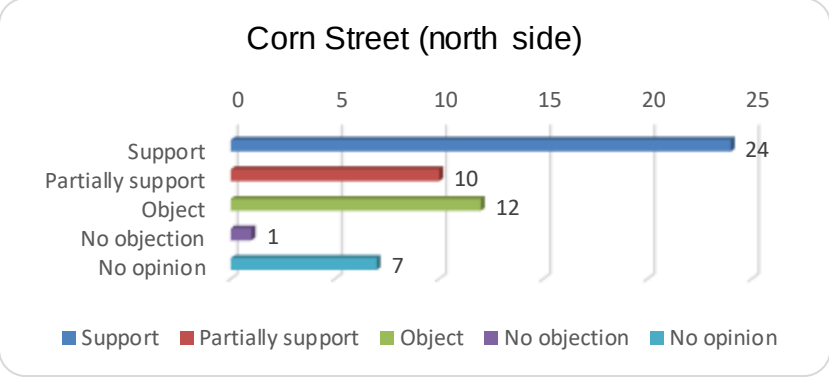
a. Introduction of Shared use permit holders or 2 hour parking bays – Church Green (eastern arm)



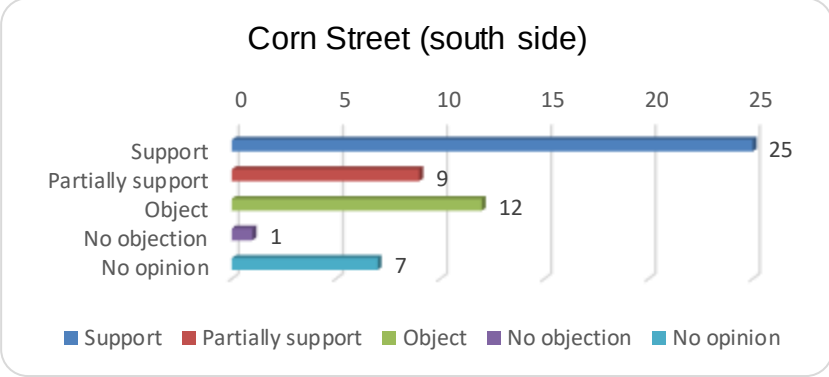
Introduction of Shared use permit holders or 2 hour parking bays – Church Green (southern arm)



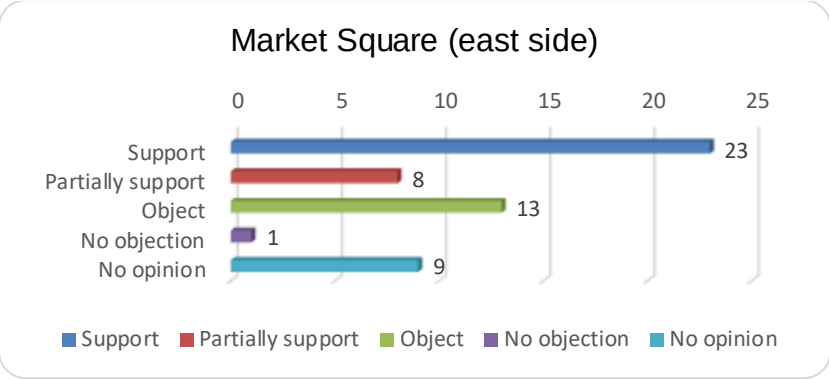
b. Introduction of Shared use permit holders or 2 hour parking bays – Corn Street (north side)



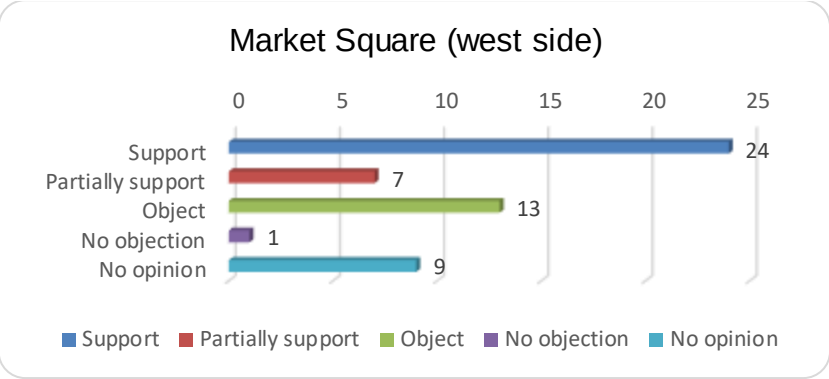
Introduction of Shared use permit holders or 2 hour parking bays – Corn Street (south side)



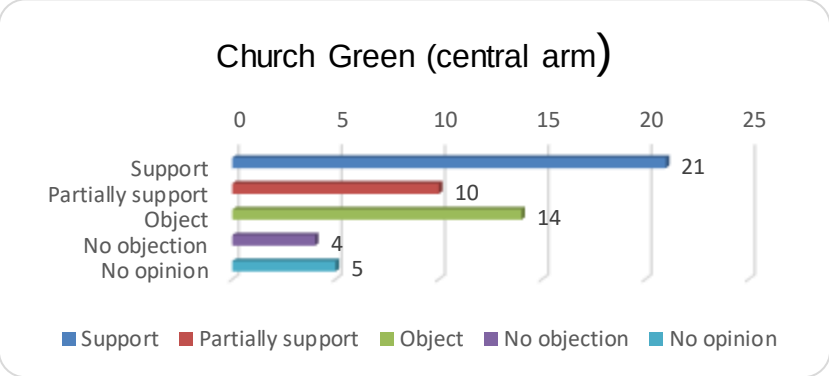
c. Introduction of Shared use permit holders or 2 hour parking bays – Market Street (east side)



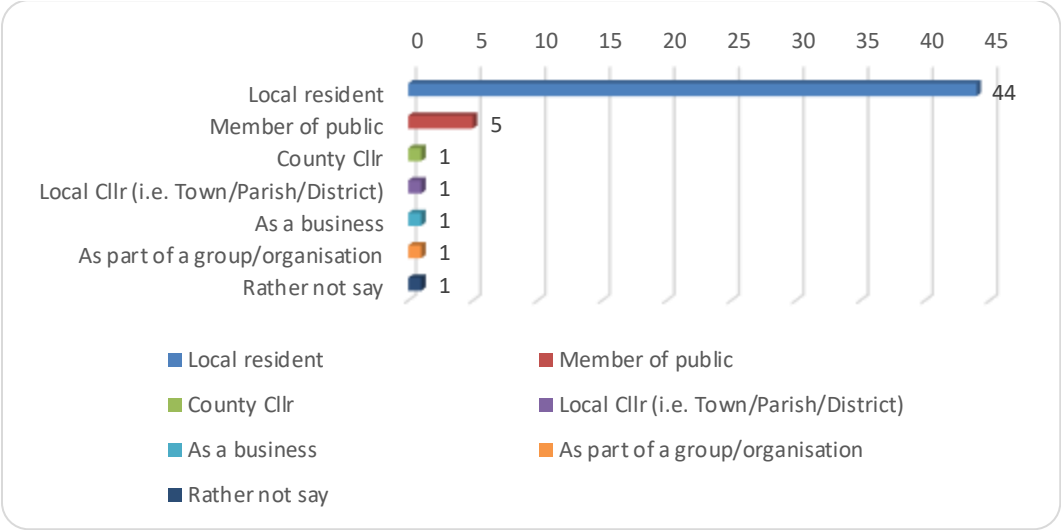
Introduction of Shared use permit holders or 2 hour parking bays – Market Street (west side)



d. Introduction of Shared use permit holders or 4 hour parking bays – Church Green (central arm)



In what capacity are you responding to this survey?



ANNEX 4

RESPONDENT	COMMENTS
(1) West Oxfordshire District Council (Parking Team)	No comments from WODC parking
(2) Traffic Management Officer, (Thames Valley Police)	No objection
(3) Witney Town Council	Witney Town Council welcomes discussion on these matters and are aware that discussions have taken place over many years with local stakeholders and residents. With local knowledge, the Council supports the proposed restrictions in Corn Street but opposes those in Church Green. Should these proceed, the Council would expect the following to take place: • Discussion with all affected residents, including those in Station Lane and Farm Mill Lane on current parking provision and the need for visitor permits for these and others. • The inclusion of the even numbered properties 2-12 & 20 Station Lane as a must. There is a concern that residents from properties surrounding the proposed area have not been consulted highlighting a lack of local knowledge. • Review the "Vision for Church Green" document which was submitted to Witney Traffic Advisory Committee in 2021 (attached), • Consider the impact of potential parking restrictions at The Leys, being proposed by Witney Town Council for introduction in 2025. • Consideration of disabled bays by the Almshouses • There is parking along the Henry Box School side of Church Green which currently has no restrictions and is not included in the scheme – further consideration of this should take place. • The Council would also like to comment that a section at the Church western end of Church Green is showing as having restrictions in the consultation document, but this is not the case.

(4) Email - Local resident, (Witney, Church Green)	Hi, I have enough trouble trying to park, once the all day parking is removed to 4 hours I'm going to find it even harder to park near my home especially when I'm loading or unloading shopping, I am happy to pay for a permit but end up getting penalised for where I live. Why wasn't this side of Church Green considered for permit or 2/4 hours parking
(5) Email - Local resident, (Witney)	I have no objections to the proposed parking changes along Corn Street as they allow for resident permits. I do just have one question. I don't own a car myself so for the time being wouldn't have a permit but with regards to the 25 visitor permits, are these automatically sent out to all permitted households or do they still need to be applied for?
(6) Email - Local resident, (Witney, Corn Street)	I have been a resident of Corn Street for almost 60 years and my family have owned this property since 1894. I must strongly object to the county council's proposals to change the parking. The current parking serves the residents well and I see only one benefit of the proposed changes. Non residents who park all day and either catch the bus or walk to work will no longer be able to park freeing up the spaces for residents. Restricting us to 2 hours means that we have to move our cars and drive around to find an alternative parking space. Hardly "green" I am 81 years old and my husband 88 neither is us eligible for a blue badge. So visitors over 70 can park for 24 hours but not us. This strikes me as a means of making money for permits to presumably fund the policing of these parking restrictions. I would like to know why the council feels the parking has to change. Few residents in Corn Street have off street parking, these house having been built before cars were invented but that's no reason why we should now be penalised. A public meeting should be convened to let the interested parties give their opinions without having to rely on online surveys.
(7) Email - Local resident, (Witney, Farm Mill Lane)	I am writing to request that the parking proposals be extended to include Farm Mill Lane. Traffic and parking within our lane has become untenable and your proposed plans are likely to compound this issue without offering residents of the lane the same opportunities as other Church Green residents. Over the past few years myself and my neighbours have had several incidents owing to parking in the road. Property damage caused by visitors to the lane include damage to electric meters, car wing mirrors being knocked off, damage to grass, front garden and driveway as motorists use drives to make difficult turns. Motorists have begun parking in the

	turning bay and on many occasions my bins have either not been collected as the refuse truck cannot access the lane, or they have been knocked over requiring me to request replacements. As you can appreciate, this damaged is increasingly frustrating and costly. Parking restrictions on Church Green (although needed) are likely to cause visitors to park more tightly down Farm Mill Lane. I appreciate your attention and considered response to this matter.
(8) Email - Local business, (Witney, Market Square)	As you can see, we are a business which would qualify for business Permits under your proposed scheme and would, in principle, be very interested in purchasing 2 x Annual Permits as the nature of our business means that we come and go at various times and often need to be in the office for longer than 2 or 4 hours. At times it can be very hard to find a space to park. However, we have a fundamental question to ask: The prevailing situation here is that, to all intents and purposes, the current parking rules are not enforced. We can go weeks sometimes without seeing a single traffic warden. When they do arrive, several appear at once and 'blitz' the town over a few hours (or so it seems). Those receiving parking tickets appear to be mainly those who are parked in illegal areas and not necessarily those who have exceeded their allotted time in 'timed' bays. I assume it's because the wardens aren't around long enough to monitor times that individuals spend in bays. In essence, the situation here and throughout Witney is totally ridiculous and frankly dangerous. The single yellow lines on Church Green are totally ignored because everyone know that the chances of receiving a parking ticket are incredibly small. It's no exaggeration to say that parking in Witney is described by locals to resemble the 'Wild West'! The result along Church Green on the East side is that cars are parked on both sides of the road, and it is very difficult to pass along there as there is nowhere to pull in. Added to that, people, including school children, suddenly appear between parked cars and it's only a matter of time, in my opinion, before someone tragically gets hurt. It wasn't always this way, when parking was monitored by the local wardens (who now are only allowed to patrol the car parks in Witney), the parking rules were properly and efficiently enforced, and everyone parked lawfully and knew where they stood (ie they would be booked if they parked illegally). Problems only started when responsibility shifted to the County Council. There are simply not enough wardens, and they can't cope. It didn't even make financial sense to change the enforcement responsibility as the revenue raised from parking tickets issued should comfortably cover the cost of the 'local' (Town Council/WODC) wardens anyway. I know that many people in Witney feel the same as I.

(9) Email - Local resident, (Witney, Corn Street)	Having lived in Corn Street for 22 years we have found it ever increasingly difficult to park, having to use Holloway Road, The Crofts, Saxon Way and on occasions further afield to park. Your outlined proposals are very welcome, thank you. My wife and I are both over 70. Although we have two cars, we are fortunate to have constructed a one bay Car Port, accessed off of The Crofts. Many residents of Corn Street have not got this option, on Street Parking is the only possibility! Should these proposals be implemented they will not only help the residents, I believe they will also help reduce the congestion in the street which at times is nearing an intolerable level! On the information supplied, should the scheme be sanctioned, we will apply for one permit together with visitor scratchcards.
(10) Email - Local resident, (Witney, Corn Street)	As Corn Street residents, although our property has off street parking, we are totally supportive of the proposals. However we would like to make the following observations. Currently, although there are parking restrictions, since the County Council took over responsibility for street parking, there are never any patrolling enforcement officers, consequently cars are parked on the street for days on end. If the lack of enforcement officers is to continue, then this exercise will be a complete waste of money. What happens about the side roads, are they to remain unrestricted? Where there are entrances to properties, it would be very much appreciated if double yellows were to be put down to stop people blocking vehicle access.
(11) Email - Local resident, (Witney, Charter Place)	I do recall responding to a survey on the subject some years ago. I presume those comments have been taken into account and I consider your proposal will give some of the necessary preference to resident parking in this busy and sought after space. Kindly note that the property 26 Church Green includes the 24 residences of the Charter Place development with its entrance between26 and 24 Church Green, as marked with a ‘cloud’ border on the copy attached to this e-mail, of part of the Plan attached to your letter.

	• The part of the property at 26 Church Green included within your red border, is in fact only the portion of Charter Place in which Apartments #1 to #7 Charter Place are housed.
	• Apartments/houses #8 to #24 Charter Place are "the equals" of Apartments #1 to #7 in that:
	  ○ each of the residences #1 to #24 Charter Place is allocated a single private parking bay within the private car park accessed by the driveway between 24 and 26 Church Green
	  ○ most of these properties are occupied by elderly Owners/Tenants with varying need for attendance by busy Carers, Tradespersons and/or visitors (many visitors of course equally elderly or limited in mobility) who need access to short term parking within easy walking distance, such as preferential use by Permit of the 'Shared Use' parking bays and associated 'scratch cards' you refer to in your letter.
	
	Please do consider that the red border should be extended to include the area marked with my 'cloud' so that all Charter Place residents may have equal right to purchase permits if their needs are such as to warrant this.

(12) Email - Local resident, (Witney, Charter Place)	You may be unaware but the property listed as 26 Church Green in fact includes 24 properties which are a mix of houses and flats. You mention 1-7 which are only a small proportion of the properties. I don't wish to go into a lot of detail here but you should be aware that a fairly high number of our residents are quite elderly and so we have a steady stream of carers who come and go regularly. They are always in need of a parking space within a short way from the property they are visiting. Church Green satisfies that need on the whole since we only have once space allocated per property here at Charter Place. A reasonable solution may be to have some spaces on that stretch of Church Green which are 4 hours and some which are only 2 or even 30 minutes as in other parts of the town. I must add that I was under the impression that there was some sort of Covenant in place which precludes charging for parking in West Oxfordshire? Whereas I understand completely the need to monitor parking as our towns become busier charging for Permit Parking would be a charge? I am sure you will be able to clarify this for me. However, if, indeed, I am wrong then please take into account that some residents in all Charter Place (ie, Nos 1-24) should be offered the opportunity to buy a Permit and not just Nos 1-7.
(13) Email - Local resident, (Witney, Charter Place)	Thank you for your communication dated 13th November 2024 regarding proposed parking restrictions in Corn Street and Church Green. I live in Charter Place, Church Green. I agree with the proposals you are making however I don't think they go far enough. There is nothing to restrict or limit parking on the west side of Church Green, footpath side. Cars parked on the footpath make it extremely difficult for disabled electric scooters and pushchairs to pass. There are two cars that are parked for weeks on end and not moved (this is not a carpark) - one of them even continued to park when it was the Memorial Service despite all the notices to move. I trust you will be able to do something to improve this side of the Green.

(14) Email - Local resident (Witney, Station Lane)	I am a resident of the Almshouses in the grounds of St Mary the Virgin Church Green. They have a gate onto the green but unfortunately the postal address is Station Lane. They are therefore not on the papers that have been sent to me regarding the change in parking that is being proposed. I have suffered severe restrictions of movement during my tenancy living here. The only open parking is in Farmers lane. Once I have left there to visit or to shop I always have the distressing task of trying to park once I am back home. The overflow from the school fills the parking each day. Evenings and weekends are not so problematic but can still be difficult. I end up on the Leys with a walk home and the worry that my car will be vandalised by the youths who occupy the Leys in the evenings. I am 79 and arthritic. I had hoped for a long time that permits would be possible and now find we are not in the proposal. Could you please consider this in your consultations.
(15) Local resident, (Witney, Station Lane)	Please take this e-mail, along with my response on the online consultation form (which references this e-mail) as a formal response to the consultation. This e-mail contains additional maps that could not be included in the online survey. • The first map, from the mid 1800's, shows that the cottages (circled) have always been part of the Church Green community – the road was only named separately to Church Green after the railway was built and the road extended south, but the properties are as associated with Church Green now as they always have been. • The second map illustrates where the consultation document does not align with the current implemented parking restrictions and therefore does not take account of the substantial impact of the proposed changes on local residents, including ourselves, who currently use these unrestricted spaces. It also provides further details of the affected properties, including ours. • The third is the OCC consultation map with the incorrect details highlighted. I object to the scheme as currently proposed. Details of objection: For residents of the historic properties next to the Church on Church Green, the proposed plans will have a serious adverse effect – the parking situation will become completely dire and unworkable, as we are currently proposed to be excluded from parking permits. Inclusion of 2 to 20 Station Lane (even numbers) in the permit scheme will mitigate this adverse impact.

	Numbers 2 to 20 Station Lane (even numbers) are historic properties around Church Green and most of us have completely inadequate off road parking, yet we have been missed off the properties proposed to be eligible for parking permits. In our case, at number 20, we have 1 small off road parking space, but need 2 vehicles for work, numbers 2 to 12 have no parking. There is no parking allowed outside of our properties during the day and residents have relied on parking on Church Green since parking was restricted outside of our homes (or since moving in c15 years ago in our case). Contrast that to the many properties that will be allowed permits (including for visitors), despite having adequate off road parking. The proposals go way beyond just giving some residents access to all day permits – they also change around 14 unrestricted parking spaces currently relied upon by ourselves and other residents, to restricted. This includes the 3 unrestricted parking spaces next to the church gate, and the southern most run of parking bays to the west of the green which have never had restrictions implemented, but are shown as restricted in the consultation plan - see maps below. New restrictions will operate from 6am to 10pm. These currently unrestricted bays provide parking for between 12 and 14 vehicles and are heavily relied on by residents, ourselves included, to park during the day, including Saturdays. This means that the parking that we currently rely on and have relied on for 15 years, will no longer be available to us – and no alternative provision is available. Church Green parking is the nearest parking to us and the only residential parking anywhere nearby**.** The restrictions will be in operation at weekends and we also work from home on some days – so where are we, and the residents of the Alms houses, and our visitors, supposed to park? It is completely and utterly unworkable and this proposal is causing significant stress to ourselves and our neighbours. There is no other suitable parking at this end of town. Parking at the Leys is due to become time restricted under Town Council plans, and in any case, is not suited to evening or overnight parking due to risk of crime. The small number of on road spaces next to the Leys typically fill up by 7:30am due to overspill from the industrial estate and again are not secure for overnight parking. Can I please therefore request that the historic cottages adjacent to the church (2 to 20 Station Lane, even numbers) highlighted on the maps below are included in those eligible for parking permits, if the scheme goes ahead.
(16) Email - Local resident, (Witney, Farm Mill Lane)	These proposals for Church Green are very welcome for Church Green residents and for the following reasons as we are part of Church Green we ask if would you please consider extending them to Farm Mill Lane? Farm Mill Lane originally was, as the title suggests a single track to The Mill. It was never designed to accommodate two way traffic and certainly not the size and volume we now see using The Lane.

	Our key concerns are: <u>Access to emergency services</u> • Residents in eight of the nine homes are seniors and over half of these have sent out 999 calls. • There is a vetinary surgery in Farm Mill Lane which has medical emergencies. Drivers delivering medical supplies to the surgery frequently have issues in finding somewhere legal and safe to park. • An emergency Social Worker living in The Lane has on different occasions struggled to exit and access her home by car to administer her duties. <u>Disabled and vulnerable users</u> • Residents with disabilities and other users on disability scooters, parents with young families and buggies travelling between Sainsbury's and the schools use the road as protusions on the footpath and bins often prevent the use of the path. <u>Bin collections and hygiene</u> • On numerous occasions bin lorries have been unable to make their collections due to extensive parking on both sides of the street, meaning collections have taken a month. These incidents have been logged by residents with WODC Refuge and Recycling Services. <u>Access to homes</u> • Some residents frequently have had difficulty in accessing their homes by car or foot due to parking behaviour. • White street markings are pretty well eroded and the Turning Circle is frequently used as a parking bay. (One resident was informed this would be repainted in October.) <u>Long Stay parking</u> • Parking is used by residents and employees of the vetinary practice but is pressurised due to parking on both sides of the road throughout the day and for long stay parking, generally 2-7 days and in one instance a university term! As outlined above, Farm Mill Lane not only has a significantly vulnerable demographic but is a busy access between the town centre, schools, a nursery and large supermarket placing unreasonable pressure on the residents and vetinary surgery. We would be most grateful if you would please consider • Extending the parking regulations as on Church Green • Highlighting the road markings • Monitoring these restrictions with regularity e.g. if Traffic Wardens could be hired to come on duty at 8.00a.m. so enabling emergency services access and allow the traffic to flow more freely.

(17) Email - Local resident, (Witney, Church Green)	Although I can see a very marginal gain for us as residents of Church green from your proposals I am afraid that they do not address the parking issues that are the biggest issues. We live at Church Green which is on the west side and has the only uncontrolled parking of the whole area. This encourages various activities which includes people literally dumping vehicles for months on end (there are 3 vehicles there at the moment which haven't moved for over 2 months even when there was a road closure order for Remembrance Sunday) , people regularly leave there cars there and catch the bus to go on holiday and leave cars for up to 2 weeks at a time and probably worst of all people in camper vans park there and live there for quite a few days at a time , often urinating out of the back doors making quite an unpleasant smell during the summer and a less than ideal situation. If this area could be controlled, even for just an hour a day (as is often done in London to stop this action) it would stop the above activities and free up parking for residents and businesses and stop it being clogged up unnecessarily. Alternatively you could put a 2 hour restriction on this bit except for permit holders. Anything would be better than the current uncontrolled situation. We, as residents returning home during the working day can often drive round and round looking for a space for up to an hour at a time as there are not any spaces available even in the 4 hour spaces as these are normally occupied by office workers who then come out at lunchtime and swop spaces with their colleagues to avoid a penalty notice. Whilst I appreciate that you are not going to be able to create a perfect system , it would be good if you could come up with a scheme that gave even a marginal benefit to residents and businesses . I do hope that your invitation for feedback on your scheme is genuine and you don't just go ahead and push it through as proposed and that you take notice of the points made . I would be keen to talk this through with you and would welcome a chance to meet you at Church Green (if you can park!!) during the day
(18) Email - Local resident, (Witney, Church Green)	As a resident of Church Green, I am generally in favour of the proposals, since it will afford myself (and my neighbours) the ability to park close to my house without risk of a fine. As requested, please find my views listed below.

	1. The area around Church Green includes a number of businesses, and at least two hotels, can you confirm that these will also be limited to the maximum of two permits per business. Potentially, excessive office commuters would very quickly fill up the available spaces. 2. I note that the un restricted parking on the West side of Church Green remains unchanged. This is not a good idea, since at the moment parking here is used by commuters to Oxford and long stay parkers working in Witney. Also should the West side of the Green be unrestricted then it follows that the houses and offices on that side should not be afforded parking permits, since they would only be able to use them to park in other bays, away from their properties. I'd like to suggest that it makes more sense to make all along that road, part of the permit scheme. 3. I understand that Witney has a permit parking scheme for residents in West end. Currently the permits are free and there are no limits on the number per household. Could you confirm that the proposals outlined here, will be similarly applied to them? Otherwise it's rather unfair that we have to pay for permits. 4. Can you confirm that the cost of these permits will not rise in the foreseeable future. As I'm sure you are aware, the council tax payable for residents of Church Green is already eye watering, this represents a further indirect taxation on residents whilst other parking in the town remains free of charge. Overall I think the permit system is good for residents, since Church Green is used a lot for long term parkers some of whom commute to Oxford for work, and make life difficult for both residents and shoppers.
(19) Email - Local resident, (Witney)	Thank you for the opportunity to comment on the above proposals. In so far as I have interpreted the proposals correctly I have some causes for concern. 1. By granting residential permits and a mixture of two and four hour short-stay parking I wonder if you have, in effect, eliminated nearly all the short stay parking spaces. As I understand it the residential/businesses permit holders would be entitled to park all day and should any space become vacant then that space would be available for short-stay use. You say that residential permit holders can also apply for up to 50 visitors 24 hour scratch cards per annum. There is no mention of businesses having a right to apply for visitors scratch cards, so presumably such a facility is not open to them. Will this affect the solicitors, dentists and other concerns whose clients may well find there are no spaces to park. I appreciate there is no such entitlement at the moment but there is a chance. At the southern arm of Church Green, adjacent to St Marys Church, all the spaces apart from one Disabled parking space, will become 'shared use' parking spaces. The Church is in regular use for its normal daily use but also for

	funerals, baptisms and weddings. My fear is that these spaces will become permanently used by permit holders and therefore not available, theoretically, to those using the Church. This would also apply on Sunday also for, if I am correct, those spaces become in effect the permanent parking spaces for residents. Some might say that there is no reason why the church should have any special consideration but others might feel that they should as the church has looked over this green for about seven hundred years ministering to Witney citizens, and furthermore the green is after all named 'Church Green'. 2. The proposed arrangements for Corn Street are subject to the same fear that I have relating to Church Green which is that nearly all the spaces will be occupied by residents or businesses, and quite possibly permanently, leaving very few opportunities for short-stay parking. There are many more businesses in Corn Street than around Church Green and some of those may well be imperilled by a shortage of short stay parking. There are hairdressers, two superior antique shops, which by the nature of the business will have the need to bring in and load up bulky furniture, pictures etc. The Trophy shop regularly has all manner of sporting clubs, societies, schools bringing boxes of trophies for engraving. There is a busy florist that in part must depend on customers being able to park near by. I will not elaborate further, the point I am making is clear. I also have a fear that with the constraints on short stay parking in both Church Green and in Corn Street the pressure on off street parking will increase significantly with people ready to try their luck by parking in private parking areas nearby. This is a point for serious consideration as places such as Swan Court,where I live, already suffer from drivers using, or attempting to use, residents private parking spaces. It would be an aggravating matter if existing ratepayers, such as at Swan Court and other similar developments found that their private parking spaces were being usurped by strangers as a consequence of the new Council policy of 'shared use' which as the council document states are 'parking restrictions' The points I make above may well have been made to you by others but I leave them with you for you consideration.
(20) Email – County Councilllor, (Witney South and Central division)	An issue has come to light in relation to the proposals for Church Green. Namely that a small stretch of road next to the church (officially part of Station Lane) has been excluded for the area proposed for eligibility for parking permits. Please see attached a map with the area marked. These few properties, on the same side of the road as the church, include the six almshouses. Most of the properties do not have off-street parking, so they have to park on Church Green and should be eligible for a permit. What I propose we do is extend the eligibility criteria to include this small section of Station Lane, up to including No 20 and end the area of eligibility where it becomes The Leys. That would the fairest solution. I have also attended a photo of the almshouses from Church Green so you can see where they are in relation to the church and green.

	I will be making this request at the Cabinet Member's Decisions Meeting on 23rd January but thought it would be helpful if I made you aware of it beforehand. I would be happy to meet you on site and show you in person if it helps?
(21) Email - Local resident, (Witney, Corn Street)	I'm sorry but you've really set yourself in the front line in this respect. As I'm only interested in the effect of changes in the area of Corn Street where I live, my comments are for Corn Street only. A survey 6 years ago is surely not still relevant today. There have been changes since then in Corn Street to the road layout for the cycle lanes which resulted in the reduction in parking spaces available for the residents. Also residents have changed some moving away and new residents thereby changing the results of any survey. It appears that some who responded don't even park in Corn Street! Why is the intention to include managing the short stay parking in Corn Street. There is plenty of short stay car parking in the 4 free parks in Witney. There are no shops in the area of Corn Street where we live. And how are you managing the supply of residential parking as you're not increasing it and apart from stopping the non residents who park there all day I fail to see how changes could benefit the Corn street residents. Permits are not going to guarantee a space to a resident any more than now. Although the parking now is not ideal it is manageable so there is no need for change. I look forward to the final decision of the council.
(22) Email - Local resident, (Witney, Church Green)	From what we see and know, the parking issues on Church Green, though similar In some respects, are different from those in Corn Street. A fair number of the properties on Church Green do have existing off-street parking so do not have an actual need for additional provision. We would question how widespread the need is for this proposal but can imagine some residents would stand to gain significantly from it. We recognize, too, that there may be additional pressures in future due to the planned changes to the Market Square and High Street. There are various aspects of the proposal which we feel are unclear and which we think should be clarified. If the proposals were to go ahead, both for Corn Street and for Church Green, it is not clear whether residents in one would have the right to park in the other assuming they had a permit. We suggest that the two areas be kept separate so that this would not be permitted. It is stated in the notice that the charge for a permit "is" £X per annum. Could it, please, be explained how this charge has been fixed? Is it subject to review and, if so, are there any criteria or constraints governing any review? Will additional signage be required to designate the residents' priority parking areas? There is no mention of that but we trust that it will not be necessary, having regard to the appearance of the Conservation Area.

	The proposal seems to suggest that Visitor parking vouchers would only be obtainable by a resident if they had purchased a parking permit. Is that correct? If so, we should request that should be reconsidered because it would seem to penalize a resident who has no car, perhaps because they are disabled, when they have visitors. This proposal might be seen as the introduction of charging for parking in Witney so It would be helpful to have reaffirmation from the Council to the free parking policy. Over all, we are in the fortunate position of having our own parking so may not need to make use of any residents' permits, if the scheme goes ahead, though we are concerned about possible knock-on effects o We are not in favour of additional controls or charges, in principle, and their absence is for us a hallmark of the character of Witney We would not be in favour at all of an out-and-out residents' parking zone scheme but recognize that what is currently proposed is a subtle low-key means of addressing the issues which we assume some residents are experiencing
(23) Email - Local resident & business, (Witney, Corn Street)	Parking raises its head again! We have lived in Corn Street since 1975 and have seen many schemes come and go; neighbours come and go; arguments come and go! When we first were here parking restrictions alternated daily from one side of the street to the other side with the Police issuing tickets- I think that one got the neighbours talking the most as we had to check with each other which side it was that day! Our view comes as resident and commercial and it is so frustrating to see that proposed parking permits might be issued. OCC recently took some of the layby for bus buildout thus reducing the layby space. If permits are issued this will mean parking will be diminished further as this will allow cars to park all day. With limited parking for everyone and parking attendants who do not come regularly, it will mean some people are selfish in the movement of their cars, so you can imagine what will happen with a permit to park! Also we, as business and domestic, already pay enough in rates without having to pay for our customers and ourselves to park in our own street. Corn Street is such a mix of houses and shops, especially from Market Square to Lowell Place, that to introduce permit parking will be disastrous for business's.
(24) Email - Local resident, (Witney, Church Green)	I support the idea of resident parking permits very much and hope it will help the congestion on The Green. I also would support it being regularly enforced. At the moment people seem to have learned that traffic wardens are almost non existent and take more chances, particularly parking on the single yellow line next to The Green on the eastern side of The Green. I would like to see a double yellow lines next to the Green on this eastern side, it gets very narrow at one point when cars are parked on both sides, a fire engine will struggle to get through. On the western side, will cars continue to park all along the path adjacent to the houses? I do hope my thoughts will count, at least to you!

(25) As part of a group/organisation, (Charlbury)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** Nobody needs to park for long in the town and if they do, there are plenty of free car parks close enough Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** Nobody needs to park for long in the town and if they do, there are plenty of free car parks close enough
(26) Member of public (Carterton)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Partially support** Market Square (west side): **Partially support** Support the parking proposal but NOT charging for a residents' permit. Parking is free in Witney and must remain so for residents and visitors to the town. Why penalise residents? Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Partially support** See previous message

	Any other comments? Parking is and should remain free in Witney. Give parking permits to residents but do not charge for them
(27) Local Cllr (i.e Town/Parish/District)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** Having lived on one of the affected streets in this proposal I understand the restrictions faced with residents parking for long durations caused by either shift work, sickness, or being retired. After speaking to residents I believe the proposals are welcomed by the majority and will improve their abilities to park and use the service accordingly. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** I support the proposals for reasons set out in the previous question. However, to add that the proposals do not appear to restrict short term visitors as well as the residents themselves and will serve to accommodate all.
(28) Local resident, (Witney, Church Green)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Partially support** Market Square (west side): **Partially support** Why would anyone buy a permit to park along Church Green, which doesn't guarantee a space, when the road along in front of the houses appears to continue to be exempt of any restrictions. Or am I missing something here?

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Partially support** I think that the proposals need some 'fine tuning'
(29) Local resident, (Witney, Church Green)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** What is the point where is everyone especially residents supposed to park? All the side roads are full now? What will you gain apart from some little money to help with empty park and ride at Eynsham? Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** Why do you need to do this? Any other comments? Parking is in a poor state anyway
(30) Local resident, (Witney, Corn Street)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object**

	Market Square (west side): **Object** As a resident of Corn street for nearly 60 years I must strongly object to the proposal to change the current parking. The shared parking arrangements are working perfectly well for the residents with limited restrictions to availability. If we can only park for 2 hours then you have the situation where we drive around looking for a space adding to emissions. Hardly "green" Few of the residents have access to off road parking. My husband is 88 and I'm 81 neither of us eligible for a blue badge. We are being forced to purchase a permit to park close to our house. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Object** The current arrangements work well <u>Any other comments?</u> What are the council's reasons for change.? Unless you are a resident of the the areas being subjected to the change you cannot have an opinion or know of any adverse effect of the current parking arrangements or any benefit to your proposal
(31) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **No opinion** Church Green (southern arm): **No opinion** Corn Street (north side): **Object** Corn Street (south side): **No opinion** Market Square (east side): **No opinion** Market Square (west side): **No opinion** I am a resident on corn street who will be directly affected by this. Parking for residents on corn street is hard enough as it is. Please do not make it harder and more expensive by forcing us to pay for permits. There doesn't seem to be any reason to do this and no reason was given in the letter. Please let us keep this small amount of unrestricted parking. I also have concerns about how this will affect the value of my property and ability to sell it if I choose to do so.

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **No opinion** I don't live on church green so doesn't affect me Any other comments? Please do not restrict the parking on corn street. This will severely affect residents who already struggle to park. There doesn't seem to be any reason to do this. It will also devalue properties on corn street which is an important part of the town heritage
(32) Local resident, (Witney, Corn Street)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** As a resident of corn street since 2016 and with three young children, I fully support the proposal of permits for residents. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **No objection** Supporting permits for residents. Excellent scheme and long overdue!
(33) Local resident/business, (Witney, Corn Street)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **No opinion** Church Green (southern arm): **No opinion** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support**

	Market Square (east side): **No opinion** Market Square (west side): **No opinion** I wrote Partially support as I support the permits for residents, but think there should be specific loading bays for businesses included. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **No opinion** No opinion on this area, not a resident. <u>Any other comments?</u> I speak on behalf of [redacted] Corn Street. Permits could be helpful for the two businesses at this address, but perhaps some consideration might be given to loading zones for shops that have regular deliveries on Corn Street. It creates dangerous situations at times, at this address particularly, when large vehicles have to double park to unload. With the bus stop and a traffic island nearby, it often creates congestion and difficulties for all traffic concerned.
(34) Local resident, (Witney, Church Green)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **No opinion** Corn Street (south side): **No opinion** Market Square (east side): **No opinion** Market Square (west side): **No opinion** Not sure <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Partially support**

	Not sure <u>Any other comments?</u> Will residents from the Alm houses, which are situated in St Mary's Church yard be able to request parking permits, as we exit in and out to our homes from church green.
(35) Local resident, (Witney, Quarry Road)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **No opinion** Church Green (southern arm): **No opinion** Corn Street (north side): **No opinion** Corn Street (south side): **Support** Market Square (east side): **No opinion** Market Square (west side): **No opinion** We are currently selling the property and having a problem with buyers re the parking <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **No opinion** Needs a longer time West end seem to have permits <u>Any other comments?</u> All properties should be able to park a car nearby
(36) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support**

	Limited parking for residents along The Crofts where there are no restrictions. Parking permits should be extended to 1-3 Jones Mews, 43a Corn Street. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** Limited parking for residents.
(37) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** I am supporting this proposal because it is ridiculous that residents have to move their car every two hours in order to avoid parking fines. I am now semi-retired, which means moving the car all day until 6pm. Also if I go away for any length and time and I'm not going by car, I have to find alternative parking or risk coming back to a fine. I do not think it is unreasonable to want to be able to park outside or near to your own house. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** See previous comments <u>Any other comments?</u> We have all been waiting a long time for this to happen. The sooner the better. It's only common sense!

(38) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** I am a homeowner and resident on corn street and believe this would have a negative impact on friends & families visiting and being able to appropriately park. It is just another money making scheme charging £65 annually per vehicle for a parking permit…. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Object** Purely money making from local residents to have permits…
(39) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** As a Corn Street resident I have been keen to have a residents parking scheme implemented for over 20 years. The proposal is fair and satisfies the needs of residents as well as visitors and general users. There will be no impact on local businesses, but this will be a welcome relief to residents. As a serving member of the Armed Forces, I am frequently required to work odd hours and rest during the normal working day. I am also required to work remotely from time to time. A residents permit scheme means that I can conduct these duties without the risk of receiving a parking ticket, or having to interrupt my work or rest to move my vehicle. A welcome change and I thank the Council for their consideration.

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** I support the implementation of resident's parking to support the needs of local residents. Any other comments? As a Corn Street resident I have been keen to have a residents parking scheme implemented for over 20 years. The proposal is fair and satisfies the needs of residents as well as visitors and general users. There will be no impact on local businesses, but this will be a welcome relief to residents. As a serving member of the Armed Forces, I am frequently required to work odd hours and rest during the normal working day. I am also required to work remotely from time to time. A residents permit scheme means that I can conduct these duties without the risk of receiving a parking ticket, or having to interrupt my work or rest to move my vehicle. A welcome change and I thank the Council for their consideration.
(40) Local resident, (Witney, The Willows)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** I don't believe that there is a problem that needs these proposed actions. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** I don't believe there is a current problem.
(41) Local resident, (Witney, Church Green)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Partially support** Corn Street (north side): **Support**

	Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** We have been requesting residents parking since we moved here more than 15 years ago (East side Church Green). We will be delighted if this plan is introduced. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Partially support** Some people will require parking for longer than 2 hours but this will inevitably decrease the availability to residents of those parking areas.
(42) Local resident, (Witney, Church Green)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** Parking is necessary for business premises. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Partially support** 4 hour parking is quite a long time as the supermarkets already have 3 hour parking <u>Any other comments?</u> I hope if these parking measures are introduced that we will see a reduction in obstruction often caused in and around Church Green. Also it would be good to have the parking restrictions enforced.

(43) Local resident, (Witney, Corn Street)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** Residents have to make unnecessary journeys emitting carbon to avoid parking penalties. This also means that the side streets such as The Crofts and Orchard Way / Saxon Way are often full of parked cars belonging to Corn Street / other town centre residents where Corn Street itself is 40-50% vacant during the working day. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** There is less requirement for frequent vehicle turnover as the physical retail sector continues to retract where residential use will take its place
(44) Local resident, (Witney, Market Square)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Partially support** Market Square (west side): **Partially support** I am a resident at Market Square (east side) and support the use of parking permits but have the following questions: 1) Resident's permits are restricted to 2 per property. Is there a restriction on the number of permits for businesses? This is very relevant as there are 6 businesses on that short section of Market Square surrounding our property. 2) There is no proposed charge for visitors scratch cards if the residents are over 70. Will residents over 70 still pay the full permit fee? 3) When are the proposed changes likely to take effect?

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **No objection** Myself and my husband are residents (aged over 70) at Market Square
(45) Local resident & business, (Witney, Market Square)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** I live on Church Green and Own a restaurant on corn street, being able to find a parking space more will be extremely helpful particularly on weekends when I'm busy running between home and work. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** I fully support the new parking proposal near my home, I hope that the proposal aims to improve parking availability for local residents. This proposal represents a thoughtful solution that balances the needs of local residents and local business owners.
(46) County Cllr, Witney South & Central division	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support**

	I support the proposals because for too long residents have struggled to park close to their homes and while this proposal doesn't add more parking capacity, or make it necessarily easier for them to park, it does mean that they shouldn't have to shuffle their cars around every couple of hours. The one caveat I would add though is whilst I have no objection to a small charge being applied to the application of permits to help cover costs, there is absolutely no appetite locally to see on-street parking charges introduced, and I would robustly oppose any such proposal. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** As previously stated <u>Any other comments?</u> See earlier comments
(47) Local resident, (Witney, Church Green)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** I live on Church Green and am constantly aware of the abuse of parking. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** I'm a Church Green resident and am constantly aware of the abuse of parking on the Green <u>Any other comments?</u> What are you doing to alleviate parking problems on the west side othe Green. Particularly parking on the footpath?

(48) Local resident, (Witney, Corn Street)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** As a resident of Corn Street it is extremely frustrating not to be able to park outside of our own house for more than two hours, if there is ever a parking space available. This is particularly difficult with children/prams especially in the winter. The new scheme would hopefully help partially resolve this problem. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Partially support**
(49) Local resident, (Witney)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** This is just another tax on motorists. If it is introduced here it will soon spread to all areas of Witney. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** Another money raising exercise - why not give permits to residents ? Also, I'm sure local businesses will enjoy less parking available for potential customers. This will help kill what's left of the towns retail trade.

(50) Member of Public, (Ducklington)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Partially support** Corn Street (south side): **Object** Market Square (east side): **Partially support** Market Square (west side): **Support** I think the parking is already working and permits are not required. If you put these areas as permit only where will all these cars go as these areas are nearly always full. I understand that some of these will be residents cars. I have taken the east side as The Fleece side and the North side of corn st as the HollyBush side of Holloway rd. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Partially support** I don't think permits are needed and the residents have bought their properties knowing they can't park. I think 4 hours is a better option than 2 hours . With 2 hours there will be a higher amount of traffic coming and going. Any other comments? I think the High St should be opened to parking from 6.30pm to 8.00am.
(51) Local resident, (Witney, Station Lane)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **No opinion** Corn Street (south side): **No opinion** Market Square (east side): **Object** Market Square (west side): **Object** I object based on the exclusion of residents who should be eligible for permits

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** I object based on the exclusion of residents who should be eligible for permits Any other comments? I am a resident of Station Lane, in a historic property adjacent to St Mary's Church and Church Green. I am extremely dismayed and distressed to see our home, and the other historic properties alongside the church, will not be eligible for a parking permit in this scheme. My husband and I have lived at the property for 15 years, during which time we have always parked on the Church Green without any issue. We have a vehicle each (required for work) and only one parking space and parking is restricted outside our home. The currently unrestricted parking at Church Green is the only safe parking nearby. The plans presented by Oxfordshire County Council are incorrect and show restrictions at the southern end of the parking West side of Church Green, which is currently where we park and is unrestricted. It is not only about parking our own cars, but also the lack of a permit for visitors, including family and maintenance workers. We have looked into other options but the Leys will soon introduce parking restrictions and the remaining on-street parking nearby is all industrial and far from our home. The cottages on station Lane are tied in with the history of Witney and St Mary's Church and we are part of the community. My own personal family history is interlinked with this historic part of Witney. Yet heartbreakingly, now we feel we might have to leave the home we have loved for the past 15 years. These plans are causing extreme anxiety and I plead with you to reconsider and include the historic houses of Station Lane (even numbers 2 to 20) in any plans for parking permits.
(52) Local resident, (Central Witney)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support**

	Support with the understanding that 4 hour free parking remains available at the Woolgate for the sake of the local economy. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** 2 hours is plenty with the understanding that 4 hour free parking remains at the woolgate.
(53) Local resident, (Witney, Heron Drive)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** In addition to these, the main issue is parking on double yellows on corn street near the mini roundabout. These vehicles are largely large vans or delivery drivers for takeaways and make navigating that end of corn street near impossible at times. Greater management of parking access there or turning the road into a one way street for part of its length would help these chronic issues Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** Any other comments? See earlier re: the main issue being parking in double yellows on corn st

(54) Local resident, (Witney, Orchard Way)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Object** Market Square (west side): **Object** Corn street is mostly residential to pay to park should surely mean a dedicated parking space for at least 1 car <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Object** I haven't seen to many issues there except parking on the path which is annoying <u>Any other comments?</u> The parking on corn street is horrendous especially on the double yellow lines, especially in the evenings when people park to pick up takeaway food The buses can't get through it is chaos. Ever since the change in the parking attendants it's awful …. Especially as they are rarely around doing their job Can a consultation happen about making corn street a one way system if not all the way to the roundabout then at least to the crossroads at Holloway Road, something needs to be done … maybe some councillors could sit and watch Friday nights and see how bad it gets. It's sad to see corn street this way !
(55) Local resident, (Witney, Church Green)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **No opinion** Corn Street (south side): **No opinion** Market Square (east side): **Object** Market Square (west side): **Object**

	Working full-time in the town centre/Church Green but requiring a car for family/personal reasons so cannot rely on buses etc I rely on the very few all day parking spaces that are available on Church Green as do others whom I work with at the dental practice and removing these very few and far between spaces would have a huge negative impact on many of us <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Object** There is not enough all day, ie more than 8 hours, parking in town for those of us who commute into Witney and work full-time and these are the only very few spaces outside the homes and businesses that have no restrictions
(56) Local resident, (Witney, Buttercross Lane)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **No objection** Church Green (southern arm): **No objection** Corn Street (north side): **No objection** Corn Street (south side): **No objection** Market Square (east side): **No objection** Market Square (west side): **No objection** I'm in support of the proposals but am keen to understand what contingency is being put in place to manage the current unrestricted parking on the Leys. These proposals, coupled with the expansion of the Courtside on the Leys will lead to increased parking demand on the Leys. Currently Senior students and businesses park all day leaving limited parking for people who want to enjoy the park. As a resident in the estate next to this I'm hopeful that pressures on parking in the Leys don't result in people seeking to use the park, parking in residential streets around Buttercross Lane. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **No opinion**

	Any other comments? See my response earlier in relation to parking displacement and impacts on the Leys, which currently has unrestricted parking.
(57) Local resident, (Witney, Corn Street)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** I live on Corn Street and it can be really difficult to park. There's been times I've parked in the nearest available space on Holloway Road and this has caused problems with the residents there. If spaces are made available on Corn Street and nearby this should ease the problems so I'm definitely in favour Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** Currently not enough spaces to park for Corn Street residents Any other comments? Ideally there would be more spaces as I think even with this it will still be limited but this still an improvement - thanks
(58) Local resident, (Witney, Station Lane)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **No opinion** Corn Street (south side): **No opinion** Market Square (east side): **No opinion** Market Square (west side): **No opinion**

	If the parking permit scheme goes ahead, the residents of 2 to 20 Station Lane (even numbers), which are the historic cottages adjacent to the Church and Church Green, and which have always been part of the Church Green residents community, will need access to residents parking permits but are not currently included in those eligible. These properties were built before cars were invented and therefore without parking provisions, and due to more modern restrictions, have no daytime parking outside. They curently rely entirely on Church Green for parking. The proposed changes to parking on Church Green will result in a dire parking situation for residents of these properties. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** The proposals go way beyond just giving some residents all day permits (for a fee) – they also change unrestricted parking currently relied upon by ourselves and other residents, to restricted. This includes the 3 unrestricted parking spaces next to the church gate, and the southern most run of parking bays to the west of the green which have never been restricted. These are incorrectly shown as restricted in the consultation plan - we have lived here for 15 years and have always used these bays for daytime parking - to implement parking restrictions now will have a significant detrimental affect on residents, including ourselves and those of the alms houses adjacent to the church. A separate e-mail response will be submitted providing a map indicating parking bays which have been incorrectly labelled. If the parking permit scheme goes ahead, the residents of 2 to 20 Station Lane (even numbers), which are the historic cottages adjacent to the Church and Church Green, and which have always been part of the Church Green residents community, will need access to residents parking permits but are not currently included in those proposed as eligible. These properties were built before cars were invented and therefore without parking provisions, and due to more modern restrictions, have no daytime parking outside. They currently rely entirely on Church Green for parking. The proposed changes to parking on Church Green will result in a dire parking situation for residents of these properties. Any other comments? Numbers 2 to 20 Station Lane (even numbers) are amongst the historic properties around Church Green and most of us have completely inadequate off road parking, yet we have been missed off the properties eligible for parking permits, including visitors permits. In our case, at number 20, we have 1 small off road parking space but need 2 vehicles for work, numbers 2 to 12 have absolutely no parking . There is no parking allowed outside of our properties during the day and we have relied on parking on Church Green since parking was restricted outside of our homes (or since moving in c15 years ago in our case). The proposals go way beyond just giving some residents all day permits (for a fee) – they also change unrestricted parking currently relied upon by ourselves and other residents, to restricted. This includes the 3 unrestricted parking

	spaces next to the church gate, and the southern most run of parking bays to the west of the green which has never been restricted (despite being incorrectly shown as restricted in the consultation plan)- see maps in separate e-mail. New restrictions will operate from 6am to 10pm. These currently unrestricted bays are heavily relied on by local residents, ourselves included, to park during the day, including Saturdays. This means that the parking that we as residents of the Church Green community currently rely on, will no longer be available to us. Church Green parking is the nearest parking to us and literally the only residential area parking anywhere nearby. The restrictions will be in operation at weekends and we also work from home on some days – so where are we and the residents of the Alms houses, and our visitors supposed to park? It would be completely and utterly unworkable. A fall back could be to park in the Leys, but there are also plans to make this time limited and leaving a car there into dark evenings is asking for trouble. If the proposed changes to parking restrictions (including implementation of restrictions to the south west of Church Green) do go ahead, then the residents of 2-20 Station Lane (even numbers) will be hugely negatively affected unless we are included in the permits scheme - hopefully this is just an oversight, but it is causing significant anxiety and stress for us and other residents - some of the residents are elderly and rely on parking for getting around or for visitors and carers - some of us are of working age and rely on parking because we need to get to places not served by public transport.
(59) Local resident, (Witney, Orchard Way)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Partially support** Market Square (west side): **Partially support** The time should be extended to 4 hours in all of the above locations. Not long enough for people to park and go to work for the day, but plenty of time to allow those within driving distance to enjoy our town centre. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** No need to change it.

(60) Member of public, (Aston, Saxel Close)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** The local authorities are simply trying their hardest to deter people from the town centre. Charging for residents permits are a money making scheme. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** Unnecessary and simply a money making scheme Any other comments? Why deter people from the town. The parking restrictions are unnecessary
(61) Rather not say	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** Object to it being permit holders. Will take trade away from areas particularly corn street which has started to thrive again.

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Partially support** Support 4 hours limit but not permit holders only Any other comments? Object to anything being made permit holder only
(62) Local resident, (Witney, Marlborough Lane)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Partially support** Market Square (west side): **Partially support** I support the move to do this but it should also include residents of Marlborough Lane being able to purchase permits. I live in the Lane and there is little or no parking available so I often park in Corn Street as do my visitors as there in no parking public parking available in Marlborough Lane itself. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Partially support** Same reasons, I live in Marlborough Lane where there is no public parking and I often use Corn Street as or the Market Square, as do my visitors. Please include residents of Marlborough Lane to be able to purchase permits Any other comments? Only heard about this by chance, should be more widely publicised

(63) Member of public, (Witney, Mcdonald Lane)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** Being a former resident on Corn Street and working along the street, the parking has always been terrible. Usually people end up clogging The Crofts, or Holloway Road due to no restrictions there which in turn makes the locals there have to park elsewhere. This may also help with less people parking on single or even double yellows further up Corn St. It would make for a better selling point for properties along the street too due to a lot of the public being put off by something as simple as a parking space, even if the space won't be private, having to move your car somewhere else every two hours on your day off is a pain! <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** Please see previous response
(64) Local resident, (Witney, Heron Drive)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** These seem reasonable proposals to me for the people who live in these roads.

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** Seems reasonable to me Any other comments? I feel strongly that it is vital that the remaining car parking in Witney continues to be free.
(65) Local resident, (Witney, Queen Emmas Dyke)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** Anybody who buys a property in the majority of these areas will be aware you have no right to preferential Parking on a public highway ,as this system will give them . Enforce the parking laws that are in place now and there would not be a problem, As for church green put double yellow lines down both sides stop cars parking on pavement. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** Double yellow lines no parking allowed
(66) Local resident, (Witney, Wilkinson Place)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support**

	Market Square (east side): **Support** Market Square (west side): **Support** This would protect residents from having to move their car every 2 hours during the day, but would allow people to stop in any empty space for up to 2 hours and hence help the shops businesses as well. The same should apply to the high street with 30 minutes no return. But you also need to Police it properly with Traffic wardens. The part of corn street near the high street where the traffic calming section exists should be strictly enforced no parking and no deliveries or pick-ups except before 8am and after 7pm. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **No objection** As previous comments <u>Any other comments?</u> Please make the traffic calming part of corn street well patrolled and not allow any delivery or pickups between 8am and 7pm.
(67) Local resident, (Witney, Ashcombe Close)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **No opinion** Market Square (west side): **No opinion** Restricting parking on these roads will push it to surrounding, purely residential roads which do not have the space to accommodate it. Parking at the south end of Holloway Road is already dangerous as it results in the road reducing to one useable lane whilst being unable to see if something is coming from the other end of it.

	A much higher priority is to stop vehicles illegally parking on the double yellow lines at the east end of corn street, as it is currently unenforced and causes significant problems with the traffic calming measures and roundabout <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **No opinion** Not informed enough to have a opinion
(68) Local resident, (Witney, Burford Road)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object** Market Square (east side): **Object** Market Square (west side): **Object** I sometimes use these parking bays and would be inconvenienced by the restrictions. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **No objection** Four hours would be sufficient time for when I would use these parking bays (as a person who would not be eligible for a permit).
(69) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **No opinion** Market Square (west side): **No opinion**

	I support the proposal because I am a local resident (Corn Street) and I struggle to park outside my own house. I don't have a garage, so I have to use on-street parking. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** I would like a permit so that I can park outside my house without fear of getting a fine. <u>Any other comments?</u> Some people might not be bothered to complete this survey but I know from speaking with many local residents that this is a welcomed - indeed, necessary - initiative
(70) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** Better parking provision for residents. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** Seems sensible
(71) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support**

	Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** As a long-term resident of Corn Street, I wholeheartedly support these proposals and argue that they should not be viewed as restrictions but rather as incentives for us not to use our cars and make unnecessary journeys. When I worked on the other side of Witney, there was little incentive for me walking or cycling to work, as I would have to move my car each morning, just to avoid a parking ticket. This was an unnecessary journey, no more than a couple of miles, and responsible for unnecessary pollution and carbon emissions. Witney is a polluted town anyway, so the more people can be encouraged to use active travel in the town the better. Parking on side streets (eg. Orchard Way) has always been a possibility for me, but this leaves my car at risk of vandalism (has happened), the road surfaces prone to quicker and more significant damage, and issues for access for residents of those streets, or for emergency services. The proposals should also be used as an opportunity to encourage better parking habits generally - the pavements of Corn Street are often parked on (including by heavy goods vehicles), people leave their engines running unnecessarily and the top of the street is often chaotic, especially in the mornings and evenings, when parents drop their children at school and people stop in restricted parking areas to collect takeaway food. Two hours is more than sufficient time for people to visit the few businesses which remain in this area and there are usually spaces well within reach of these - there is sufficient turnover/churn for this. Providing visitor permits is also a welcome development as I am often visited by elderly relatives who struggle to walk long distances. Being able to park near my house will be a huge benefit, without the risk of being penalised. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Support** This is very generous and in keeping with parking in the rest of Witney. The area provides good access to Witney centre, without the need to drive down the High Street. <u>Any other comments?</u> I am grateful to those who have prepared these proposals and the elected members who have worked on this for their residents.

(72) Local business, (Witney, Church Green)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **No objection** Church Green (southern arm): **No objection** Corn Street (north side): **No opinion** Corn Street (south side): **No opinion** Market Square (east side): **No opinion** Market Square (west side): **No opinion** We have a business on the green where our staff use the bays to park and also our clients. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Object** This will make it very difficult for our staff to park. Any other comments? The parking as it is seems to work fairly well on Church Green, it allows people to come and go and aside from school times the flow of traffic seems fairly fluid and safe
(73) Local resident, (Witney, Church Green)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** Residents struggle to park during the day

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** Resident require more parking
(74) Local resident, (Witney, Church Green)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Partially support** Market Square (west side): **Partially support** Prefer the 4 hour longer waiting time and for the resident parking permits to specifically apply to the residential addresses in two areas: i.e permits for Church Green/Market Square residents and different permits for Corn Street residents. Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** As stated on the previous page, I would recommend the resident parking permits issued are address specific - ie permits for residents living in Church Green/Market Square and different permits for Corn Street residents. Any other comments? The resident parking permits should be address specific: i.e permits for Church Green/Market Square residents and different permits for Corn Street residents
(75) Local resident, (Witney, Station Lane)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Object** Church Green (southern arm): **Object** Corn Street (north side): **Object** Corn Street (south side): **Object**

	Market Square (east side): **Object** Market Square (west side): **Object** These restrictions are unnecessary & will further damage the viability of those town centre shops which rely on passing trade, as if the High St closure weren't bad enough already. The highway parking should be available & free to all who contribute to the cost of maintaining the highway & not allocated to those who are residents & can afford to pay. There will be nothing to stop them parking in a space 24/7/365 & depriving everyone else the opportunity. It is not clear to me how you can justify the residents of Church Green being given preferential parking when they already have private off-road spaces for a dozen or more vehicles, when the Almshouses in Station Lane have no off-street parking but get no permits at all. Why should some residents be asked to pay £195 for business use, when the bus company use Queen Emma's Dyke as a workplace car park & Thames Valley Police staff use Holloway Road as a workplace car park for free? Why should I pay to park outside a home on Church Green to work when other people use the town green outside The Fleece & St Mary's school to park all day for free, despite the double yellow lines & zig-zags. If they can park on the town green all day without penalty, why shouldn't we all do that? Having different time limits in spaces so close together would cause confusion & lead to people receiving tickets inadvertently, because they may not look at the correct signage for each bay & assume they are all the same in Church Green. These proposals will inevitably reduce the availability of short-stay spaces for shoppers & non-locals on Corn St, Church Green & Market Square & will displace parking in to neighbouring side streets, such as The Crofts & Holloway Rd. No doubt you will be drawing up plans to have permits there too & so on until life in Witney becomes as unbearable as a visit to Oxford is, these days. I strongly object to your constant interfering & repeated attempts to micro-manage our lives. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Object** As above <u>Any other comments?</u> As above

(76) Local resident, (Witney, Corn Street)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **Partially support** Corn Street (south side): **Partially support** Market Square (east side): **Partially support** Market Square (west side): **Partially support** Thank you for the opportunity to comment on this proposal for creating resident parking zones in Witney, I am a resident of Corn Street and have been for on an off for over half a century and seen many changes. In General I have no objection to the provision of Residents Permits, however I am concerned at the level of fees proposed, and who is permitted to park. There are 3 categories of people that use parking in Witney, Residents, Workers and Shoppers, there has also been a process of removal of parking spaces making the strain on provision more acute. The proposed changes are negative to and do not cover provision of parking requirements for all, a larger more holistic approach is required. 1) The removal of parking provision needs to be reversed in all locations of the High Street, Market Square & Corn Street. 2) Either re-open the high street for parking or create 2 parking areas one in Market square alongside the Town Hall and the other south of the junction with Welch way. 3) Re-instate parking facilities in the market square on non market days. 4) In Corn Street on the South side between No's 31 & 39, remove the single yellow line and create parking area. Remove the 2x parking spaces outside no's 61 & 63 and create a bus stop area to improve vision exiting from the crofts. Remove the built out area in front of number 59 and replace with 2x parking spaces (this build out is not required with the proposed new bus stop area). Re-instate 2x parking provisions in front of No. 71 Corn Croft Guest house, these were removed from the wrong side for visibility exiting the Crofts. In front of no's 113 & 115 remove some of the excessive built out path and provide parking for 2-3 additional spaces. If front of no 117, remove the central island, it is unsafe to use and is hit daily by vehicles. Between 117 and 129 there are 2x parking bays separated by a lowered curb between 119 & 121, there is no vehicular access permitted through the ally way, please combine these two parking bays into one, it will create an additional much needed parking space. West bound from No 153 to just East of Queen Emma's Dyke creating 5-6 additional parking bays.

	Changing Corn Street to single direction between the junction with Market Square and Holloway Road will reduce congestion and provide for an opportunity to increase parking provision between Nos 1 and 29. 5) In Corn Street on the North side, after removal of the Island outside 117 & 134, re-instate the parking spaces removed between no's 140 and 150. 6) In all locations the current parking is set parallel to the road, however it is possible in some areas to increase capacity by angling the vehicles to that they park at 45-60 degrees to the angle of the road (reverse parking). This could provide for an additional 20-50 vehicles. 7) Accepting that residents will not have the right to park outside their property, currently I frequently park either end of corn street depending on (IF) there is provision. I am concerned that they will be restricted to only one bay, Please create only 1 zone called "Witney Centre" and permit residents with permits to use any of them. 8) Please allocate a "Workers Parking Permit" for use on the upper floors of the Multi-Story car park for use by those employed to work in Central Witney, this will free up additional parking in the streets for shoppers. <u>Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney:</u> **Partially support** Currently the Church Green is used by employees of the Town Centre to park, if a Workers Parking Permit scheme is introduced in the Multi-Story Car Park and / or extend the holders of Permits to Workers and Residents, then I would suggest Permit Holders and 2 hours, otherwise a minimum park time of 6 hours is required to enable staff to move their vehicles during the Day. <u>Any other comments?</u> I am able to provide drawings to illustrate my comments or meet with officers to discuss in further detail if required.
(77) Member of public, (Witney, Farmers Close)	<u>Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking):</u> Church Green (eastern arm): **Partially support** Church Green (southern arm): **Partially support** Corn Street (north side): **No opinion** Corn Street (south side): **No opinion** Market Square (east side): **No opinion** Market Square (west side): **No opinion** Car parking on Church Green has become a significant issue in recent months. The situation is deteriorating rapidly to the point where the road is down to single file traffic due to illegal parking.

	Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** Residents should have priority over other road users. Any other comments? The success of these changes relies heavily on parking in this area being 'policed' on a daily basis. A major problem is being caused by drivers parking alongside the green itself on the eastern side. The signage here needs to be improved as drivers either do not realise this is a restricted area or they simply ignore it. There are only 2 signs which indicate the restriction along the whole stretch. Consequently this side of the green regularly has vehicles parked the whole length from Market Square to the Church. This makes it a dangerous stretch of road as it becomes a single track road. Cars get part way along and then cannot progress due to oncoming traffic by which time both cars are blocked by following traffic and literally have nowhere to go. Vehicles leaving the car park at the Fleece are exiting the entrance without clear vision and lack of space to manouvre to avoid oncoming traffic. An additional email was received with supporting photographs: I recently responded to the survey as part of the above consultation. In my response I mentioned the increasing incidence of illegal parking alongside Church Green (where parking is restricted Monday through Friday) and the potential dangers arising from this. Please find attached two photographs taken mid-December which hopefully illustrate this far more effectively than I can articulate. Hopefully it is clear that the moving vehicle in the middle of the road is using all of the available space, thus making it a single track road. Please do not assume that because the photographs were taken in December it is just an issue associated with Christmas shoppers. I was in this area yesterday and the 'illegally' parked vehicles were almost the length of Church Green. Something else which I failed to include in my survey response was the need to add 'KEEP CLEAR' notices (as exists at the entrance to Oakfield House) to indicate the entrance to The Fleece car park and to properties at the rear of Church Green (alongside The Old Bank, 39 Market Square, Witney). Vehicles using these junctions when exiting the car parks are often driving 'blind' due to parked vehicles. Those parked illegally mean there is no escape if suddenly met with on-coming traffic.

(78) Local resident, (Witney, The Crofts)	Permit holders or 2 hours no return within 2 hours, Mon-Sat 8am-6pm' (shared-use parking): Church Green (eastern arm): **Support** Church Green (southern arm): **Support** Corn Street (north side): **Support** Corn Street (south side): **Support** Market Square (east side): **Support** Market Square (west side): **Support** I am a local resident and it can be really difficult to find parking spaces near where we live Permit holders or 4 hours no return within 1 hour, Mon-Sat 8am-6pm' (shared-use parking) on Church Green, Witney: **Support** I think local residents should be able to park near their houses especially when they have children or heavy shopping

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Division(s) affected: *Thame & Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

THAME CENTRE – PARKING REVIEW 2024

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Thame as follows:

a) **The introduction of no waiting at any time restrictions on sections of Church Road, Ludsden Grove and Lupton Road.**

b) **The removal of no waiting at any time restrictions to be replaced by an access protection marking between N.101 & 103 Chinnor Road.**

c) **The introduction of permit holder only bays (TH prefix), 8am – 6pm, Monday to Saturday on parts of Church Road.**

d) **The formalisation of an existing disabled bay on Church Road, in front of the access to St. Mary's Church.**

e) **The introduction of Shared-use permit holders or 2 hour max stay parking bays (8am to 6pm, Monday to Saturday) on the east side only North Street only, to replace no waiting restrictions.**

f) **The extension of properties currently eligible to apply for residents permits to also be eligible for visitor permits in High Street, Cornmarket and Upper High Street.**

Executive Summary

2. Following requests from residents of Church Road, officers have developed proposals to extend the existing permit holder parking scheme in Thame to help better manage the demand for residential parking and mitigate from potential external parking pressures from Town Centre workers and other non-residents.

3. The proposals include the introduction of permit only holder bays between 8am – 6pm, Monday to Saturday (TH prefix). The existing disabled bay opposite No.1 will remain unchanged, and it is proposed to formalise the other bay at the entrance to the church. Further changes include changing some sections of single yellow lines to double yellow lines, to ensure access is maintained.

4. In discussions with local county councillor's, proposals for double yellow lines are being promoted at a number of locations to ensure that road safety and access is maintained. Locations include Church Road, Ludsden Grove and Lupton Road.

5. In response to requests from local businesses and with support from local county councillors, changes have been consulted upon to change the existing permit holder only bay on the west side of North Street to introduce a dual purpose bay. A second new dual purpose bay is being proposed on the east side (outside No. 50) by removing a small section of double yellow lines. Permit holders will still be able to park in these bays without limits on time, but non permit holders will be allowed to park in the bays for up to 2 hours, during their times of operation.

6. Under the proposals, existing operating polices that restrict properties located on High Street, Cornmarket and Upper High Street for eligibility to residents permits only, will change to allow these properties to also be allowed to apply for an allocation of visitor permits. This is to bring them in-line with all other roads where permits are issued, however the scheme will continue to be monitored for potential abuses of rules under which permits are issued.

7. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Trellint, as the village falls within the Civil Enforcement Area for South Oxfordshire.

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

Sustainability Implications

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

Financial Implications

10. The amendments being promoted in Thame are being funded by budgets secured under Community Infrastructure Levee grants and as such, there are no financial implications to the County Council.

Legal Implications

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

12. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equalities and Inclusion Implications

13. No negative implications in respect of equalities on inclusion have been identified in respect of the proposals, however it is noted that blue badge holders can park on double yellow lines and in permit holder/time limited bays without restriction.

Formal Consultation

14. Formal consultation was carried out between 07 November and 06 December 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Thame Town Council, South Oxfordshire District Council, the local District Councillors, and the County Councillors representing the Thame & Chinnor division.

15. A letter was sent directly to approximately 294 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

16. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

17. A total of 72 responses were received via the online survey during the course of the formal consultation, with 53 identifying as residents, two responding as part of a business, and nine responding on behalf of an organisation.

18. Charts shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the Thame proposals scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a

respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

19. Additionally, 16 emails were received, the comments from these have been included with the individual responses in **Annex 3**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally for or against the proposals these have been documented, four were in favour, four raised concerns or gave no comment, and eight wholly objected to the proposals. A further three emails were received from Thame Valley Police, Oxford Bus Company, and Thame Town Council.

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

21. A representative of Oxford Bus company has responded to confirm they have no objections to the proposals.

22. County Councillor Nigel Champken-Woods has responded to confirm support for the proposals with an amendment to the North Street plans, to only implement dual purpose bays on the east side of the road (outside No.50).

23. County Councillor Kate Gregory has responded to confirm her support for the proposals, but wanted to raise concerns that hearses would still have access to the church.

24. A representative of Thame Town Council has responded to confirm that the following was agreed as a response by the Town Council's Planning committee:

    a) The Town Council supports the proposed parking restrictions on Lupton Road to reduce issues of parked vehicles blocking access.
    b) The Town Council supports the proposed parking restrictions on Ludsden Grove to encourage sustainable travel to Barley Hill School.
    c) The Town Council raises concerns that the proposed parking restrictions on Church Road may cause problems for hearses accessing the church.

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

Officer Response to Objections/Concerns

a) General feedback to the proposals:

26. In response to the proposals a number of comments were received which related to general parking within Thame. These included comments that parking

controls are required to keep traffic moving and parking in Thame needs to be managed more effectively.

27. Some respondents felt that introducing further parking measures in the centre, including residents parking just pushes the problems further out and that longer term solutions are needed, especially for workers within the town. One respondent commented that if the County Council introduces permit parking scheme within a road that they should be duty bound to provide more parking elsewhere.

b) Proposed parking changes – Church Road:

28. In support of the proposed introduction of permit holder bays, double yellow lines and disabled bays, 5 respondents agreed that parking and access within the road is a problem. Issues with workers parking in the road all day were sited and 4 respondents agreed that permit holder only bays would help residents to park nearer to their homes. One respondent agreed that introducing double yellow lines would make it clearer where you were allowed to park.

29. A number of concerns were raised about the proposals, which are mainly received by users of St. Mary's Church. The highest number of comments (25) raised the issue that not enough disabled parking has been provided for within the proposals. Currently there is only 1 disabled space and respondents felt this was insufficient and disabled users would be hindered by the proposals.

30. The second highest number of comments (23) raised concerns that many of the church users are elderly or have mobility issues and restricting parking on Church Road would hinder their ability to attend the church for worship. It was also pointed out that the church holds a number of events throughout the week which many users rely upon. Many attend by car and restricting their access would be of detriment to the church and wider community.

31. The current arrangement outside the church, provides an informal area of hatching where parking is not enforced. Under the proposals this would be covered by no waiting restrictions, and concerns were raised about the impact on hearses and funeral vehicles waiting outside the church.

32. Some representatives of local businesses made suggestions of a compromise in the proposals, where non-permit holders would be allowed to park for up to 2 hours. This would resolve some of the issues for visitors and users of the Church.

33. A small number of residents raised concerns about the needs of their visitors and regular carers, with the allocations of scratch-cards (25 for 6 months) not being sufficient.

34. One respondent didn't see the need for the scheme as most of the properties are large with off-street parking.

Officer response

35. The proposals have been developed in response to requests from residents for the introduction of preferential parking to help them have better access to their homes. There are currently around 11 spaces proposed under the scheme, which will directly provide for 8 properties and their visitors.

36. There are a number of businesses and organisations operating from Church Road which often means various vehicle movements taking place throughout the day. In some sections if vehicles were to park they would obstruct the road, and to re-enforce this, existing single yellow lines are proposed to be double yellow lines (at any time) to make it clearer where parking is permitted.

37. There is currently one informal disabled bay at the end of Church Road which is currently not supported by a traffic regulation order or the correct road markings to make it enforceable. Under the proposals this would be changes to a white marked bay and with the appropriate sign to allow it to be better regulated.

38. Further dedicated provision for disabled blue badge holders has not been provided for under the scheme, as the existing bay has intermittent use. In addition, blue badge holders can park on single yellow lines and in the proposed permit holder bays without time limit. Given that currently there is no restrictions on who can park, it's expected that the proposals will open up more opportunities for blue badge holders to park within the permit holder bays.

39. In response to concerns about parishioners and users attending events at St. Mary's Church, the permit holder bays are only proposed to be in operation between 8am – 6pm, Monday to Saturday. On Sundays the bays will be open for any motorist to park. During the week there are a number of 2 hour park bays available on High Street which is a short distance from the church.

40. It is the policy of the County Council not to issue penalty charge notices (parking tickets) to hearses or cortege vehicles while a funeral is taking place. However, vehicles belonging to mourners who are not actively involved in the funeral will not be able to park in contravention of the restrictions in place.

41. Noting the suggestion regarding the introduction of a 2 hour limit for non-permit holders, this arrangement is in place on the High Street. It was not considered for the proposed bays in Church Road as there is only a limited number available and potential higher demand from residents and their visitors.

42. The permit schemes operated by the County Council allow for the issue of visitor passes, which for the most part meet the needs of the majority of residents living in permit parking areas. Where there is an evidenced need for care to be provided, either through family members or registered providers, a permit can be issued to a resident which can be used for these purposes.

c) North Street - proposed shared use parking bays

43. In response to the proposals to replace existing permit holder bays with dual permit holders or 2 hour parking bays, a number of objections and concerns have been received to the consultation, with the majority opposed in both the online consultation.

44. Through the consultation responses, objectors explained that the introduction permit parking bays on North Street was of great benefit and a number had been campaigning for this to happen a number of years. The proposal to re-introduce 2 hour parking for some of the bays would be a retrograde step and would greatly impact the lives of residents.

45. Many of the objectors sited that they are required to pay and annual fee for a permit and through the proposals the council is further reducing the services and opportunities to park which have been afforded to them through the previously approved scheme.

46. One objector pointed out that the properties in the road are predominantly residential and there are plenty of public car parks in the vicinity which supported the needs of visitors to the area.

47. The amount of enforcement of the existing restrictions was mentioned a number of times by objectors, with some questioning whether allowing parking for non-permit holders would encourage further abuse of the restrictions in place.

Officer response

48. The proposals have been brought forward for consultation following complaints from local businesses that the introduction of permit holder parking bays in the area has affected their trade options for customer parking.

49. Along with the requests for change, business providers supplied images on a number of occasions where the residents' bays were not fully utilised during the working day.

50. The proposals include changing an existing permit holder bay to become dual use, therefore all day parking in this bay will still be limited to residents only. The new bay on the east side of North Street is in addition to the existing bay and therefore an increase to overall number of parking spaces within the area.

51. A compromise could be to proceed with the new bay on the east side of North Street and retain the permit holders only bay on the west side of the road.

d) Proposed no waiting restrictions, including Ludsden Grove, Lupton Road and changes to Chinnor Road

52. Under the proposals new areas of double yellow lines were proposed at different locations to ensure access and safety were maintained.

53. Responses to the proposals to restrict parking on Ludsden Grove were generally positive, with a number of respondents noting that parking is currently

an issue and where restrictions have been proposed the road is not wide enough to accommodate parking. Issues at School times are particularly problematic and some respondents requested that further restrictions were required in other parts of the road.

54. For the proposals to restrict parking to one side of the road along Lupton Road, the comments were mainly positive. Some of the feedback welcomed the changes with concerns highlighted that currently parking is dangerous and causes obstructions and access issues for HGV's, which regularly have to reverse the full length of the road.

55. Some concerns were raised generally about HGVs in the Wenman Road area and some respondents felt the that the double yellow lines would not stop the current problems of HGV's waiting along the road, or in Lupton Road when dropping off at the builders' merchants.

56. There was general support for the minor changes to restrictions on Chinnor Road, however mainly respondents did not comment on the proposals.

Officer response

57. The proposals for no waiting restrictions have been brought forward to address concerns of obstructive or unsafe parking in near to schools and on industrial areas.

58. Although requests for parking restrictions in other areas are noted, under due process they cannot be considered or recommended as part of this report. Any proposal for new parking restrictions requires a new consultation to be undertaken.

59. In relation to the issues reported on Wenman Road and Lupton Road of HGV's drivers stopping to make deliveries, this is not affected by the proposals to implement no waiting restrictions as this practice is likely to be occurring with or without restrictions in place.

e) Proposed extension of visitor permits to residents to properties in High Street, Cornmarket and Upper High Street.

60. In response to the proposals to extend the ability for Town Centre residents to be eligible for visitor permits, the majority of on-line respondents either supported, or partially supported the proposals (53%)

61. Comments were received that the system should be fair and central residents should be eligible for the same benefits and residents outside the centre.

Officer comments

62. The policy for visitor permits, not being issued for Town Centre residents was adopted from the Town Council when the scheme transferred to the County Council in 2021.

63. Since the County Council took over operation of the permit scheme, there have been requests for the policy to be reviewed and on further assessment, proposals have been brought forward to align the scheme with the wider scheme for Thame.

64. Any changes to the issue of permits will need to be carefully monitored to ensure that abuses are not taking place. Officers of the County Council have the ability to rescind rights for eligibility for permits where abuses are proven.

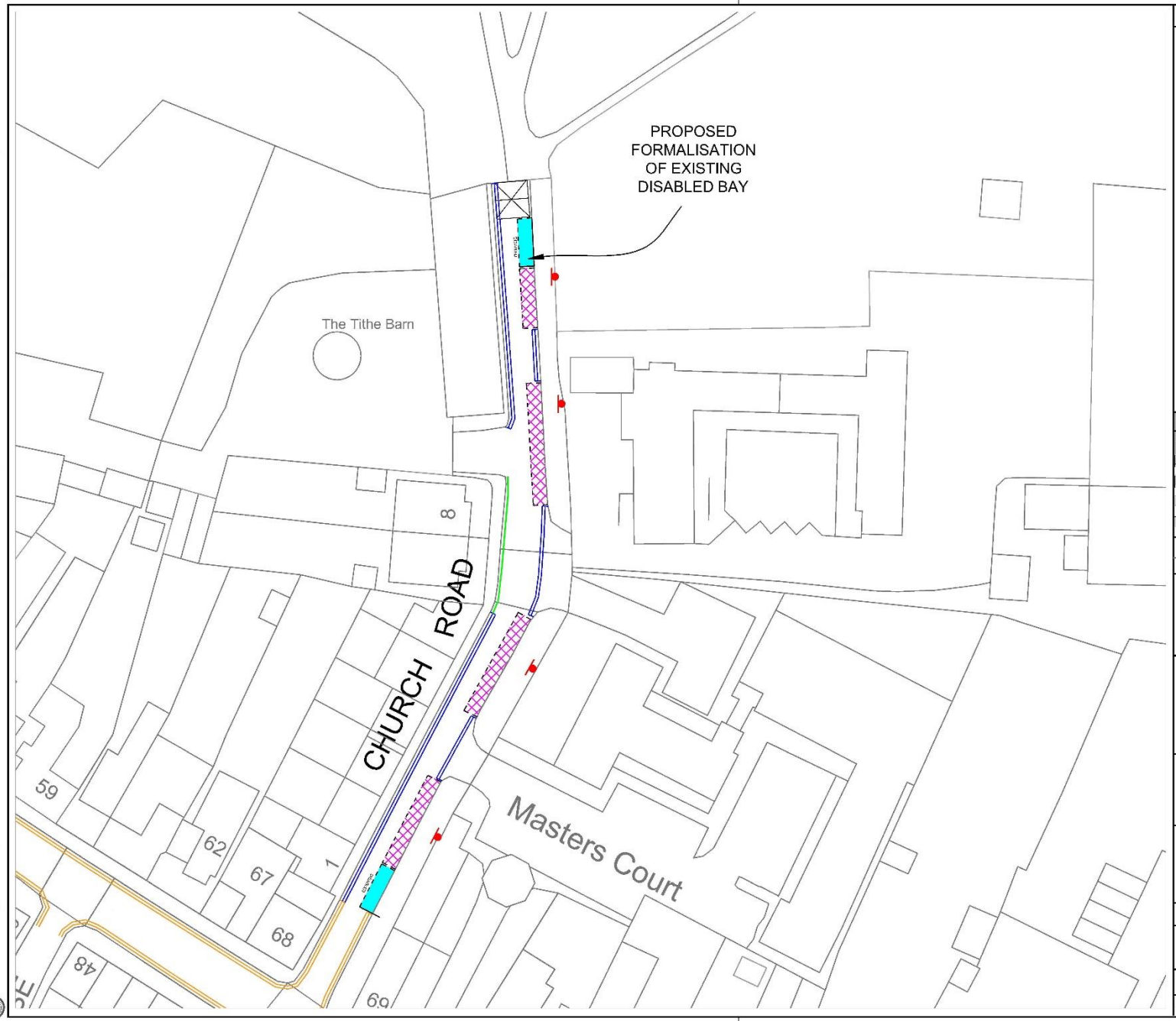
Monitoring & Evaluation

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

Paul Fermer
Director of Environment and Highways

Annexes:	Annex 1a-e: Consultation plans Annex 2: Consultation response tables Annex 3: Consultation responses
Contact Officers:	James Whiting (Team Leader – TRO & Schemes)

January 2025



Drawing No. | Revision 0

KEY

- EXISTING NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)
- EXISTING NO WAITING MON - SAT 8AM TO 6PM (SINGLE YELLOW LINE) TO BE RETAINED
- DISABLED PERSONS PARKING PLACE
- PROPOSED NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)
- PROPOSED PERMIT HOLDER ONLY BAYS MON - SAT, 8AM TO 6PM (TH PREFIX)
- LOCATION OF NEW PARKING SIGN REQUIRED FOR MARKED BAY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
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(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title
Thame parking review 2024

Drawing title
Proposed residents only parking
Church Road, Thame

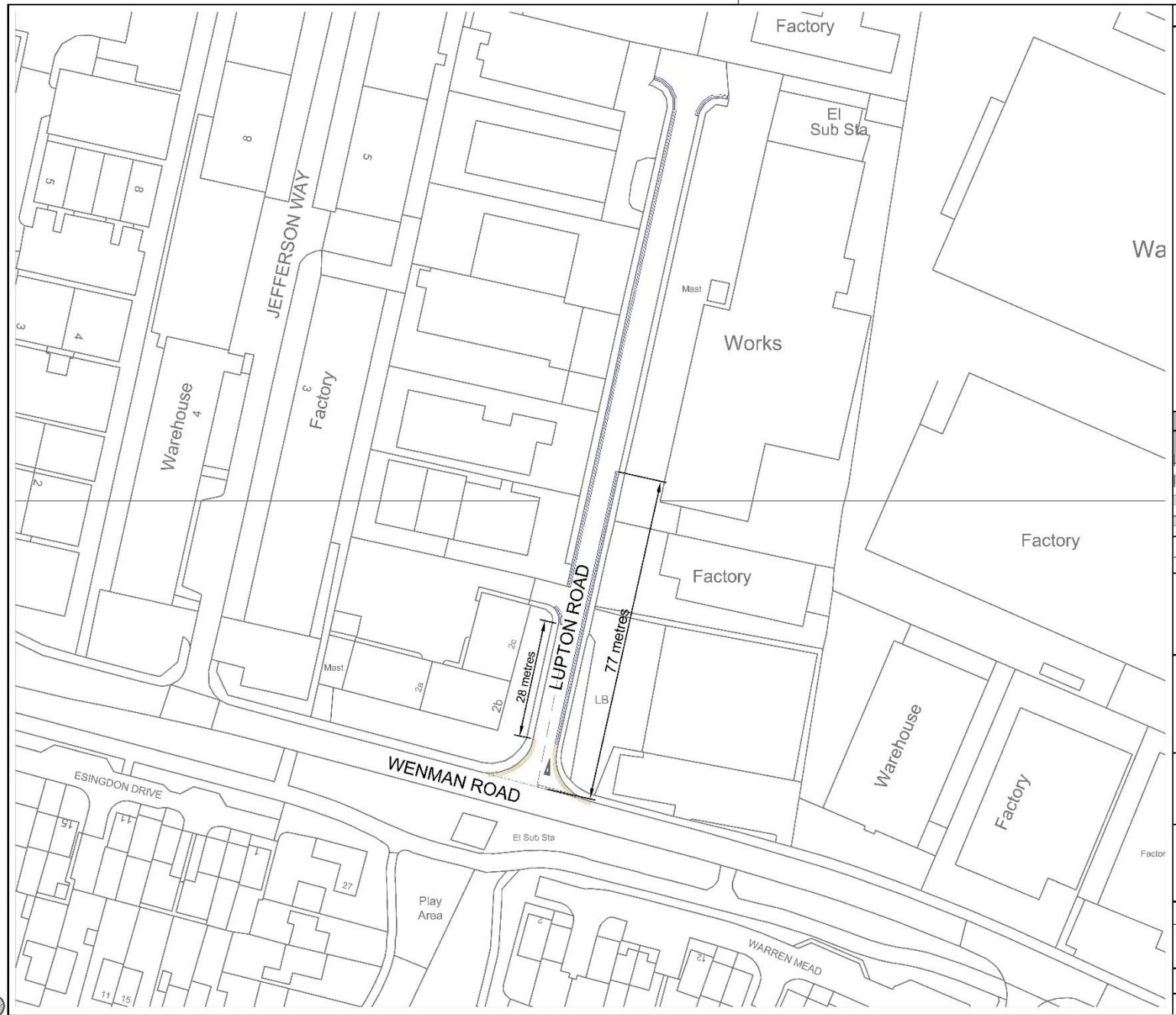
Drawing Status

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Oxfordshire Project No. & File Ref

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Drawing No. Revision 0

KEY

EXISTING NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)

PROPOSED NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
Thame parking review 2024

Drawing title
Proposed no waiting at anytime restrictions (double yellow lines) Lupton Road, Thame

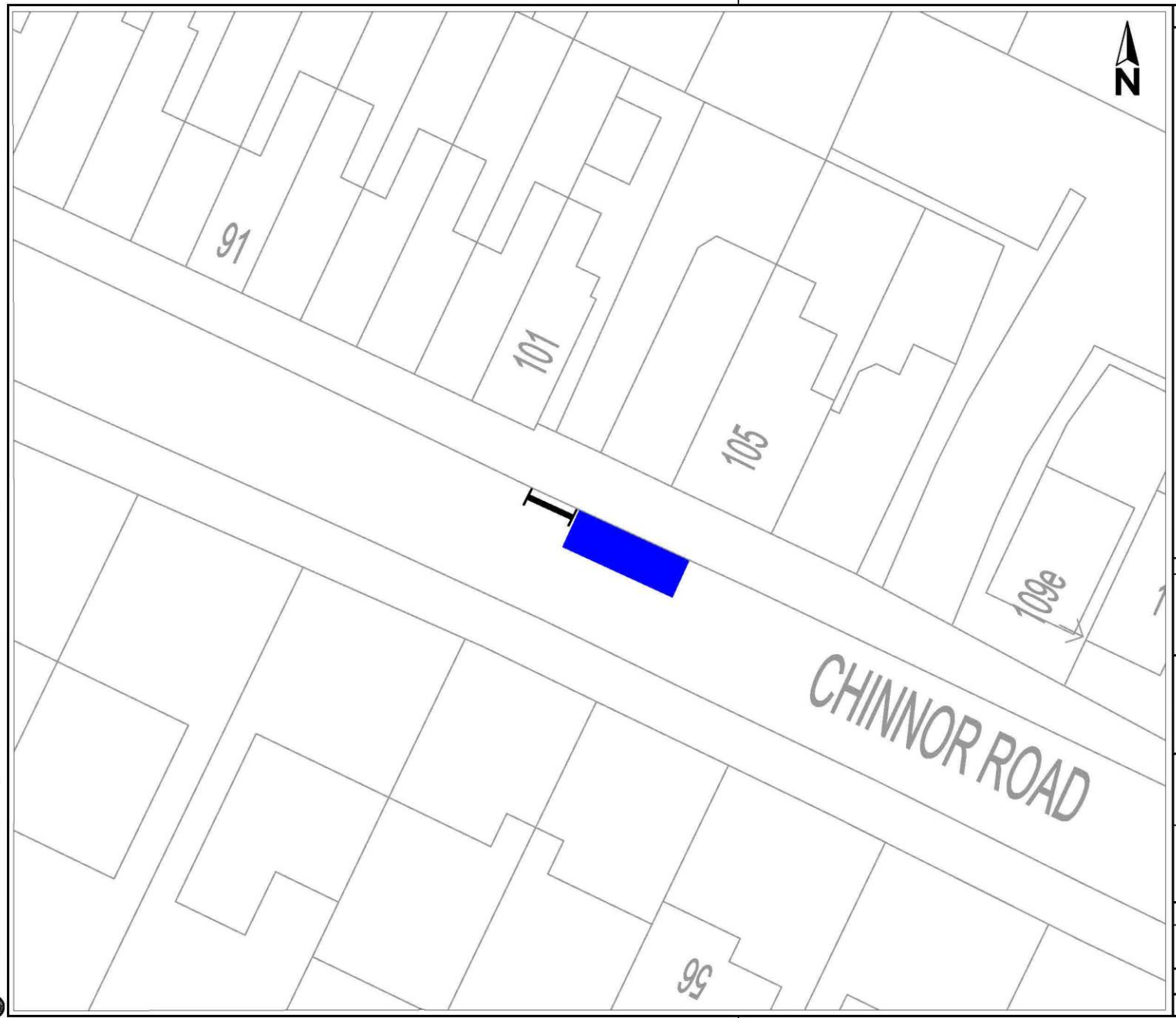
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	Date drawn 30/07/2024	Date checked	Date approved

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Key

White access protection marking in place of existing 'No Waiting at Any Time' restriction to remain

Existing Disabled Persons Parking Place

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Project title

ACCESS PROTECTION MARKING

Drawing title

THAME
CHINNOR ROAD

Drawing Status

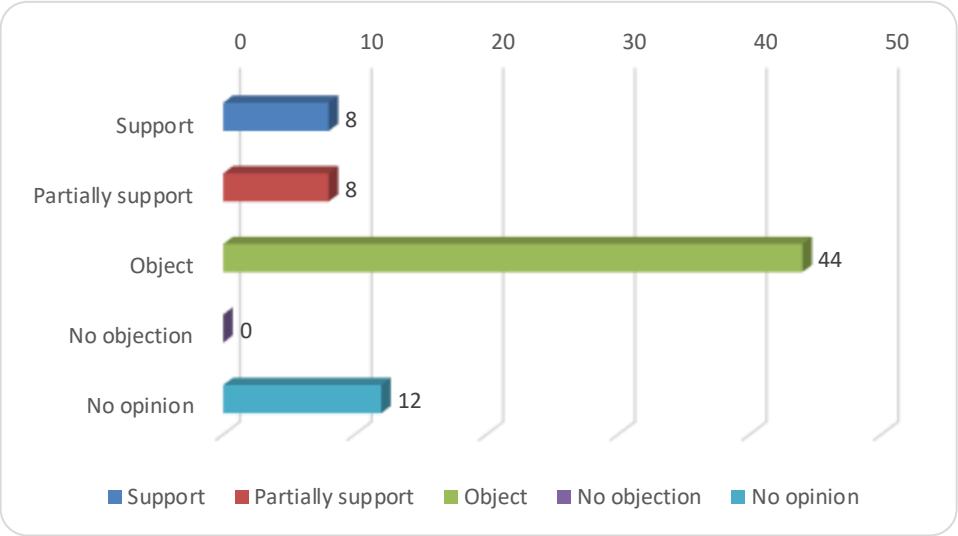
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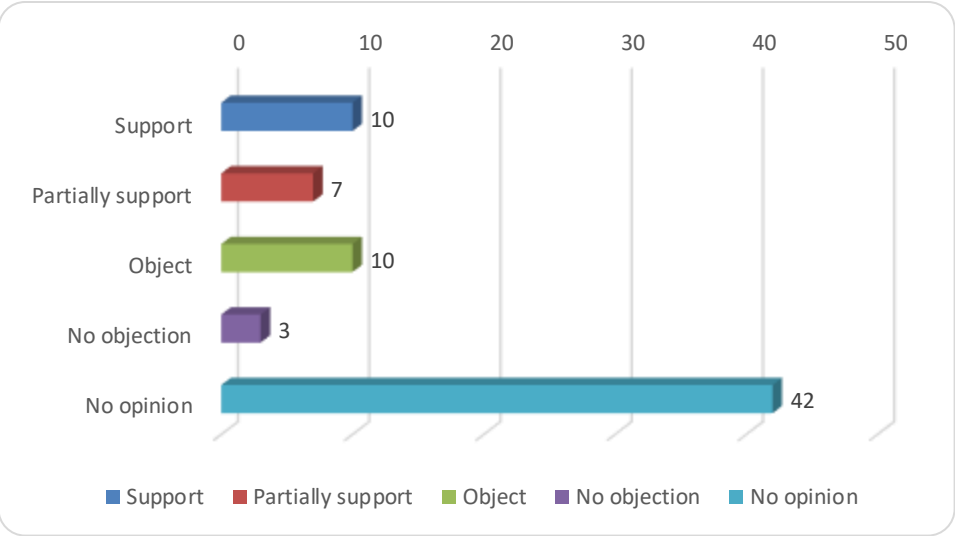
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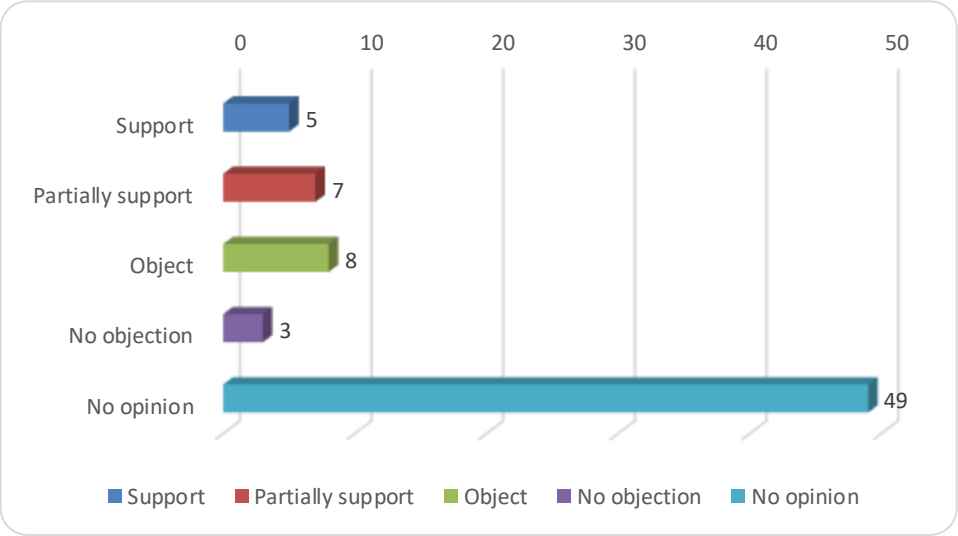
a. Proposed double yellow lines – Church Road



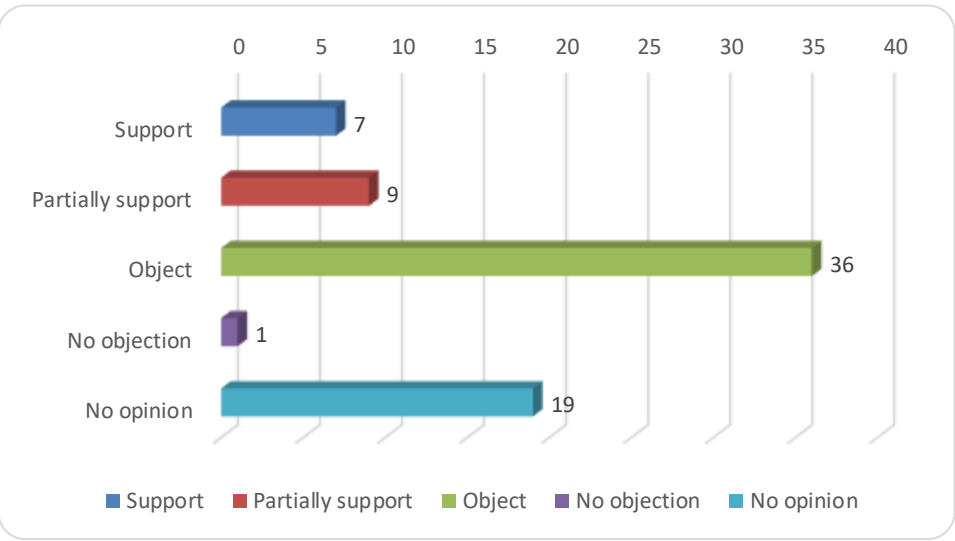
b. Proposed double yellow lines – Ludsden Grove



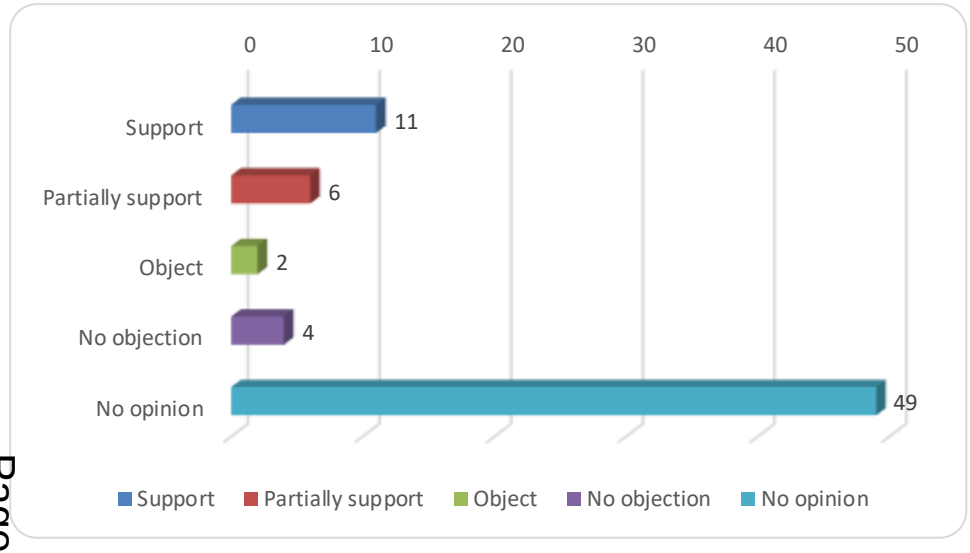
c. Proposed double yellow lines – Lupton Road



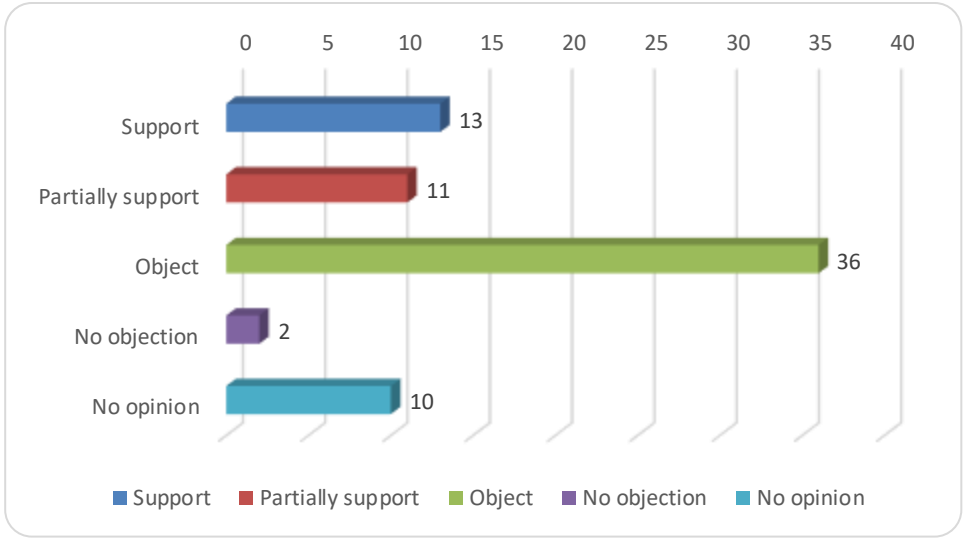
d. Proposed change from 'No Waiting Monday to Saturday 8am – 6pm' to DYLs in Church Road



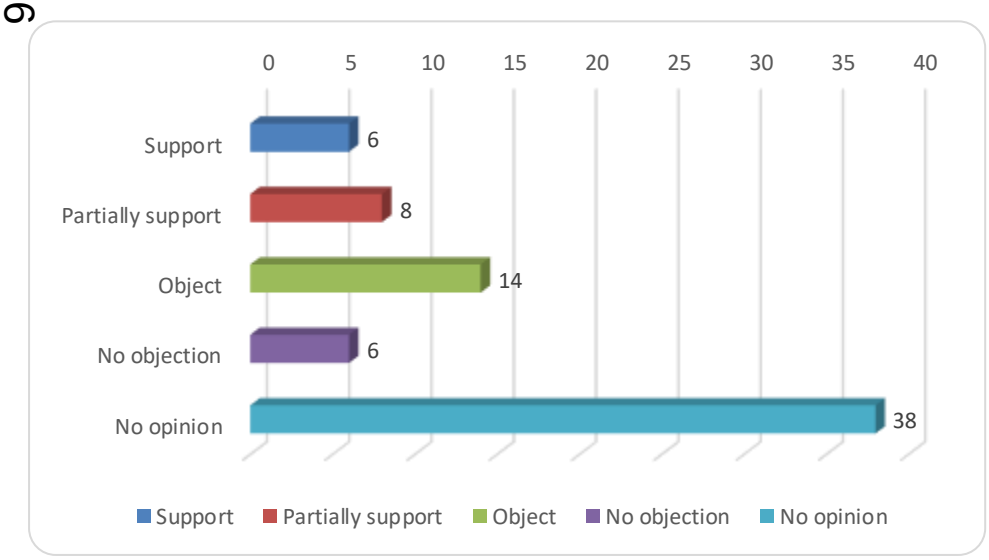
e. Proposal to remove DYLs by Nos.101 and 103 Chinnor Road



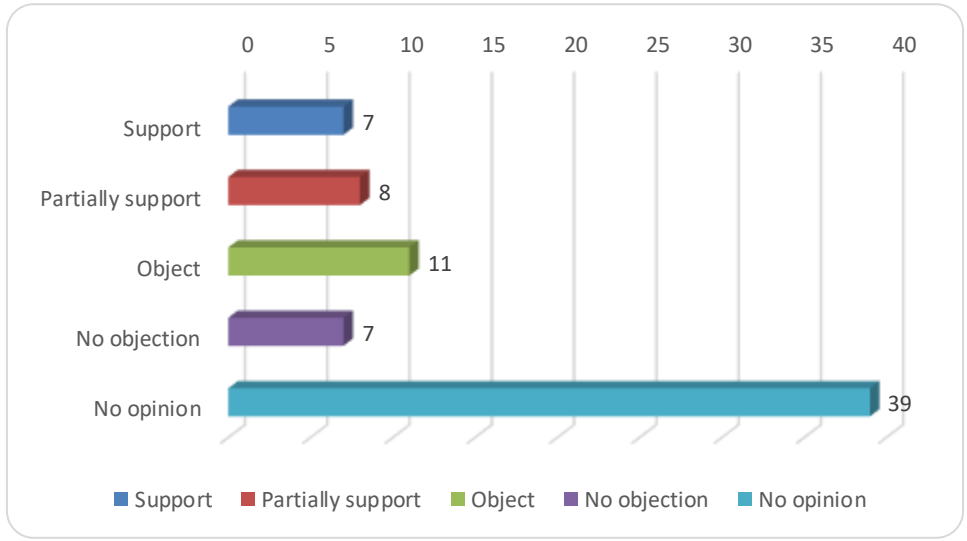
f. Proposed introduction of permit holder only bays on Church Road



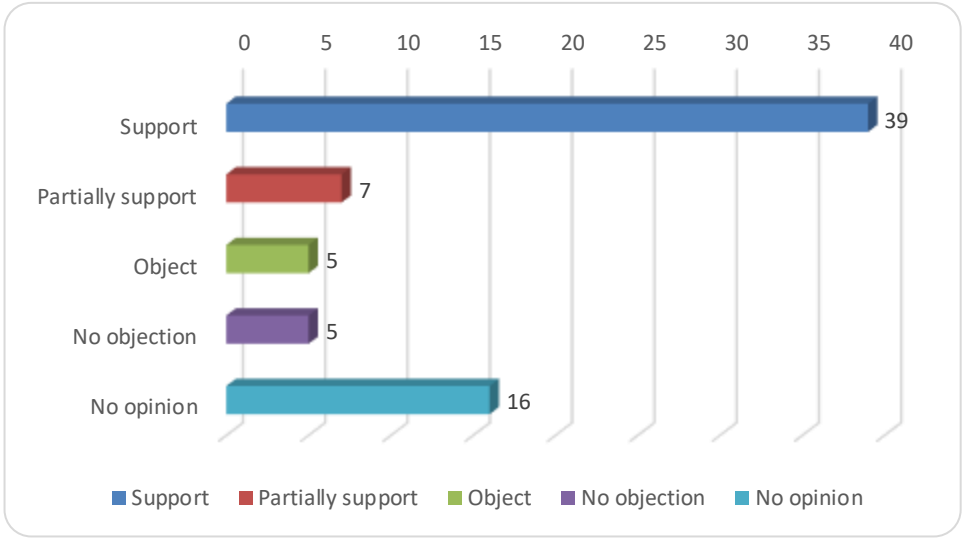
g. Proposed Shared-use parking bays on west side of North Street



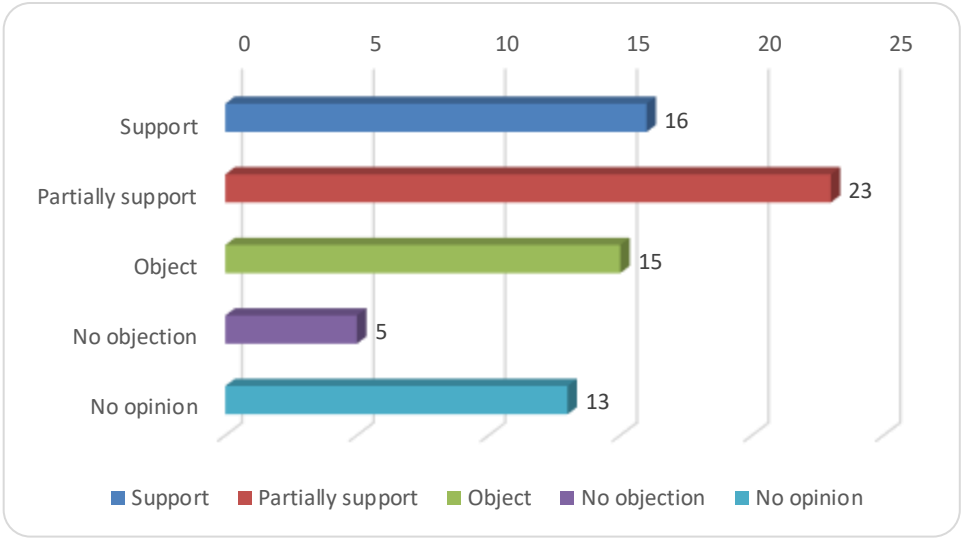
h. Proposed Shared-use parking bays on east side of North Street



i. Proposed Formalisation of existing Disabled Bay on Church Road



j. Proposed introduction of visitor permits for residents in Church Road, High Street, Cornmarket and Upper High Street



ANNEX 3

A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(s2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**Support** – North Street in particular is a major and very long-established bus route on the corridor between Oxford, Thame and Aylesbury. It is the former principal artery before the town was bypassed in the 1970s. There is a dense and intimate built form, reflecting that this is part of the historic town. North Street is nevertheless itself quite wide no doubt reflecting the presence of a market years ago. The result is that is can and does accommodate a substantial amount of on-street parking. I have closely examined the proposed changes. I can confirm that in terms of the impact on bus operations, the only material one is the introduction of a single new marked bay outside 50 north street which is at the point that it is widest. Given the existing presence of on-street parking immediately to the south this cannot be considered to have any impact on the safe and efficient operation of buses. Accordingly, we present no objection to the proposals. To the extent dual use bays, and the ability of residents to apply for visitor permits is proposed, this may well lead to more flexible and rational use of the available space and reduce pressure to park or wait in less appropriate places, including abuse of existing parking restrictions further to the north. Thus, we are able to support the proposals.
(s3) Thame Town Council	1. The Town Council supports the proposed parking restrictions on Lupton Road to reduce issues of parked vehicles blocking access. 2. The Town Council supports the proposed parking restrictions on Ludsden Grove to encourage sustainable travel to Barley Hill School. 3. The Town Council raises concerns that the proposed parking restrictions on Church Road may cause problems for hearses accessing the church.

B. Responses received via online survey:

RESPONDENT	COMMENTS
(o1) Local resident, (Thame, Aylesbury Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **No opinion** As a regular worshiper at St Mary's Church I am aware of the pressure on parking in the area of Church Road and particularly about access for people with mobility problems attending the church for regular worship, weddings and funerals. There is at present only one disabled bay near the church gates. also, how will the proposed changes affect funerals, when hearses and limousines need access and waiting time? Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Partially support** As a regular worshiper and user of the church, I am aware there is insufficient parking for disabled people. Permit amendments – **Partially support** I assume visitors permits apply only to people visiting residents of the houses in Church Road; what about people visiting other premises, e.g. the Church? Any other comments?

(o2) Local resident, (Thame, Cavalier road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Partially support** New DYLs Lupton Road – **Partially support** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No objection** Parking acess for St Mary's church should not be affected for those with disabilities. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No objection** Disabled people should have priority access to St Mary's Thame Permit amendments – **Object** Church goers should be able to park in Church street Any other comments?
(o3) Local resident, (Thame, Cedar Crescent)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No objection** New DYLs Lupton Road – **No objection** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No objection** This would restrict access to the Church for the less mobile members of the congregation of the Church. Parking amendments:

	Permit holder Church Road – **Support** Shared-use North Street (west) – **No objection** Shared-use North Street (east) – **No objection** Formalisation DPPP Church Road – **Support** Space needed for elderly worshippers at St Mary's. Permit amendments – **Support** not supporting or objecting. Any other comments?
(o4) Member of public, (Thame, Cedar Crescent)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** I am not commenting on the DYL proposal Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support** Formalisation DPPP Church Road – **Object** As a member of Thame Church at St Mary's, I am concerned that these proposals will be disadvantageous to visitors to the church who have limited mobility, and to vehicles for occasions such as weddings and funerals who need to approach the church closely. The proposed "day ticket" system is not adequate for this purpose and is, moreover, a cost to a charity.

	I understand that you like the permit system for its ability to generate revenue but it is not helpful to remove all flexible parking and replace it with (expensive) paid access, though in this specific case I am sure the affected residents will have the most to say on the subject. Permit amendments – **Partially support** If they can afford them I suppose the residents can express their opinions, but for many this will be an unwelcome additional cost and it looks a lot like a revenue-raising scheme by yourselves, more than a sincere attempt to relive some awkward traffic situations. Any other comments? Maybe do a a bit more enforcement of the parking you have (and the restrictions, such as the zig-zags around the Pelican crossing in the High Street which frequently have people parked on them!) and make a quiet admission to yourselves that there are too many electric bays (or that they are severely under-specified, so that nobody chooses to use them) in the Southern Road ("Co-Op") car park! I don't object to electric charging bays but they are mostly unused in my experience so something is clearly not right and my EV-driving friends say they are too slow (and expensive) to be worth using. If you enforce correct parking, moving vehicles to the generous car parks then the issues around the parking in narrow streets will resolve itself!
(o5) Local resident, (Thame, Cedar Crescent)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** Restricted parking in Church road will impact heavily on those with limited mobility to access the church for worship, baptisms, funerals and mid week church activities including those for the elderly Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support**

	This will restrict access to the Church for those with limited mobility Permit amendments – **Object** As before , access to the Church will be restricted. The Church is busy throughout the week, not just Sundays Any other comments?
(o6) Member of public, (Thame, Cedar Crescent)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **No opinion** My concern, as per communications with Jon Beale and Jim Whiting of OCC in March, related to vehicular access to and egress from the Barns Centre/Cricket Club, which , of course, depends on parking in Church Rd . Vehicles parked too close to the current exit interfere with the exit of cars and prevent exit of larger vehicles requiring them to exit by the current entrance . The double yellow lines proposed at the exit would help, if not solve, this problem but they need to be of sufficient extent to allow for the turning circle required . If the permit holder spaces are for Residents, there seems to be provision for more than 8 ; I would prefer the excess to be disabled spaces as entry to the church for disabled is difficult enough already!. Another suggestion to assist circulation of traffic is to reverse the current entrance and exit but allowing again for corner turning circles Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Partially support** See above Permit amendments – **Partially support**

	Residents of Church Rd at 1 per house; others to park in Crendon Rd where there is ample parking especially overnight and at weekends . 1 or 2 special permits eg clergy, undertakers and TTC maintenance team in section nearest to St Mary's Any other comments? As above
(o7) Local resident, (Thame, Chinnor)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **Partially support** Cars on chinnor road and the top of queens road constantly park on the pavement. Cars speed through the narrowed access to try and beat other cars coming the other way. TTC and OCC never do anything about this. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** I don't understand why only church road gets residents parking when there are so many other streets in Thame with worse parking Permit amendments – **Partially support** The council is yet again prioritising residents living in the centre of town, and the dangerous parking on chinnor road and queens road are yet again ignored. Any other comments?

	I'd like to see councillors try and push a wheelchair or pushchair past parked cars on the pavement in chinnor and queens road.
(o8) Local resident, (Thame, Chinnor Road and Church Road)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **Support** Parking is at a premium on Chinnor Road, I think this will help the people who live at 103. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** I work in Church Road and go to St Mary's Church. I can see that the Church Road residents need residents parking but I would request that the 'two hours parking' is allowed. It would be particularly helpful for people attending church, visiting the churchyard etc. Permit amendments – **Object** I would hope that just people who live in Church Road can park in Church Road. Any other comments? As more of the centre of Thame becomes resident parking only, it will just push the parking problems further out of the town. Leading to parking issues for other residents. We are a society who rely on cars some plans to provide affordable parking for residents, visitors and people who work in Thame needs to take place, or the town centre will die. There is a field to the right of the old bridge in Priestend would make a great car park, it might be worth looking at that or other areas which could become car parks.

(o9) Member of public, (Thame, Church rd)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Object** I am particularly objecting to church road. This will affect so many worshippers attending church who have mobility issues. Not to mention the funerals, weddings and baptisms that are held. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **Object** The council are making things very difficult for Vulnerable people who have limited mobility to worship in church or visit Permit amendments – **Object** This would disproportionally marginalise vulnerable people trying to access town or their place of worship Any other comments? I think that better planning to support visitors, providing extra parking for the churches in Thame so that their congregations can widen
(o10) Local resident, (Thame, Church road)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **No objection** New DYLs Lupton Road – **No objection** Change from SYLs to DYLs Church Road – **Support** Remove DYLs Chinnor Road – **No objection**

	Church road parking is an issue for residents because of workers parking and night street Parker's who don't want to buy a permit Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** Parking is a problem Permit amendments – **Support** Church road needs parking Any other comments? Why start outside Nbr 3 not nbr 2 church road
(o11) Local resident, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Support** Remove DYLs Chinnor Road – **No opinion** The double yellow lines will make the restrictions clearer. Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion**

	The new permit holder bays will greatly benefit the residents of Church Road who have nowhere else to park. As things stand, the road is filled on a daily basis by people who work in Thame, and also by some who use it as a long term car park for days, weeks and even in some cases more than a month. Permit amendments – **Support** Visitors permits will be very useful. Any other comments?
(o12) Local resident, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **No opinion** Providing double yellow lines are only replacing the existing single yellow lines in Church Road Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No objection** Hopefully this would mean that the residents of Church Road would have parking places, unlike at the present when we often cannot find parking, due to shoppers, pub users, office workers and dog walkers. Permit amendments – **Support** Hopefully this would give us a guarantee of obtaining parking as non resident Parker's would be prevented from using our little road which is currently very congested. Any other comments?

	I presume the parking restrictions would be monitored?
(o13) As part of a group/organisation, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** Will make it difficult for old people and those who have difficulty walking to come to church for weekday services eg funerals, other activities if they can't park adjacent to the church Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** Same comment as made at item 3 Permit amendments – **Partially support** Appreciate the problem residents currently have to park their car near their home Any other comments?
(o14) As part of a group/organisation, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion**

	In Church Road, you are overlooking the number of disabled visitors to St Mary's Church. Rather than make some sections DYL, you could make them all disabled spaces, providing much needed accessibility for visitors to the church. Many of the properties in Ludsden Grove have off road parking, so why is so much street parking needed for residents? Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** I support the permit holder only bays outside the residential properties. Beyond that more consideration is needed for less abled visitors to St Mary's Church. Permit amendments – **Object** There is not enough space in the road to sustain this. Any other comments? I would like the council to agree out of offices hours parking with all offices in proximity to the town centre (including Waitrose). It is frustrating to see empty car parks in the evenings and at weekends
(o15) As part of a group/organisation, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** I am a member of Thame Church. The introduction of double yellow lines and permit holder only parking will mean that those with physical access needs will struggle to access to the church if they are not able to park in the closest disabled space. Moreover This will impact those attending weddings, funerals, baptisms, and regular services, and

	could be a barrier to members of the public wanting to worship. More disabled spaces at the church end of the road would help to alleviate this concern but that isn't currently being proposed. Parking restrictions in church road will inhibit the ability of the congregation to attend sunday worship. Many are older members of society and invalided. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** More disabled parking slots would be welcomed Permit amendments – **Object** What about casual parking for St Mary services during the week. Permits for visitors... how will that work for this group? Any other comments?
(o16) Local resident, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Support** As a regular user of St. Mary's Church, I know that parking for events there is already limited, with double yellow lines it will be impossible. The houses on Church road are large and all appear to have extensive off street parking so there seems no point to this restriction. There are regularly funerals and weddings for members of the community who will not be able to get to the church without reasonable provision of parking. The Barns Centre parking is restricted to Barns Centre use only so any visitor to church who is not active and mobile will not be able to access the church. If anything we need more church parking, not less. This will cause a very significant problem for the church and the community that attend church for significant life events.

	Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No objection** Shared-use North Street (east) – **No objection** Formalisation DPPP Church Road – **Support** As previously stated, if anything more disabled bays are needed. Permit holder bays are surely not required for the very substantial properties on Church road who have extensive off street parking. Permit amendments – **Object** I object to residents of Church Road having preferential parking over visitors to the church, they already have plenty of parking space off road, and should not be allowed to dominate the limited on street parking options. The Church is isolated from the centre of town and this makes walking to the church for elderly or mobility impaired very difficult or impossible. The church takes the funerals and weddings for the whole town, these do not take place on Sundays but during the week. How are people supposed to get there if they are disabled in any way? Or simply visiting the area from out of town for a family funeral? How can the church put on community events without parking? There is no parking designated for the church as present - surely this is more of a priority that residents who want extra spaces reserved? Any other comments? Thank you for consulting properly for these proposals, I do hope that this results in a workable solution for everyone.
(o17) As a business, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **No opinion** As the Trustees and staff at Thame Barns Centre, a community centre serving the whole of Thame and surrounding area we often have visitors who have no choice but to arrive by car particularly those with mobility issues. Although we have a car parked which is shared by the Cricket Club parking can be difficult. To allow visitors to park for two hours in Church Road would help elevate some of the pressure. We would also like to suggest that only residents from Church

	Road can use the spaces in Church Road. We are also worried that it will force visitors to Thame to park in our car park, which happens already. This will add pressure to on our parking spaces. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** We would fully support residents parking in Church Road if the two hours for anyone was permitted, as in some other areas in Thame. We fully support the formalisation of the disabled bay. Permit amendments – **Object** We feel that on residents of Church Road should be able to park in Church Road. Any other comments? As Trustees and staff at Thame Barns Centre we wonder if we will be issued with parking permits for Staff? We wonder when this work is being done if the white line on the exit road for Thame Barns Centre and the Cricket Club could be extended. Bigger vehicles have great difficulty turning out of the the exit due to cars being parked to close to the White Line and therefore have to exit using the 'in-only' road causing significant danger for pedestrians and incoming vehicles.
(o18) As part of a group/organisation, (Thame, Church Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** I write to you as Rector of Thame.

	We conduct many funerals in the church for the churchyard is also the cemetry for Thame. We also host many events for the public and other services. There is no car park for the church and visitors must use either public car parks or other spaces (and please bear in mind that The Barns Centre is not a church facility and parking can only be used by users of the Centre and the Cricket Club). Placing double yellow lines will prevent those with mobility issues accessing the church. Formalising the sole informal disabled space would not be sufficient as many events are attended by more than one person needing such a parking space. Those with mobility issues without a Blue Badge would not be able to access the church if double yellows are placed alongside the whole road. Steps to access Priest End prevent that access point being used. Please reconsider the proposed action and provide substantially more disabled places on Church Road and provide a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates. I would be pleased to meet with your officer to help understand the level of problem the proposed action will have on access to the Church. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Partially support** Please see previous comments relating to the scheme for Church Road: I write to you as Rector of Thame. We conduct many funerals in the church for the churchyard is also the cemetry for Thame. We also host many events for the public and other services. There is no car park for the church and visitors must use either public car parks or other spaces (and please bear in mind that The Barns Centre is not a church facility and parking can only be used by users of the Centre and the Cricket Club). Placing double yellow lines will prevent those with mobility issues accessing the church. Formalising the sole informal disabled space would not be sufficient as many events are attended by more than one person needing such a parking space. Those with mobility issues without a Blue Badge would not be able to access the church if double yellows are placed alongside the whole road. Steps to access Priest End prevent that access point being used. Please reconsider the proposed action and provide substantially more disabled places on Church Road and provide a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates.

	I would be pleased to meet with your officer to help understand the level of problem the proposed action will have on access to the Church. Permit amendments – **Partially support** We have sympathy for the inconvenience for residents of Church Road and they should be permitted to park in the street where they have done so for many years. Any other comments?
(o19) As part of a group/organisation, (Thame, church road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Partially support** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** on church road would make it difficult for those with mobility issue to attend the church, this impacts sunday services, funerals, weddings, and many other events that the church hosts for the town. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** would need to ensure there are several disabled persons parking, or the church has permits Permit amendments – **Partially support** the issue with that is doesnt allow for visitors as these are normally registered to a car Any other comments?

(o20) As part of a group/organisation, (Thame, Church Road (St. Mary's Church))	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** Please give consideration to those who may require disabled access to St. Mary's church and churchyard, as the gate at Church Road is the only entrance which allows flat, vehicular access. Currently there is one space being used adjacent to the gate for those requiring disabled access, but there may well be a need for more such spaces either for church services or on other occasions such as funerals, weddings and the like. Unless additional disabled parking bays are provided, then the introduction of double yellow lines and resident parking permits in Church Road would seriously affect those who need disabled access to the church and churchyard. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** Same reason as given under 3. Permit amendments – **Partially support** Please see response under 3. Any other comments? My main point was made under 3 with relation to the provision of additional disabled parking bays in Church Road for access to the church and churchyard.
(o21) Local resident, (Thame, Coombe Hill Crescent)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **No opinion**

	New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **No opinion** The current proposals only include one disabled parking space at the church end of Church Road. This will limit access to the church for disabled drivers. And will cause congestion if people drive down the road to see if there is a space. if taken, will need to manoeuvre out again. The likelihood of this will increase if only one disabled space. More disabled spaces are required. Three or four? Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** More than one disabled space needed at church end of Church Road. This is the only disabled access to the church. Permit amendments – **No opinion** no opinion Any other comments?
(o22) Local resident, (Thame, coombehill cresecent)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** The majority of worshipers at Thame Church are elderly and attending funerals / services will be more difficult for them. Parking amendments:

	Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Object** Basically , please, anything that helps elderly / disabled people access the St Marys church easily, and quickly would be appreciated. Permit amendments – **Partially support** Obviously residents of the area need space to park , but if some consideration could be made for elderly / disabled attendees of St Marys so they don't have to walk too far that would be good. Any other comments?
(o23) Local resident, (Thame, Corbetts way)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Object** I understand the need to ensure that local residents to be able to park in their roads, but what needs to be included is a provision for disabled spaces for those attended services at the church. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **Support** As stated previously Permit amendments – **Partially support**

	Include disabled parking Any other comments? None
(o24) Local resident, (Thame, Cromwell Avenue)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** There is need for ample disabled parking for people attending the church for a variety of events and services so do not support double yellow lines in Church Road. I do support the new DYLs in Ludsden Grove to permit owners and emergency vehicles to have access at all times to get in and out of their property and prevent people from parking there for school drop-offs, etc. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** I support having enough/more disabled parking bays on Church Road for those wanting access to the church for events and services, but only if it isn't onerous to obtain a permit for those really needing space to park. Permit amendments – **Partially support** Residents should be able to park near their property and allow visitors for these residents to have an easy way of being able to park near these properties. Any other comments?

(o25) Local resident, (Thame, East Street)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** The introduction of double yellow lines and permit only parking will mean that those with physical access needs will struggle to access St Mary's Church. A solution to this would be to increase the number of disabled parking spaces at the church end of the road. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** The introduction of permit only spaces may reduce the ability of those with physical access needs to access St Mary's Church. A solution would be to increase the number of disabled parking spaces at the church end of the road. Permit amendments – **No opinion** N/A Any other comments?
(o26) Local resident, (Thame, Griffin Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion**

	Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** As member of St.Mary's Church dyls will present a problem for many members of the congregation attending services, particularly those with mobility issues . Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support** Formalisation DPPP Church Road – **Object** Not all people with mobility issues have blue badges and access from priest end adjacent to the Prebendal is via steep uneven steps. Permit amendments – **Object** The implementation of permits in these areas risks a detrimental affect on the town generally but in particular to St. Mary's church. Any other comments? Whilst I accept that town parking has become more of an issue for residents in the town centre I think that Church Road in particular should be considered a special case .
(o27) Local Cllr (i.e. Town/Parish/District), (Thame, Hampden Avenue)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **Support** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** Many elderly and some disabled people attend Church on a Sunday morning and they would be completely unable to access the church from the Priest End/Prebendal road owing to only being able to access the church via steep steps at both ends.

	Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Support** Shared-use North Street (east) – **Support** Formalisation DPPP Church Road – **Support** My reason for objecting to the proposal on Church Road can be found on the previous page. Permit amendments – **Support** I believe that residents should be able to park their vehicles and those of their visitors in parking spaces, but I believe that there is a different situation on Church Road as it is providing access to the Church and needs to be accessible to vehicles for dropping off attendees and in some cases parking also. Any other comments?
(o28) Local Cllr (i.e. Town/Parish/District), (Thame, Hazel Avenue)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Partially support** New DYLs Lupton Road – **Partially support** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** Parking restrictions in Church Road will cut off access to services for the older cohort. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** As previously stated.

	Permit amendments – **No objection** . Any other comments? No problem
(o29) Local resident, (Thame, Hazel Avenue)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** There is currently no proposal to put disabled spaces in Church Road. Many residents access the church, not just for the regular services but also the many community events that takes place there, and sporadic attendance at funerals, baptisms etc. to not provide disabled parking if DYL are put it place will stop disabled people accessing these vital events, and religious services. There is no other place to park close enough to the church entrance to facilitate disabled access. I have no opinion on putting DYL on church road, but very, very strongly object if this is done without provision of disabled parking spaces. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Partially support** Church Road needs more than one disabled space! Permit amendments – **No opinion** No opinion Any other comments?

(o30) Local resident, (Thame, Henrietta Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** This will limit the accessibility of St Mary's Church. Anyone with impaired mobility has to park in Church Road to be able to access the church as all other routes have steps. It seems a very wrong thing to restrict access for disabled people to the services offered by the Church. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** Please see previous answer Permit amendments – **Object** Please see previous response Any other comments? Please see previous response, I find it incredible to think you are considering restricting disabled access to the major church in Thame. One bay will obviously not be enough.
(o31) Local resident, (Thame, Holliers Close)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion**

	New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** Accessibility to St Mary's church is essential for the elderly and disabled attending weddings, concerts and funerals as well as Sunday services Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** Same as before - a couple of disabled spaces would not be enough Permit amendments – **Partially support** cost? Any other comments?
(o32) Local resident, (Thame, Kings Close)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **Support** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **Support** Concerns that their should be more legal disabled spaces near the church gates to aid those less able to attend Funerals, Weddings, baptisms and regular services. Parking amendments: Permit holder Church Road – **Support**

	Shared-use North Street (west) – **Support** Shared-use North Street (east) – **Support** Formalisation DPPP Church Road – **Partially support** Again worried that there would not be enough disabled parking areas nearest the Church for those less abled to worship. Permit amendments – **Support** As long as there is a way for communication with those who have permits to understand community events areas will need to be cleared. Any other comments? Please would the County consider the other road close to the High Street as where I live in Kings Close, those working in the town are parking in these no limit residential areas. Causing issues for those with no off street parking who live in this road.
(o33) Local resident, (Thame, Lambert Walk)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** I am one of a number of people who transport elderly and infirm people to St. Mary's Church. If we cannot park in Church Road, it would deprive these people of the chance of worshiping. There is also a monthly 55+ lunch where the least able need to be as near the church as possible. During the summer, the Cricket Club and Thame Barns use most of the parking behind Thame Barns. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support**

	Formalisation DPPP Church Road – **Support** One disabled place on Church Road is insufficient to meet the needs of the elderly and frail who attend church regularly or attend funerals. There also needs to be access to park a hearse and funeral cars. Permit amendments – **Object** Thame is a vibrant community and this will stifle the economy and accessability to the facilities in Thame. Any other comments? My sister lives in Brighton and residents' parking permits have not helped them to park near their home. Without a local paper, we have not heard any comments from residents demanding these parking restrictions. I never see anyone getting argumentative about parking. While the car park behind the closed Co-op remains relatively empty, some of these spaces could be allocated to residents' parking. I cannot see what positive purpose will be served by these restrictions.
(o34) As part of a group/organisation, (Thame, Lashlake Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** There needs to be some flexibility for very short term waiting at the end of Church Road for dropping off elderly and infirm passengers and safely seeing them unto Church. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** This seems to be an excessive measure to deal with the problem if it is all day parking. Why not combine a residents scheme with a 4 hour restriction.

	Permit amendments – **Partially support** Can understand why there are reasons for precluding all day parking by workers in Thame but Church Road is also used on a shorter term basis by visitors to the church. For example once a month we have a social and lunch event in church for the elderly, many of whom have restricted mobility and appreciate being able to park nearby. This is particularly the case as the main alternative, Priestend, often has limited parking available and access to the Church is up awkward steps. The same can apply to funerals. Any other comments? Without properly addressing the need for affordable daytime parking for workers, these restrictions can push the problem on to other roads. e.g. Lashlake Road and surrounding roads are already used for long term parking.
(o35) Local resident, (Thame, Ludlow drive)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Partially support** New DYLs Lupton Road – **Partially support** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Partially support** I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support** Formalisation DPPP Church Road – **Support** I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal. Making the disabled bays easier to see would be positive Permit amendments – **Partially support**

	I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal. Any other comments? Some changes would be useful - however I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal.
(o36) Local resident, (Thame, Ludsden Grove)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Support** Remove DYLs Chinnor Road – **No opinion** Parking for residence is a real problem causing access problems and in some cases (Ludsden Grove) the road is not wide enough to accommodate on street parking. Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Support** Shared-use North Street (east) – **Support** Formalisation DPPP Church Road – **No opinion** Residence parking is an issue, road sides are overcrowded Permit amendments – **Support** They need to park near their properties Any other comments? I think it is important to provide free or inexpensive parking to protect the town centre businesses

(o37) Local resident, (Thame, Ludsden Grove)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **Support** Change from SYLs to DYLs Church Road – **Support** Remove DYLs Chinnor Road – **Support** We have lived in Ludsden Grove for 50 years and we have had to suffer the increase in traffic using the road as the only vehicle entrance to Barley Hill School. We live opposite the supposed turning point just outside the school gates, parents use the turning point and park on the single yellow lines and on the pavements which means at school opening and closing times the road becomes blocked. The traffic has increased since the school has shut the access gate from the Cattle Market. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support** Formalisation DPPP Church Road – **Support** These parking amendments are very sensible. Permit amendments – **No opinion** I can see reasons for and against these permits. Any other comments? I would like to move from Ludsden Grove due to the problems caused by Barley Hill School.
(o38) Rather not say, (Thame, Lupton road)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **No opinion**

	Remove DYLs Chinnor Road – **No opinion** I am objecting because the problem with Lupton Road is the lorry's queuing to go into the builders merchants along the middle of the road. As they only allow one lorry at a time they queue and nobody can pass. Double yellow lines will not stop this and the road is not wide enough for two lorry's to pass even with double yellow lines. Let alone a lorry and a vehicle. As there is not enough space at the end for lorry's to turn they reverse double yellow lines will not ease any of this. Kind regards Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** No opinion Permit amendments – **No opinion** No opinion Any other comments? Object to double yellow lines along Lupton road
(o39) Local resident, (Thame, Maple Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No objection** New DYLs Lupton Road – **No objection** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No objection** I object to DYLs on the lower part of Church Road, (beyond the Barns Centre and Cricket Club exit) as there is a need for multiple disabled parking places for relevant churchgoers. There is no alternative close location for parking. Parking amendments:

	Permit holder Church Road – **Support** Shared-use North Street (west) – **No objection** Shared-use North Street (east) – **No objection** Formalisation DPPP Church Road – **Support** Permit holder bays on the upper section of Church Road is OK providing there is sufficient room for vehicles exiting to be positioned in the left hand lane to allow vehicles to enter, which is not the case currently. Also as highlighted previously there is a need for multiple disabled places not just one Permit amendments – **Support** They have to be able to park somewhere! Any other comments?
(o40) Local resident, (Thame, Naseby Close)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** The drivers of less abled people being dropped off at the church will need to wait to take them Into the church or Barnes centre Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** Good to protect residents rights to park but I hope there would be spaces for those not able to walk far. Permit amendments – **Support**

	Residents need to be assured of a parking space Any other comments? If the pavements and roads were improved it would encourage people to walk or cycle!
(o41) Local resident, (Thame, None - Retired)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No objection** Remove DYLs Chinnor Road – **No opinion** I am a Blue Badge user. Parking amendments: Permit holder Church Road – **No objection** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** I am a Blue Badge user. Permit amendments – **No objection** Helpful to residents. Any other comments?
(o42) Local resident, (Thame, North St)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion**

	Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** I have no specific opinion about but generally support residennts ahving available parking. MAny properties in Thame dont ahve off street parking and there are 4 central car paks in the town for visitors. Also many people are in walking distance of the shops and there are local buses which should be used over driving into town. Raods should be kept clear for emergcy vheicle access. Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **No objection** Formalisation DPPP Church Road – **No opinion** There is currently insufficnet residents parking in North St. The recent introduction of residents parking has radically improved the situation and it would be a retograde step to change the residents only bays. There are already numerous unresticted parking bays on the Eastside and an additional 2 restricted time bays would be welcome. Permit amendments – **Partially support** If there are enough new residents parking bay I would support this. If the rsidents parking bays were reduced or not increased sufficiently it seems unfair to expect people to pay for parking that might not be avaible. Any other comments? I generally support residents having restricted use parking bay available for their use. Many properties in Thame don't have off street parking and there are 4 central car paks in the town for visitors. Also many people are in walking distance of the shops where they can leave their cars and there are local buses which should be used over driving into town. Roads should be kept clear for emergcy vheicle access.
(o43) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion**

	Remove DYLs Chinnor Road – **No opinion** No opinion Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Support** Formalisation DPPP Church Road – **No opinion** Objection to 'new Shared-use parking bays on west side of North Street' as the current parking restrictions on North Street are not routinely enforced. The proposed change would further benefit the causal opportunist, to the detriment of residents and businesses, if routine enforcement is not introduced alongside the proposed changes. The proposal would be supported if routine enforcement is guaranteed. Permit amendments – **No opinion** No opinion Any other comments?
(o44) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** No opinion Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object**

	Formalisation DPPP Church Road – **No opinion** Some residents living on North Street struggle to park on a regular basis as it is, let alone having some of the spaces compromised by the new proposal of shared-use parking bays. Reducing the residents only bays will greatly impact our lives for what seems like no reason at all. If the proposed plan goes ahead I certainly won't be paying the Council £100 for a permit which doesn't guarantee regular parking places for local residents. Permit amendments – **No opinion** No opinion Any other comments?
(o45) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **Support** Change from SYLs to DYLs Church Road – **Support** Remove DYLs Chinnor Road – **Support** Parking needs to be controlled more effectively in Thame. Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **Support** Shared-use North Street (east) – **Support** Formalisation DPPP Church Road – **Support** Parking needs to be more strongly controlled in Thame. Permit amendments – **No objection** Parking needs to be more strongly controlled in Thame.

	Any other comments?
(o46) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** n/a Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** The current permit holder only restriction in the parking bays on the west side of North Street is not frequently enforced by the company contracted by the council. Every week (Monday – Saturday) when the bays are restricted to permit holders, vehicles without permits park in the spaces and it is exceedingly rare for them to be given a penalty notice. I understand that the parking team at Oxfordshire County Council has previously said that their budget does not allow for regular parking warden patrols in Thame so there seems to be little point in introducing new restrictions, especially if the wardens are not able to patrol the road several times a day to enforce the two-hour limit. Local visitors and businesses are aware that the current restrictions mean little, and I believe that introducing the two-hour window in the section adjacent to 5A will encourage further illegal parking, both here and in the parking bay adjacent to 6 – 13 North Street. This will mean residents who are paying for a permit will be even less likely to be able to park. Permit amendments – **No opinion** n/a Any other comments?

(o47) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** My objection is the changes to North Street parking Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **No opinion** Having paid £100 to park in the vicinity of my house on North Street this last year , I don't understand why I would still have to pay £100 and have to share it with other non residents due to the proposed changes . There is not enough parking anyway let alone having to share the limited spaces with shoppers when there are plenty of parking areas close to the shops. Permit amendments – **No objection** It is nice to have space to park in the vicinity of your home Any other comments? It has worked well on North street for the past year and now I can't understand why you have to change the system to allow the 2 hour no rerun rule
(o48) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **Partially support**

	Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Support** To reduce knock on effect to town centre parking. Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **Support** I strongly object to new shared-use parking bays on west side of North Street because there is already inadequate parking for the number of Permit Holders living on North Street. Also, North Street Permit Holders will be paying the same amount annually for less spaces and subsidising non-permit holders who pay nothing for their two-hour slots. Presently there is inadequate policing of the bays. And the present 6pm lifting of restrictions also means that anyone returning from work is likely to loose their potential space to a non-paying visitor for the night. The disabled, old and families with young children who benefited from the new Permits are already having to park away from their homes on North Street. This is the first time that we have had Permits and they are already being compromised. Permit amendments – **Support** Because people who buy a property in the centre of Thame need somewhere to park. Residents add so much to the town centre. If they can't park it is a disincentive to buy and live here. Any other comments? If we cannot park outside our homes in Thame town centre then where does the council suggest we park? Are residents who maintain the fabric of the historic houses in the Conservation Area less valued than visitors, many of whom drive larger vehicles that take up more than a single space?
(o49) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object**

	Remove DYLs Chinnor Road – **Support** There is already inadequate parking available for town centre residents. These residents, of course, include the elderly and parents with young children who pay an annual fee to park close to their homes Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **Support** Regarding new Shared-use parking bays on the west side of North Street - after 30 years of waiting North Street residents finally had the opportunity to purchase Parking Permits in late 2023. We were given guaranteed space for approximately 11 cars. These new proposals are for guaranteed space for Permit Holders for six cars only. For the elderly and young families especially, the new proposals would mean that fee-paying Permit Holders will have to compete for spaces with motorists paying no fee at all. In consequence, one can only conclude that business interests are given precedence over the interests of the people who live in (and contribute a great deal to) Thame town centre. Regarding new Shared-use parking bays on the east side of North Street - at best, this is space for two vehicles only and as it is shared-use is no compensation for the five spaces for Permit Holders only that would be lost on the west side of the street. Permit amendments – **Support** The residents of Thame contribute a great deal to how the town appears to visitors. Certainly those residents abiding by the requirements of the Conservation Area, spend a considerable amount of money improving and maintaining their properties. Yet because of work requirements and/or the lack of facilities in the town it is almost essential for residents to own their own form of transport. Taxis are prohibitively expensive for anything more than a short journey and the busses keep changing and do not run in the early hours. A journey of any length without a car is a costly and time-consuming proposition*. Because of the lack of any adequate alternatives Thame town centre residents almost inevitably have to own a car. And those residents surely, should be allowed to park close to their properties. * For example, from personal experience a day-return to Bristol using pubic transport (bus, two trains and a taxi both ways) is considerably more expensive and time-consuming than driving and parking in a city-centre car park for 10 hours.

	Any other comments? To summarise: Regarding North Street, the space granted to fee-paying residents a year ago has been halved. Should these proposals go ahead, any visitor paying no fee at all could park in a shared-use bay from 16:05 until the following morning denying a fee-paying resident who lives in front of that bay space to park when they return from work, bringing the kids home from school or, say, from an appointment at an Oxford hospital. The reduction of Permit Holders only space is a great loss to North Street residents who, by undertaking much of their shopping and social activities in the town centre, make a considerable contribution to the local economy.
(o50) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **Partially support** the introduction of DYL reduces the overall parking in the roads highlighted at all times - it might be more acceptable in busy periods Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **Support** The changes to residents parking bays in North Street is a "massive" No/Object the overall number of residents bays is being reduced (it is only 12 months since they were introduced) and the residents will pay £100 per vehicle yet Non residents will pay nothing I think it is 11 bays going down to 5 this is totally unacceptable Permit amendments – **Support** I believe that those with residents permits should be able to apply for visitors permits it might be that you are not so generous with the visitors permits - the revised 25 and 25 model seems to make sense

	Any other comments? Yes there is nothing in the proposals to cater for residents with electric vehicles and the provision of "on street" parking - I have offered to trial a solution on North Street which could be offered to other residents with electric vehicles.
(o51) Local resident, (Thame, North Street)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** I am not giving an opinion because i do not live on any of those roads Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **No opinion** As a resident of North Street , I strongly object to the proposed changes to the parking in North Street. My husband and I pay £100 each for parking permits and as it is we struggle to always manage to park on North Street. Please could the parking remain as it is . If anything, please could parking guidance be painted on the road as some drivers do not use the space in an efficient manner and if they did we could maximise the number of spaces on North Street for everyone. Thank you Permit amendments – **No opinion** I do not live on these streets so do not feel i can comment. Any other comments? Please be mindful of the residents in Thame who are paying £100 a year for the permits. If they feel that they are not getting value for money they may stop paying for the permits. As residents we try to look after our properties in the

	knowledge that they are in public view, we also contribute much to the local economy by buying locally as much as we can. Thank you. Please keep the parking the same on North Street.
(o52) Local resident, (Thame, Overton Drive)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** People with disabilities need close access to the Church. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** The disabled space on Church Road has been unofficial for too long Permit amendments – **No opinion** I don't live in these areas Any other comments?
(o53) Local resident, (Thame, Oxford road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Support**

	The restrictions will make it very difficult for people using the church- no parking for services, funerals & weddings. Particularly hard for the elderly who cannot walk far. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support** Formalisation DPPP Church Road – **Partially support** Formalisation of disabled parking Permit amendments – **Partially support** To make it easier for residents to park Any other comments?
(o54) Local resident, (Thame, Pearce Way)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **Partially support** New DYLs Lupton Road – **Partially support** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **Partially support** To keep traffic moving Parking amendments: Permit holder Church Road – **No objection** Shared-use North Street (west) – **No objection** Shared-use North Street (east) – **No objection** Formalisation DPPP Church Road – **No objection** I have no obje tions but Blue Badge holders should display their badge

	Permit amendments – **Support** Helps visitors and residents to park their vehicles Any other comments?
(o55) Local resident, (Thame, Roman Way)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** This would mean that people with physical access needs will struggle to access the church if they are not able to park in the closest disabled space. This will impact those attending Church regular services, funerals, weddings, baptisms and would mean a barrier on those wanting to worship.MORE DISABLED SPACES AT THE END OF THE ROAD WILL help aleviate this concern. This however, is not being currently proposed. PLEASE PLEASE rethink this and provide spaces for the disabled. I HOPE IT IS AN OVERSIGHT BY OXFORDSHIRE COUNTY COUNCIL not realising there is a Church at the end of the road and not a deliberate plan to stop the disabled from going into the Church. With regard to the other roads I am unable to give an opinion as I don't know the areas. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No objection** Shared-use North Street (east) – **No objection** Formalisation DPPP Church Road – **Support** Bur we need MORE DISABLED PARKING BAYS ON CHURCH ROAD. Permit amendments – **Partially support** I do not drive so I am unable to comment.

	Any other comments? I am a Thame resident, but do not drive. So in all honesty I am not able to comment on most of the proposals in general. HOWEVER, the Church Road Disabled parking is important to me as I know a number of people who require this type of parking and as it is, we struggle only having one disabled space. PLEASE increase this to two or three at least. There are many who come to St. Mary's Church (Thame Church) and it is open daily for visitors and worshippers.
(o56) As part of a group/organisation, (Thame, St Mary's Church/ Thame Barns Centre)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** It will restrict users visiting either Thame Barns Centre and/or St Mary's Church from parking and limit visitors particularly those with mobility issues but no blue badge Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** Permit holder only bays will prevent users of Thame Barns Centre and St Mary's Church using the spaces- this will particularly impact those with mobility issues but no blue badge Permit amendments – **Object** As previous Any other comments? None

(o57) Local resident, (Thame, Stuart Way)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Partially support** I'm objecting as Thame is a growing town yet getting less and less parking. These proposals are, again, trying to fix a problem that doesn't exist!!! And by people who don't live here no doubt! We need more parking in Thame, not less. Church Road is a good example - the fact that so many people do park there shows it's needed. If it's DYL'd then where do they park??!! I object most strongly to these proposals. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** As above Permit amendments – **Support** If you introduce permit holder parking spaces, you are duty bound to create more parking for this 'already short of parking spaces' town! Any other comments?
(o58) As a business, (Thame, Thame Town Cricket Club, Church Road, Thame.)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Support** Remove DYLs Chinnor Road – **No opinion**

	Church Road is a very busy road as it is feeder road to various business including the Cricket Club, Barns Centre and St Marys Church. The Cricket Club has it's own carpark with the Barns Centre having use of some spaces and the Church 2 spaces. Although we agree with double yellow lines to help ease the flow of traffic on Church Road we have concerns regarding residents parking and the general lack of parking for any one else, Church goers will be severely restricted and a lot of them are elderly. We are concerned that this will mean that people will try and park in our car park even if they are not using the cricket club facilities. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No objection** Shared-use North Street (east) – **No objection** Formalisation DPPP Church Road – **No objection** We agree that the parking opposite numbers 3 - 6 for residents should be for residents but do not agree with residents parking opposite the Tithe Barn and North exit to Barns Centre and Cricket Club. Thought also needs to be given to the exit from the Cricket Club car park as it is very tight if cars park over the current white line. Permit amendments – **Partially support** As previously stated. Any other comments? The entrance into Church Road needs to be carefully considered as at present a disabled car parks on double yellow lines and makes it very difficult for cars going in and out of the road.
(o59) Local resident, (Thame, Warren Mead)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **Object** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion**

	There is already a significant increase in long HGVs using Wenman Road, to 'wait', these Lorries are stopping for several minutes up to longer, usually with engines running. They are alongside residential properties. Your proposals will obviously increase this. You seem to totally ignore the hundreds of residents living alongside Wenman Road Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No opinion** How often do any traffic violations result in any consequence. I have never known an area where people park regularly on zig zag lines Permit amendments – **No opinion** You should think more of human beings and the people who are actually funding your schemes than you do. Any other comments? Please undertake an up to date survey of traffic use along Wenman Road, amount of vehicles, speed of HGV.s , increase of house vibration and shaking. Large heavy electric vehicles - increase in brake dust- Heavy vehicles often waste trucks, heavy machinery hire, accelerate and then have to brake at the corner of Wenman Rd, as do many vehicles. Oxon County Council really do not seem to apply the considerations to areas outside of Oxford city and there is no enforcement.
(o60) Local resident, (Thame, Wellington Street)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Partially support** New DYLs Lupton Road – **Partially support** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** I. Have greatly reduced mobility and would find it near on impossible to attend anything at StcMarus Thame Parking amendments:

	Permit holder Church Road – **Object** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support** Formalisation DPPP Church Road – **Support** Re Church Road. I have reduced Mobility now and find it nearly impossible to attend St Marys Permit amendments – **No opinion** See previous Any other comments?
(o61) As part of a group/organisation, (Thame, Willow Road but responding on behalf of Thame Church)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** As a member of Thame Church, I object to some of the planned Residents only changes in Church Road. Already the elderly and those others with mobility issues find it difficult to park close enough to the church. Church Road provides the only level access to the church. The proposed changes would discourage those people who are amongst the most needy of our support from attending our services. This applies not only to our regular Sunday services but also to those attending weddings, baptisms and funerals. St Mary's is Thame's Parish Church and thus requires more support from the community, not less. Oxfordshire County Council exists to serve the needs of the community and I encourage OCC to bear this in mind when considering these plans. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support**

	As a member of Thame Church, I object to some of the planned Residents only changes in Church Road. Already the elderly and those others with mobility issues find it difficult to park close enough to the church. Church Road provides the only level access to the church. The proposed changes would discourage those people who are amongst the most needy of our support from attending our services. This applies not only to our regular Sunday services but also to those attending weddings, baptisms and funerals. St Mary's is Thame's Parish Church and thus requires more support from the community, not less. Oxfordshire County Council exists to serve the needs of the community and I encourage OCC to bear this in mind when considering these plans. Permit amendments – **Partially support** The provision of Residents' & Visitors' permits should not apply to the two bays closest to the church - opposite Tythe Barn and north of Barns Centre exit. Any other comments?
(o62) Local resident, (Thame, Youens Drive)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Partially support** New DYLs Lupton Road – **Partially support** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **Partially support** Church Road - this road provides access to the Church, especially to those who may have physical disabilities and need to access the Church. Putting in DYLs on this road in particular will be reducing access for a wide range of people for a wide range of activities in the Church such as Weddings, funerals, civic events and regular worship days. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Partially support** Shared-use North Street (east) – **Partially support** Formalisation DPPP Church Road – **Support**

	All of the above restrictions, in my view, are only going to work if there are adequate Disabled Persons Parking. The majority of persons taking up existing spaces, apart from Sundays in Church Road, are persons coming into the community to go to their work places and who are seeking reduced cost/no cost parking. Permit amendments – **Partially support** As with any new system, we have to be sure this route will serve the residents that the change says it will. At present, the main objection I have is that the restrictions on Church Road will disadvantage those persons with disabilities who need access to the church. In these times of increasing cost of living issues, anxieties about reduction in persons attending Church and other such issues, it is important that the church, the centre of the community in times past and now, should be readily accessible. Any other comments? As stated, the restrictions, especially in Church Road, need to be ones that serve the residents but also pays attention to the accessibility issues of disabled persons in the community and their ability to access the public space of the church.
(o63) Local resident, (Thame, cedar crescent)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** this will ignore the needs of disabled people going to church Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Object** bays at the bottom of the road should be kept for disabled parking only

	Permit amendments – **No opinion** no opinion on this Any other comments?
(o64) Local resident, (Thame, Cotmore)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **Support** No parking for attendees of church events e.g. funerals and weddings. Two disabled spaces aren't enough for the number of people who need close access. The disabled spot at the entrance to the road is too far away from the church. Parking amendments: Permit holder Church Road – **Partially support** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** Formalisation of the disabled parking bay plus 2 more would be excellent to ensure the church is easily accessible. Permit amendments – **Partially support** Mainly concerned about the Church Road developments. Any other comments?
(o65) Local resident, (Thame, Dorchester Place)	Double Yellow Lines: New DYLs Church Road – **Object**

	New DYLs Ludsden Grove – **Object** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** over 80 and use the parking place in question. Since I have restricted walking. I have to use my car. these changes would severely restrict my wife and I for visiting the church, especially since I am on a church committee and choir etc and often need to access the church. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **Partially support** why are there no spaces in the Barns centre/ (cricket area. particularly on a Sundayz Permit amendments – **Object** Could be open to incorrect permit use, could affect town visitors Any other comments? road by prebendal is often full of cars of workers finding unlimited parking. why not make part one side visiting for say 3 hours..
(o66) Local resident, (Thame, Fish Ponds)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion**

	I attend St Mary's church and having attended funerals during the working week and these restrictions would prevent a significant number with mobility issues from accessing the church. There is no other available space for these to use. I would request you increase disabled parking by a significant amount. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **No objection** See previous comments Permit amendments – **Object** As previously expressed Any other comments?
(o67) Local resident, (Thame, Nelson St)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** I object on the grounds that there is little to no provision for the infirm to park along this stretch of road. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **Support** Shared-use North Street (east) – **Support** Formalisation DPPP Church Road – **Support** as above

	Permit amendments – **Object** as above Any other comments?
(o68) Local resident, (Thame, North St)	Double Yellow Lines: New DYLs Church Road – **No opinion** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** N/a Parking amendments: Permit holder Church Road – **No opinion** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **No opinion** As a resident of North St, I oppose the shared parking plans. The current scheme has only just been introduced and has improved parking for residents to a degree. We are now able to park near our house most of the time. However it is abused by non residents often and parking wardens/penalties are not used enough to enforce the new rules. The app which allows individuals to highlight infringement is unethical- we shouldn't have to inform on others and impractical. It still requires a warden to follow up. The scheme proposed will make 'these problems worse, increasing the number and frequency of non resident parking , reducing space for residents and further eroding enforcement. I do not understand why the parking on North St needs changing, there is currently public parking at the cattle market and at both ends of the high street for non residents . If there is a problem with parking then development plans for the cattle market may need reconsidering. This will seriously impact on the towns allocation and unpopular tinkering with North St's parking will not alleviate this.

	I do not see any suggestion that non resident will have to pay to use the North St parking, whilst resident do pay £100 p year with no guarantee of a parking place and at times having to pay twice - at the cattle market when parking places outside our house are used by non-payers. This does not feel equitable. Or encourage non resident to use currently available regulated parking If non resident parkers had to pay to use North St it may encourage them to consider their options. At present they have free parking close to town, with little fear of enforcement if they overstay, and at the residents' expense. They may use other paying parking accessible for all if enforcement and payment was properly implemented. or better still the new unworkable proposal was dropped. Permit amendments – **No objection** It's fair. Any other comments? I am keen to see Thame continue as a r Thriving local community and centre. I welcome the 20 mph speed limit and would be keen to see it enlarged. Thame should work hard to make the town a pedestrian and cycle friendly town. The speed limit is a start. I would be keen to see the corn market become fully pedestrian too. Car parking is necessary but car users should expect to pay for this pricakage,especially around the centre of town. Car users should be encouraged by Y price to lose the numeros existing car parks. I would like to see more enforcement of traffic/parking regulation including fining off cars parked on pavements, too near crossings and junctions.
(o69) Local resident, (Thame, North street)	Double Yellow Lines: New DYLs Church Road – **Partially support** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Partially support** Remove DYLs Chinnor Road – **Support** Chinnor road is a nightmare for parking for residents so to have as much residential parking as possible is essential Parking amendments:

	Permit holder Church Road – **Support** Shared-use North Street (west) – **Object** Shared-use North Street (east) – **Object** Formalisation DPPP Church Road – **Support** I live on North street and only having permits for a year after a 30 year fight for permits we as residents firstly need the entire street to be permit only and no 2 hour parking at all. There are 3 car parks within walking distance of north street, one of these is free parking for an hour, Waitrose and the cornmarket. There are only 6 businesses on this street but many more homes. Parking is currently a struggle here even with permits as there is no one enforcing the permits regularly. As a family with a young child the ability to firstly park on the street is important but to be able to park within a short walk is essential. To limit the street further with shared parking is madness. People are currently parking on double yellow lines because there simply isn't enough parking for us all especially when people drive into town to pick up food. Please reconsider this with great detail as the residents already feel unsupported and unheard about planning applications. Many thanks Permit amendments – **Partially support** Church road I agree needs a permit due to business usage of these road. The other streets again yes as residential roads need to have residential spaces for them. The town could consider being more friendly to bike usage and make attempts to stop people driving into town to shop when they can bike/ walk. The town centre is also residential and prioritising parking for them is essential Any other comments? Maybe you could consider permits for all residential streets to be 24 hour permits as at 6pm when we come home the ability to park is extremely limited/non existent
(o70) Local resident, (Thame, Queens Rd)	Double Yellow Lines: New DYLs Church Road – **Support** New DYLs Ludsden Grove – **Support** New DYLs Lupton Road – **Support** Change from SYLs to DYLs Church Road – **Support** Remove DYLs Chinnor Road – **Support**

	All proposals are very sensible for the given roads. But I do believe the newest parking restrictions within the town centre are very detrimental to the town. With such limited parking space available Parking amendments: Permit holder Church Road – **Support** Shared-use North Street (west) – **Support** Shared-use North Street (east) – **Support** Formalisation DPPP Church Road – **Support** See before Permit amendments – **Support** They need to park near their homes Any other comments? See previous answer
(o71) Member of public, (Thame church, Strafford Way)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **Object** Remove DYLs Chinnor Road – **No opinion** I bring a disabled person to church and being able to park close to the church makes it much easier for them. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support**

	See previous comments re. Disabled access to church. Permit amendments – **Partially support** Provided there is available parking for disabled Any other comments?
(o72) Member of public, (Towersey, Manor Road)	Double Yellow Lines: New DYLs Church Road – **Object** New DYLs Ludsden Grove – **No opinion** New DYLs Lupton Road – **No opinion** Change from SYLs to DYLs Church Road – **No opinion** Remove DYLs Chinnor Road – **No opinion** Parking near the church is necessary for disabled access to the church. Perhaps there could be some time-limited disabled parking allowed. Parking amendments: Permit holder Church Road – **Object** Shared-use North Street (west) – **No opinion** Shared-use North Street (east) – **No opinion** Formalisation DPPP Church Road – **Support** Same as above Permit amendments – **Support** So long as the church can be allocated sufficient visitor permits Any other comments?

C. Responses received via email:

RESPONDENT	COMMENTS
(e1) Rector, (Thame Church)	**Object** – We conduct many funerals in the church for the churchyard is also the cemetery for Thame. We also host many events for the public and other services. There is no car park for the church and visitors must use either public car parks or other spaces (and please bear in mind that The Barns Centre is not a church facility and parking can only be used by users of the Centre and the Cricket Club). Placing double yellow lines will prevent those with mobility issues accessing the church. Formalising the sole informal disabled space would not be sufficient as many events are attended by more than one person needing such a parking space. Those with mobility issues without a Blue Badge would not be able to access the church if double yellows are placed alongside the whole road. Steps to access Priest End prevent that access point being used. Please reconsider the proposed action and provide substantially more disabled places on Church Road and provide a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates.
(e2) Joint Church Council, (Thame Church)	**Object** – We currently have no car park which can be used by members of our congregation or visitors to St Mary's Church in Thame for weddings, funerals or other services. The Barns Centre is not a church facility so parking is limited. As the parish church in Thame, we conduct many funerals in the church for the churchyard, which is also the cemetery for Thame. We also host events such as Christmas services, wedding ceremonies, babies and toddler groups, baptisms, older people's events, concerts, and performances for the public. Physical access is already an issue for those attending the church but the introduction of double yellow lines and only one disabled parking space close to the church will create further barriers. Steep steps to access the church from Priest End mean it is impossible for those with physical disabilities to enter the church from that side. We have members of our congregation and the public with mobility issues who do not have a Blue Badge and so would not be

	able to park on the double yellow lines along the road. A single disabled space is not sufficient to cater for those accessing the church. We would urge you to reconsider the proposed plans and to increase the number of disabled spaces closer to the church entrance on Church Road. The introduction of a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates would also be beneficial.
(e3) Local resident, (Thame, Church Road)	**Object** – We are residents in Church Road and would be impacted by the proposals and want to register objections to parts of the plan that specifically relate to Church Road. The proposal would create 12 permit holder only parking spaces (based on current parking patterns) in Church Road. Our main concern, and an objection to the proposal, is that by doing so there is no provision for parking for casual visitors. This is a real concern as, in particular, it would mean no spaces for visitors to the Church and Church yard where there is level, step-free access. Loss of visitor parking spaces would also adversely impact the Barns Centre and Cricket Club which are both regularly used for community events. As we are residents of Church Road who would not require a parking permit, having permit holder only parking would also directly affect us - where would our own visitors park? We may not be the only residents in this situation, currently or in the future. There is no provision for our visitors if it is all permit holders only spaces. Or would we qualify for the free visitor scratch-cards are issued to residents that could be used in the Church Road and the TH zone? Perhaps a solution would be to allocate the spaces at the top of the street (opposite Nos. 3-4 & Nos. 5-6) as permit holder only, as proposed, and have the spaces opposite the Tithe Barn entrance and north of the Barns Centre exit as shared use. This would still provide up to 12 spaces for residents with permits and allow some visitor parking too. Part of the rationale for proposing this alternative is that the loss of permit holder only spaces at the Church end of the road should not be an issue to those residents who purchase permits as they usually manage to park in the road somewhere, albeit not immediately outside front doors. We do recognise that other residents on the High Street with TH permits could park in Church Road but hope this would be limited as there are often free shared spaces on the High Street. And reciprocally, the residents in Church Road with permits would now be able to park in spaces in the High Street TH zone, which they have not been able to do previously.

	The second aspect is a concern about the proposal to extend the DYL down the side of the Tithe Barn. Wedding cars, hearses, monumental masons, as well as council vehicles used for work being carried out in the Church yard, all regularly park in that location. With this situation are DYL's appropriate? We support the retention of the existing no waiting (single yellow line) outside Nos. 7&8. Finally, a couple of pleas, firstly to limit the amount of street furniture and signage required for any implementation as Church Road is part of the Thame Conservation Area. Secondly, to ensure that there is effective liaison with the Highways Department to get the ongoing serious drainage issues resolved and the road fully repaired and resurfaced before any 'marking out' is done as the road surface is breaking-up in many places with continuing problems.
(e4) Local resident, (Thame, East Street)	**Object** – I feel it is totally unfair to charge residents of North Street £100 for very few spaces and then for them to be shared with shoppers while they will pay no fee. Please reconsider this change as it is unfair. Residents in East Street do not have to share their spaces and get to enjoy parking outside their own home . we love our North Street community and provide a service to the general good appearance to the town. Please reconsider.
(e5) Local resident, (Thame, North Street)	**Object** – I can't believe that Oxfordshire County Council are looking to mess around with the residents parking on North Street within 12 months – it seems to be in the DNA at OCC that Drivers and Parking is being altered. I am particularly disappointed as I have tried to contribute towards making a more ecological decision by selecting an Electric Vehicle and my wife has chosen a Hybrid Vehicle we seem to be being penalised – it looks like North Street is having Residents Parking Spaces taken away 11 spaces down to 6 and where we currently enjoy "no restrictions" will have restrictions. On the face of it this seems fundamentally un-fair to residents of North Street and whilst the tax take from Residents will be the same "non-residents" are paying absolutely nothing for the privilege of parking on North Street which just compounds the inequity. The one thing that we have noted over the last 10 months is the poor quality of parking – where there is space for 6 cars – a poorly parked car means that only 4 or 5 cars can park – we would ask that when you make changes to the

	parking spaces on North Street and I would suggest other locations in Thame is that you arrange for individual car parking spaces to be highlighted. With the purchase of an electric vehicle I believe that it is more important that OCC consider the charging of Electric Vehicles for Residents and I will repeat my offer that I have a charger fitted on the East Side (between 59 North Street & Cancer Research) and this EV Parking bay is made available to other residents in North Street who have Electric Vehicles this would demonstrate real community power in OCC and the use of a new OCC Charging Solution. Whilst we are extremely disappointed with the proposed changes, I trust that these ideas represent the positive approach that we would like to help you and your colleagues with implementing new changes in Thame.
(e6) Local resident, (Thame, North Street)	**Object** – I am writing to object to the newly Oxfordshire County Council (OCC) proposals to reduce Permit Holder only parking on North Street, Thame to six spaces. After the introduction of Residents Permit Parking last year, I wrote to say how much easier it is to be able to park near our homes, and we are happy to pay for it. But to pay the same amount for half the bays is not realistic. There is never enough parking now because the area has few visits from Traffic Wardens. And drivers and business owners coming into town often park for the whole day. We would be subsidising visitors free parking. Living on North Street are families with young children, and elderly and infirm residents, who need to be able to park nearby. So driving round Thame to find a space, then walking home, often in the dark means we cannot carry shopping or feel safe. We are made to feel North Street residents are second class citizens. Where exactly do you expect us to park? These historic houses are in a Conservation Area and require considerable upkeep- but without Permit Parking there is little incentive to live here. It is just too impractical. We live in the centre of town, we use local shops, pubs and restaurants, which is essential to Thame. Visitors have 2 big car parks in the centre of town, why do they need to have our spaces too?

	If you want people to live in the centre of Thame, and contribute so much to the town, then please help us to have a better quality of life without worrying about how we can park near our homes. It is a real worry - and stressful not be able to do so. Business owners complain of high rates and an entitlement to be able to park, often very large cars which take up more than one space. Despite paying considerable Council Tax our needs are not considered.
(e7) Local resident, (Thame, North Street)	**Object** – I write in connection with the proposed parking restrictions in Thame – specifically with regards to North Street. I have noted that the current parking proposals would mean that instead of having 11 spaces for permit holders there would be 6. The residents of North Street would be back to the situation of competing with visitors who pay nothing, whilst we now pay £100 a year each. In addition to paying for our permits we invest in our properties to help contribute to the attractive appearance of the Conservation Area and contribute much to the local economy by using the shops, cafes and restaurants locally. I strongly object to the current proposed changes and would kindly request that the parking arrangements stay as they are. In addition, I think it would be a good idea to have parking bays marked out so that the space in the bays are used efficiently. Please give serious consideration to this request and I know that you will have received similar correspondence from our neighbours on North Street.
(e8) Local resident, (Thame, North Street)	**Object** – I write to object to new Oxfordshire County Council (OCC) proposals to reduce Permit Holder only parking on North Street, Thame from the originally proposed 14 spaces to six. • History: Since at least 1993 North Street residents could not legally park close to their properties for more than two hours until OCC introduced paid-for Residents Parking Permits in January 2024. These proposals were for Permit

	Holders only parking (Mon to Sat, 8am to 6pm) in all existing time limited bays and unrestricted on-street parking areas on the west side of North Street from the pedestrian crossing to No.13. An inspection indicates that with the exception of a disabled bay this consists of three bays which together could accommodate 14 carefully parked cars. On 29 January 2024 OCC changed the proposals from Permit Holders only to Dual Use parking, meaning that Permit Holders who pay £100 per annum to park in the bays would have to compete with visitors who paid nothing. It was not until April 2024 when the bays were re-designated to Permit Holders only that residents saw a noticeable improvement in available parking spaces on North Street. Around the same time the southernmost of the three parking bays (in front of the barbers shop at No.2 North Street) became two hour parking, reducing space for Permit Holders only parking to 11 cars. • The latest proposals: OCC have now proposed that the central bay (in front of No.5A North Street) becomes Dual Use again, further reducing space for Permit Holders only parking to six cars only. • Disincentive: The reduction in parking space for fee-paying Permit Holders living on North Street, especially for the elderly, those with young families and residents returning from work, would once again mean that they were competing with motorists paying no fee at all, therefor creating a disincentive to live and invest in Thame town centre. • Contribution from North Street residents: North Street residents patronise local businesses on a daily basis and by investing considerable amounts of their own time and money in improving their properties make a significant contribution to the appearance of the Thame Conservation Area. • Inadequate Alternative Transport: Sadly, there remains no practical alternative to car ownership for Thame residents. Taxis are prohibitively expensive for anything more than a short journey and busses do not run from Thame in the early hours of the morning. In consequence a long journey without a car remains a costly and time-consuming proposition. • Inadequate Compensation for lost Permit Holder Only spaces: The introduction of a new Dual Use bay for two vehicles on the east side of North Street would not compensate for the five Permit Holder only spaces residents would loose under the new proposals.

	• Does the present system work?: On North Street Permit Holder only parking only works if the bays are policed regularly. The same applies to Dual Use parking. • Inadequate policing of bays: Since the introduction of restrictions in January 2024 visits from a Parking Officer have been sporadic at best. When an Officer does attend available space improves noticeably. For example, an officer monitored North Street during the week of 18-22 November 2024 and an increase in spaces was noted, there were less spaces when the Officer did not appear to attend the following week. IN CONCLUSION: The available space granted to Permit Holders living on North Street in January 2024 could be more than halved if these new proposals were implemented. The introduction of Permit Holder only parking meant that for the first time we could stop worrying about receiving a parking ticket for parking more than two hours in front of our own property. It was a benefit which we were happy to pay for because it improved the quality of life for us and for our North Street neighbours The proposed reduction of Permit Holder only parking from 14 to just six spaces would impact a freedom so recently gained leaving us to conclude that business interests (if that is what is influencing the proposed changes) are given precedence over the interests of residents who may well contribute more.
(e9) Local resident, (Thame, Church Road)	**Concerns** – Our concern if the proposed parking restrictions come to pass are for our visitors. We have a carer almost daily and frequent visits from family and friends and 25 scratch cards in 6 months would be insufficient, to say the least. Even 25 more (after 6 months) would hardly suffice. We would welcome your comments and advice in our problem. Otherwise we think the proposals would ease the pressures in Church Road.
(e10) Local resident, (Thame, Ludsden Grove)	**Concerns** – Drop off time for the school is chaotic and dangerous since the cattle market entrance was closed. I had to politely ask a parent last week to move as they had brazenly marked on our adjourning neighbours drive way without permission! Some form of measure is needed, especially to keep the turning bay clear opposite our house. This would allow access to the garages and ensure emergency vehicles could get through.

	I would personally like to see DYLs or keep clear hatching in the turning bay opposite our house. We would however still like provision in place for us to have visitors?
(e11) Local resident, (Thame, North Street)	**Concerns** – The proposal for 'Shared-use' bays on North Street West side adjacent to No. 5a instead of 'Permit Holders Only'. The number of incidents of people parking without permits in North Street in the permit holders only bays is rising and there seems to be a lack of policing by wardens to prevent this occurring. I feel that introducing this shared use will further restrict the occupants from No.6 onwards.
(e12) Member of public, (Haddenham)	**Concerns** – am a member of Thame Church worshipping at St Marys Thame. As I regularly attend, I rely on parking in Church Road. Making this a double yellow lined area would seriously impede me from attending my regular place of worship. I am also very concerned for those who attend larger events such as Baptisms, Weddings and Funerals. (For example, over 350 attended a recent funeral.) Your current proposal would make life exceptionally difficult for those visiting from outside Thame. I urge you to reconsider this proposed plan to enable me to park near my church.
(e13) Local resident, (Thame)	**Support** – I an just writing to say how pleased we are that you are considering double yellow lines along Lupton road Thame, OX9 3SE, the road is a dangerous nightmare as it is often double parked and also pavement parking, it makes exiting units hazardous as vision is often obscured by vehicles. The lorry drivers are very good and it is not easy for them, once again many thanks
(e14) Local resident, (Thame, Church Road)	**Support** – we very much welcome this proposal. As residents of the central area, on-street parking is becoming more and more challenging. On this basis we would like to request that permit holder bays are introduced from opposite our house rather than No. 3. We have 8 residences on this street, with 6 houses needing parking capacity (8 car parking

	bays needed across 6 households presently) along with those residents at the bottom of the High Street. Additional disabled parking capacity will remove the space that current residents use in the TH zone. Disabled parking is necessary and I am not contesting this but I do feel that increasing the permit holder bays to opposite our house is critical given how residential this area of the town is. Further, Church Road currently provides parking for the businesses and community spaces along this street, which adds additional pressure to parking availability during the day and in the evenings. Otherwise we think the proposals would ease the pressures in Church Road.
(e15) Local resident, (Thame, Church Road)	**Support** – I would like to thank you for proposing to make Church Road, Thame, a permit-holder zone. As a fairly recent resident, I would like to highlight how difficult it is to find a parking space during the day. Those who have lived in Church Road longer than me say it was always a problem, but the creation of a permit zone on the High Street has made things worse. Cars not belonging to residents are regularly parked in Church Road all day — indeed some have been left for weeks on end. I look forward to being able to go out in my car in the morning and return later with a much better chance of finding a space!
(e16) Local business, (Thame, Lupton Road)	**Support** – Since MGM Building Supplies took over the old Whitleaf premises the entire road has become a nightmare (at this moment I'm looking out of our office window at an HGV backing down Lupton Road!) Lupton Road is extremely busy with Crash Repairs, at one end next to us and a new Auction Company plus Browns and Birks car repairs further up the Road. By looking on Google maps I believe that you will see the situation. Only a few of the businesses do have their own parking (us included) So we fully support the installation of DYL wherever possible along the Road, and we can only think that any business who wishes to oppose the idea needs to re-think their own parking arrangements

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Divisions affected: *Various in South Oxfordshire & Vale of White Horse districts*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

SOUTH OXFORDSHIRE & VALE OF THE WHITE HORSE DISTRICTS: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following:

a) **The proposed provision of Disabled Persons Parking Places (DPPP) at: Caldecott Close, Abingdon; Maberley Close, Abingdon; Swinburne Road, Abingdon; Fane Drive, Berinsfield; Station Road, Chinnor; Hagbourne Road, Didcot; Childery Way, East Challow; Boucher Close, Grove; Poplar Grove, Kennington; Lea Road, Sonning Common; Ireton Court, Thame; Naldertown, Wantage.**

b) **The proposed removal of a DPPP at: No. 12 Orchard Way, Wantage.**

c) **Defer approval of the DPPP at the following location pending further investigations: No. 13 Orchard Way, Wantage.**

d) **Defer approval of the removal of a DPPP at the following location: Gainsborough Crescent, Henley-on-Thames.**

Executive Summary

2. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

3. This report presents objections received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts

4. The proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annexes 1** to **14** provide plans of the locations for which objections have been received or concerns raised.

Financial Implications

5. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

Legal Implications

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

7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equality and Inclusion Implications

8. The provision of disabled persons parking places assists those with a mobility impairment.

Sustainability Implications

9. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Formal Consultation

10. Formal consultation was carried out between 20 November and 20 December 2024. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, the Vale of the White Horse, and South Oxfordshire District

Councils, the local District Cllrs, and the relevant local County Councillor representing the divisions affected.

11. Letters were also sent to approx. 305 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.

12. Forty-two responses were received from members of the public during the course of the consultation, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Abingdon	Caldecott Close	2	1	
	Maberley Close	5	2	1
	Swinburne Road			1
Berinsfield	Fane Drive			1
Chinnor	Station Road	1		1
Didcot	Hagbourne Road		1	1
East Challow	Childrey Way	3	1	1
Grove	Boucher Close		3	
Henley-on-Thames	Gainsborough Crescent (Removal)		1	1
Kennington	Poplar Grove	1		
Sonning Common	Lea Road		1	1
Thame	Ireton Court		2	3
Wantage	Naldertown		1	
	Orchard Way		2	3
	Orchard Way (Removal)	1		

13. Thames Valley Police and Oxford Bus Company responded expressing no objection, Thame Town Council expressed no objection, East Challow Parish Council expressed no objection and Ashbury Parish Council objected to the removal of a disabled parking place in Pound Piece.

14. The responses are shown in **Annex 15**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate

Officer Response to Objections/Concerns

15. Comments and recomendations are provided in response to the concerns and objections as given in Annex 15 in respect of each of the proposed sites in the following paragraphs.

16. The eligibility for a blue badge is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPP's). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant this is deemed acceptable for the purposes of promoting the introduction of a DPPP.

17. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should report it to the department for work and pensions (DWP) or the county council's blue badge team.

Abingdon – Caldecott Close: proposed new DPPP

18. One objection and two expressions of support were received; an objection was received believing that the applicant for this disabled bay has a large driveway; the applicant has no off-street parking, it is recommended that this proposal is approved.

Abingdon – Maberley Close: proposed new DPPP

19. Two objections and five expressions of support were received; concerns were received believing that the applicant is not entitled to a disabled parking place, the applicant has previously been assessed and is a blue badge holder, therefore it is acceptable that it is recommended to approve the disabled parking place.

Abingdon – Swinburne Road: proposed new DPPP

20. One expression of concern was received; concerns over the applicant being entitled to a blue badge and not displaying it; the applicant has previously been assessed and approved for a blue badge, therefore it is recommended to approve the disabled parking place, blue badge holders will be required to display their blue badge when parked in the disabled bay.

Berinsfield – Fane Drive: proposed new DPPP

21. One expression of concern was received; concerns over the proposed location were received; the applicant has been informed of the proposed location which is suitable for their needs, therefore it is recommended to approve the disabled parking place.

Chinnor – Station Road: proposed new DPPPs

22. One expression of concern and one expression of support were received; parking is an issue on Station Road and to loose a parking space would have a big impact; given that the applicant already parks on Station Road a parking place would not be lost, therefore it is recommend to approve the disabled parking place.

Didcot – Hagbourne Road: proposed new DPPP

23. One objection and one expression of concern were received; Hagbourne Road is heavily congested during the day, parking for residents is very difficult; given that the applicant lives in the nearby vicinity and struggles to park near to their property, it is recommend to approve the disabled parking place.

East Challow – Childrey Way: proposed new DPPPs

24. One objection, one expression of concern and three expressions of support were received; parking is an issue in Childrey Way; given that the applicant lives locally and does not have off road parking available to them, it is recommended to approve the disabled parking place.

Grove – Boucher Close: proposed new DPPP

25. Three objections were received; parking in the Close is extremely limited. There is an existing disabled place that is under used; proposals to remove the existing disabled bay will be considered in due course and given that the applicant already parks in the Close it is recommended to approve the disabled parking place.

Henley-on-Thames – Gainsborough Crescent: proposed removal of an informal DPPP

26. One objection and one expression of concern were received; the disabled parking place is still required by blue badge holders living in the vicinity; it is recommended to not approve the removal of the disabled parking place.

Kennington – Poplar Grove: proposed new DPPP

27. One expression of support was received; it is recommended to approve the disabled parking place.

Sonning Common – Lea Road: proposed new DPPP

28. One objection and one expression of concern were received; parking in Lea Road is very chaotic, allocating a disabled parking place would make the situation worse; given that the applicant already parks in Lea Road this would not be a lose of a parking place, it is recommended to approve the disabled parking place.

Thame – Ireton Court: proposed new DPPP

29. Two objections and three expressions of concern were received; parking is very difficult in the Court, the positioning of the disabled bay needs to be at an angle and not in line with the kerb, as this will reduce parking even further; it is recommended to approve the disabled parking place, but consideration needs to be taken in to account on how all cars are currently parking and position the disabled parking place on the same diagonal as other parked cars.

Wantage – Naldertown: proposed new DPPP

30. One objection was received; it is difficult to access our property due to the road width and parked cars; given that the applicant already parks at this location, it is recommended to approve the disabled parking place.

Wantage – Orchard Way: proposed new DPPP

31. Two objections and three expressions of concern were received; the applicant has requested that we look at providing a different location than the one that has been proposed due to accessibility issues that have been raised; it is recommended to not approve the disabled parking place at this location, but to look at an alternative location in due course.

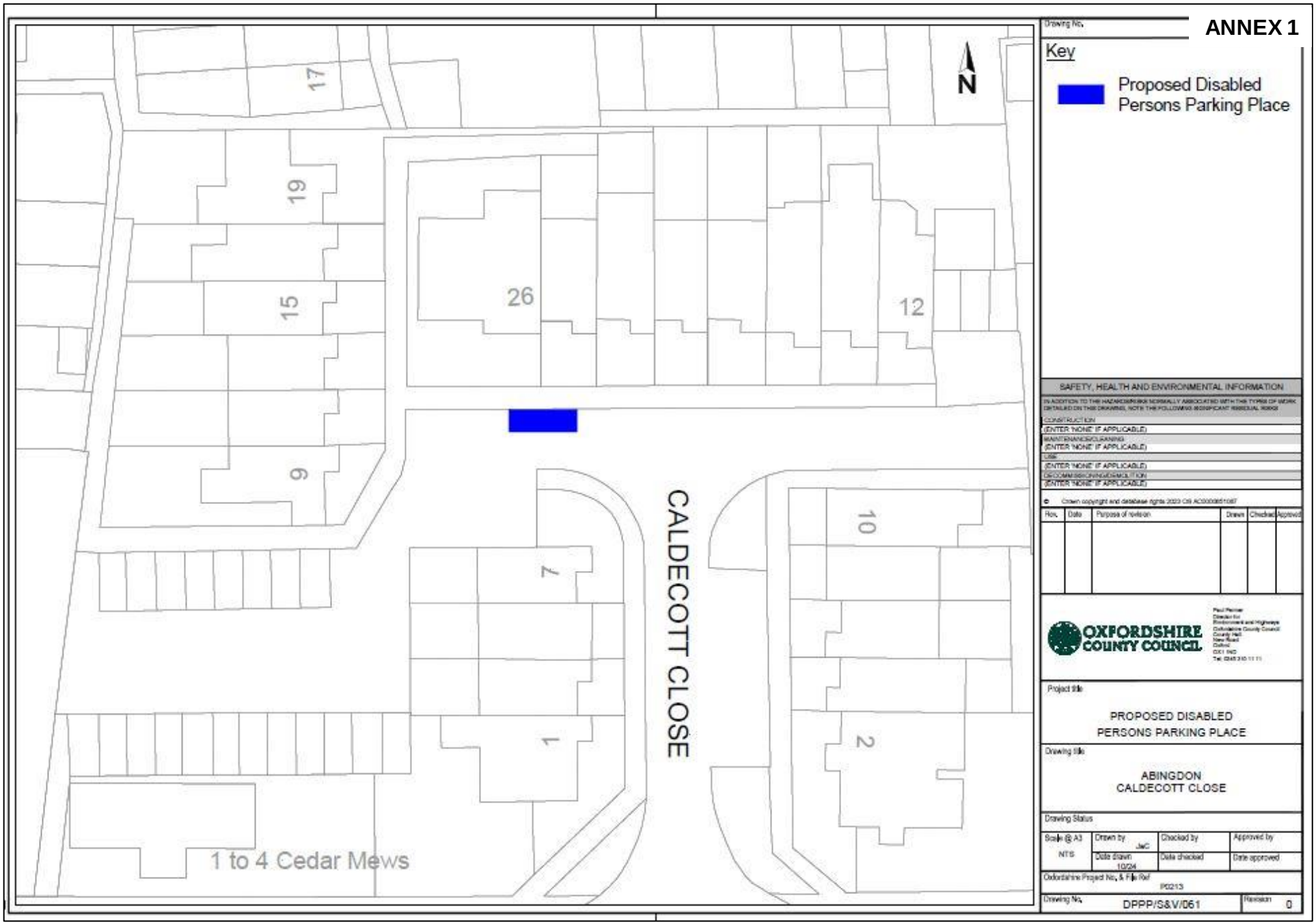
Wantage – Orchard Way: proposed removal of DPPP

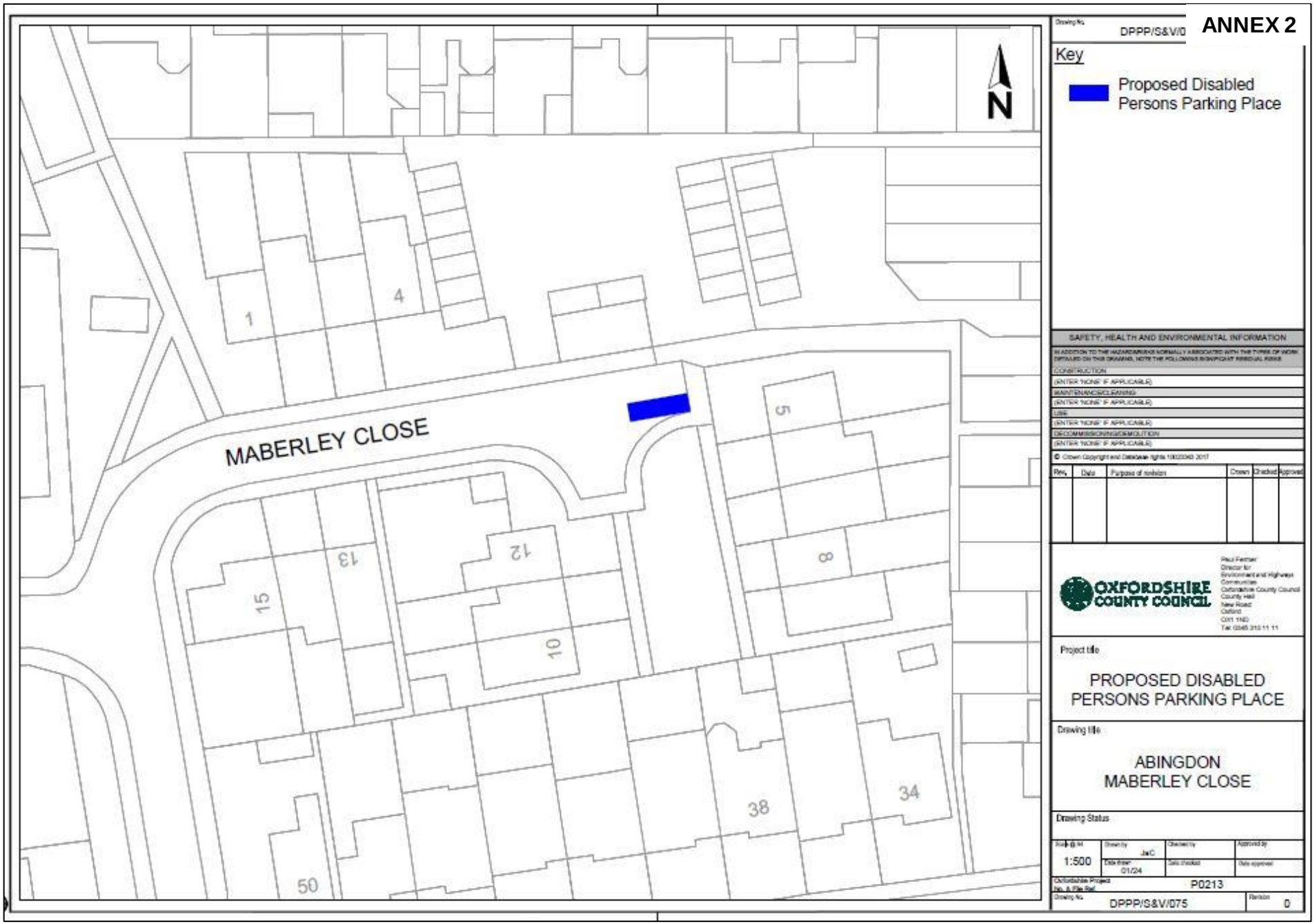
32. One expression of support was received; it is recommended to remove the disabled parking place.

Paul Fermer
Director of Environment and Highways

Annexes:	Annexes 1-14: Consultation plans Annex 15: Consultation responses
Contact Officer:	Jim Whiting (Team Leader - TRO and Schemes)

January 2025


N
17
19
15
9
26
12
CALDECOTT CLOSE
10
7
1
2
1 to 4 Cedar Mews
Drawing No.
Key
Proposed Disabled Persons Parking Place
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THIS TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
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OXFORDSHIRE COUNTY COUNCIL
Project title
PROPOSED DISABLED PERSONS PARKING PLACE
Drawing title
ABINGDON CALDECOTT CLOSE
Drawing Status
Scale @ A3 NTS
Drawn by JeC
Date drawn 10/24
Checked by
Date checked
Approved by
Date approved
Oxfordshire Project No. & File Ref
P0213
Drawing No. DPPP/S&V/061
Revision 0



Drawing No. DPPP/S&V/0

Key

Proposed Disabled Persons Parking Place

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Communities
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County Hall
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OX1 1ND
Tel: 0345 310 11 11

Project title

PROPOSED DISABLED PERSONS PARKING PLACE

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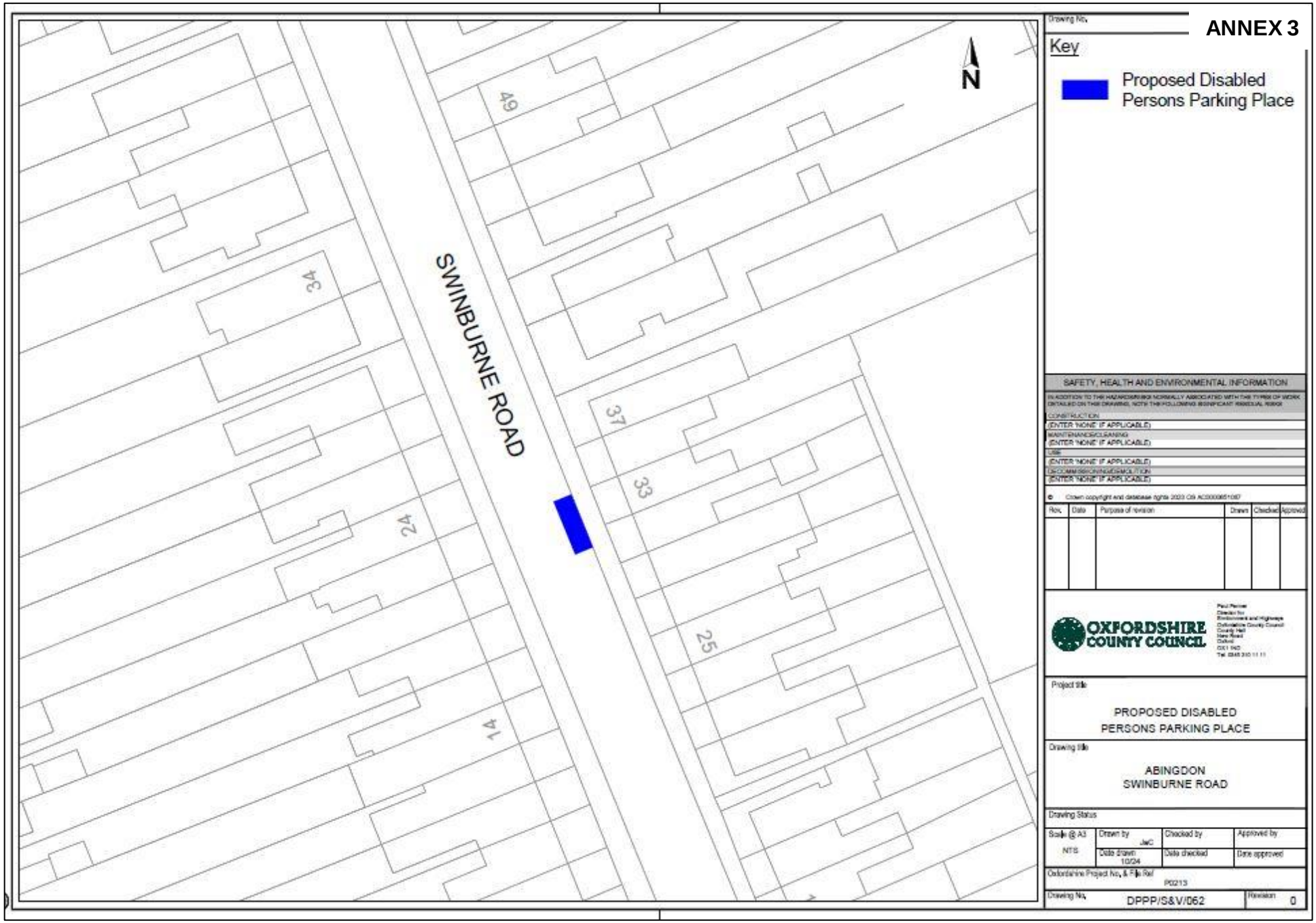
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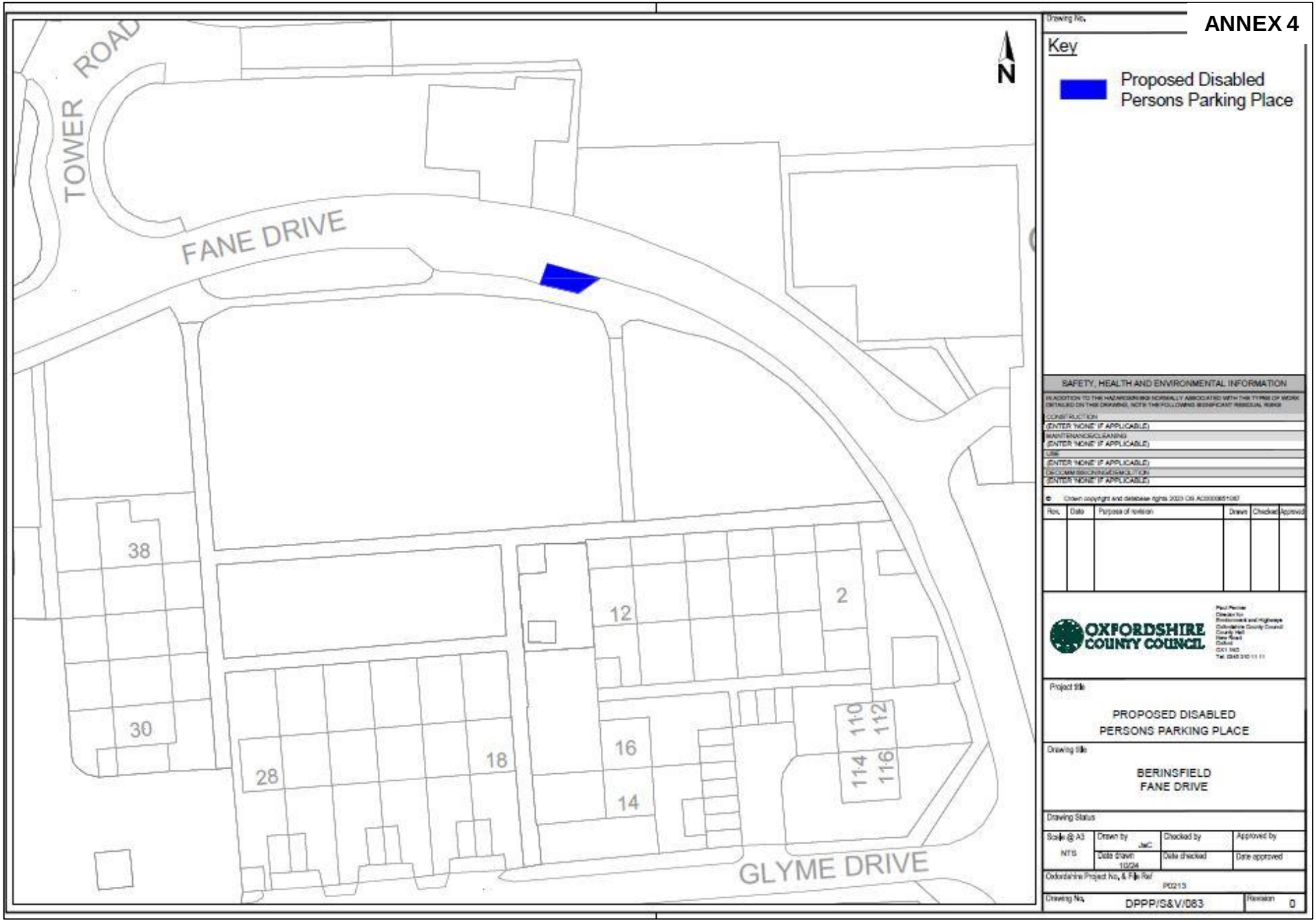
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ANNEX 3
Drawing No.
Key
Proposed Disabled Persons Parking Place
N
SWINBURNE ROAD
49
37
33
25
34
24
14
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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PROPOSED DISABLED PERSONS PARKING PLACE
Drawing title
ABINGDON SWINBURNE ROAD
Drawing Status
Scale @ A3 NTS
Drawn by JaC
Date drawn 10/24
Checked by
Date checked
Approved by
Date approved
Oxfordshire Project No. & File Ref P0213
Drawing No. DPPP/S&V/062
Revision 0



Drawing No.

Key

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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PROPOSED DISABLED PERSONS PARKING PLACE

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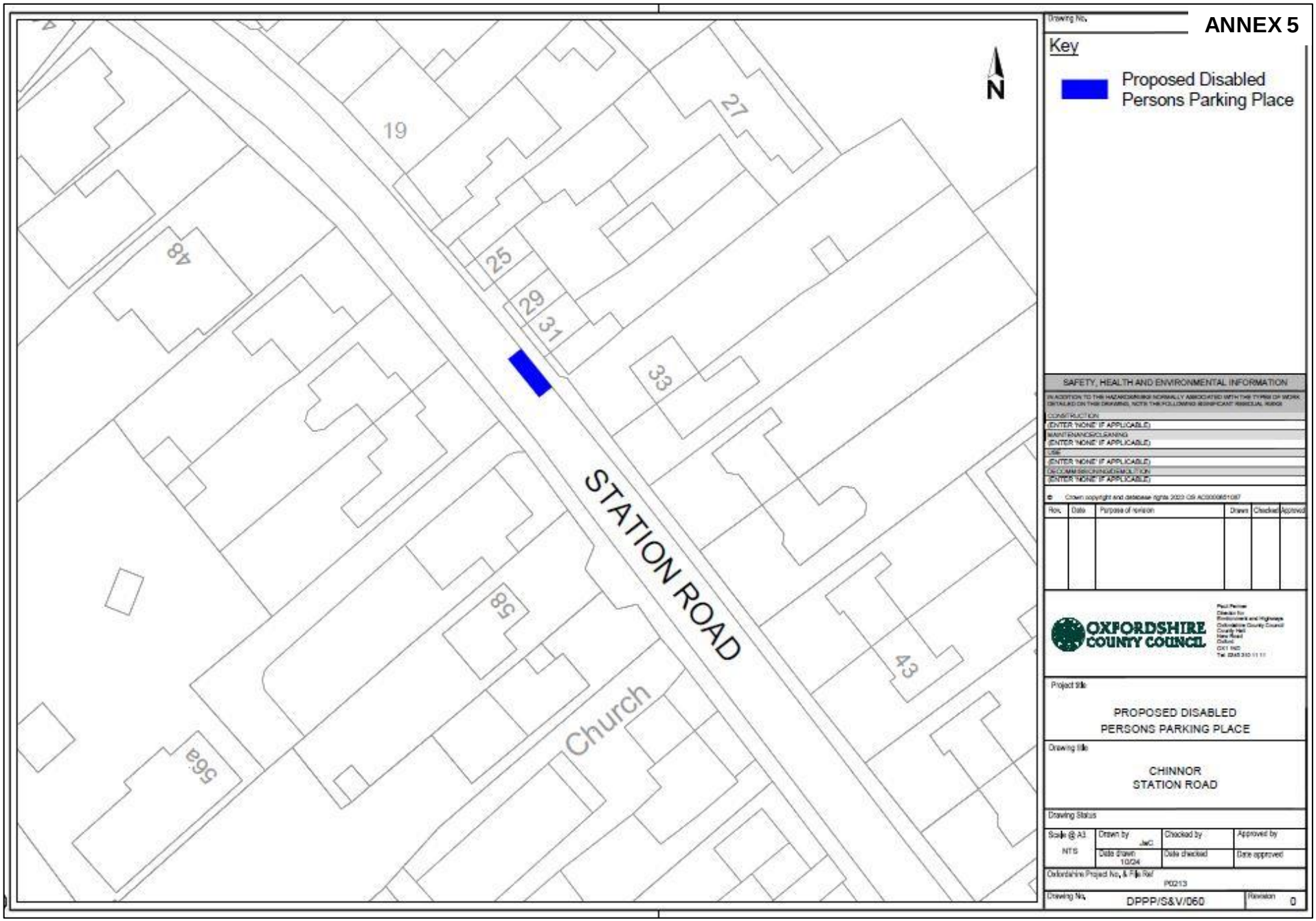
BERINSFIELD
FANE DRIVE

Drawing Status

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NTS	JaC		
	Date drawn 10/24	Date checked	Date approved

Oxfordshire Project No. & File Ref
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Drawing No. DPPP/S&V/083 Revision 0



ANNEX 5

Drawing No.

Key

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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OX1 1ND
Tel: 0345 310 11 11

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PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

CHINNOR
STATION ROAD

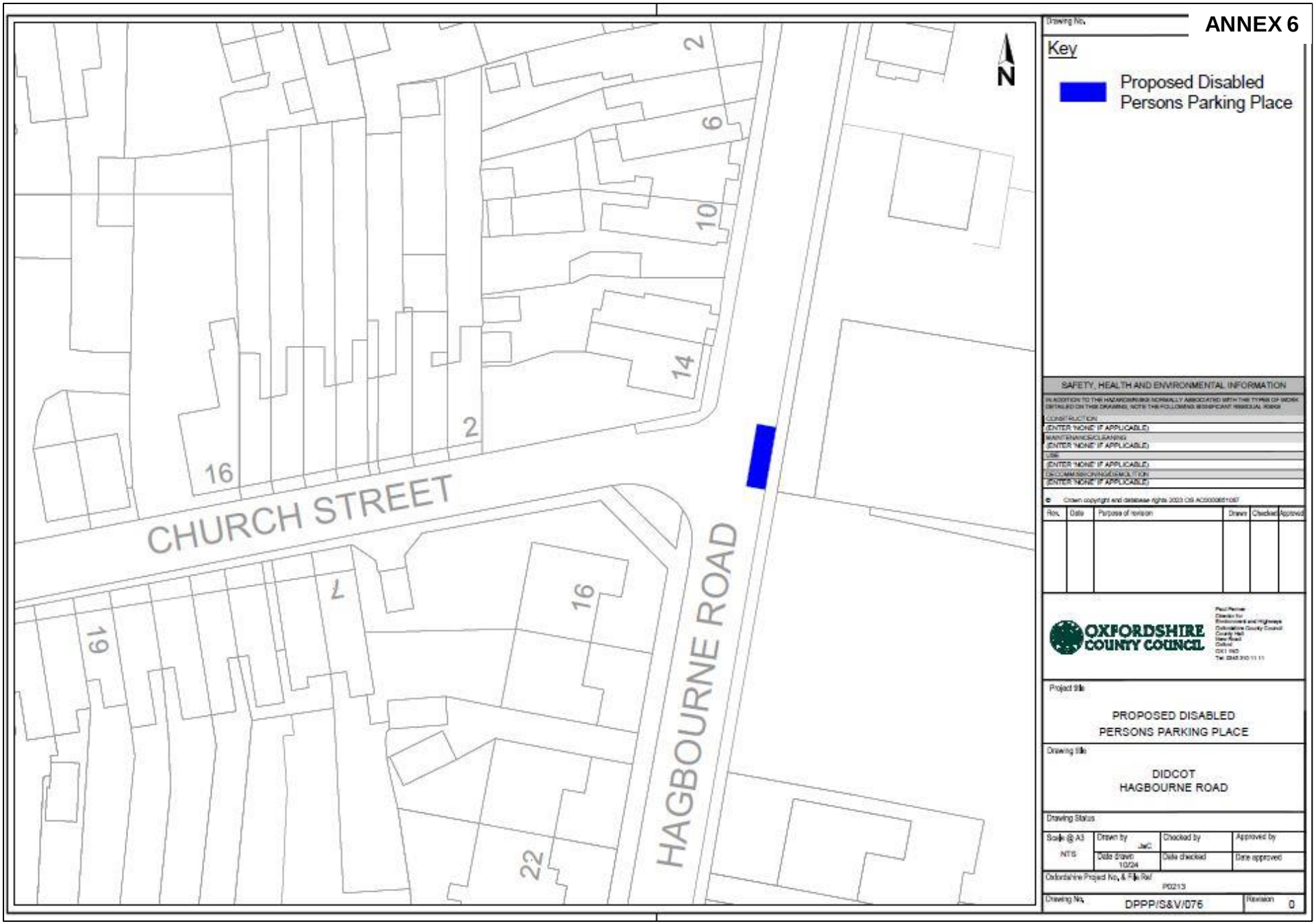
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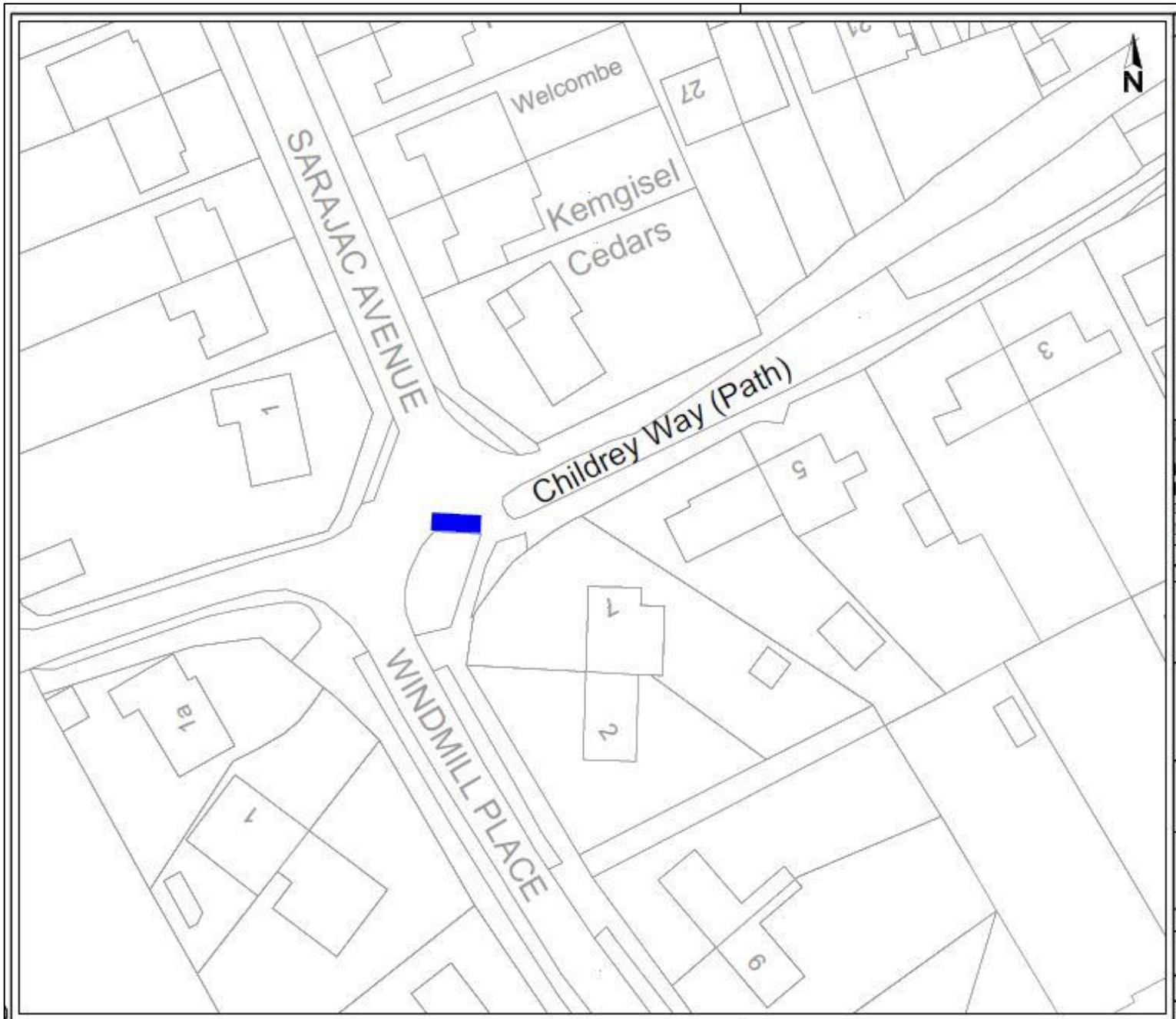
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NTS	JwC		
	Date drawn 10/24	Date checked	Date approved

Oxfordshire Project No. & File Ref
P0213

Drawing No. DPPP/S&V/D60 | Revision 0

ANNEX 6


N
CHURCH STREET
HAGBOURNE ROAD
2
6
10
14
16
2
19
7
16
22
Drawing No.
Key
Proposed Disabled Persons Parking Place
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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Project title
PROPOSED DISABLED PERSONS PARKING PLACE
Drawing title
DIDCOT HAGBOURNE ROAD
Drawing Status
Scale @ A3 NTS
Drawn by JaC
Checked by
Approved by
Date drawn 10/24
Date checked
Date approved
Oxfordshire Project No. & File Ref PD213
Drawing No. DPPP/IS&V/076
Revision 0



Drawing No.

Key

Proposed Disabled Persons Parking Place

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PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

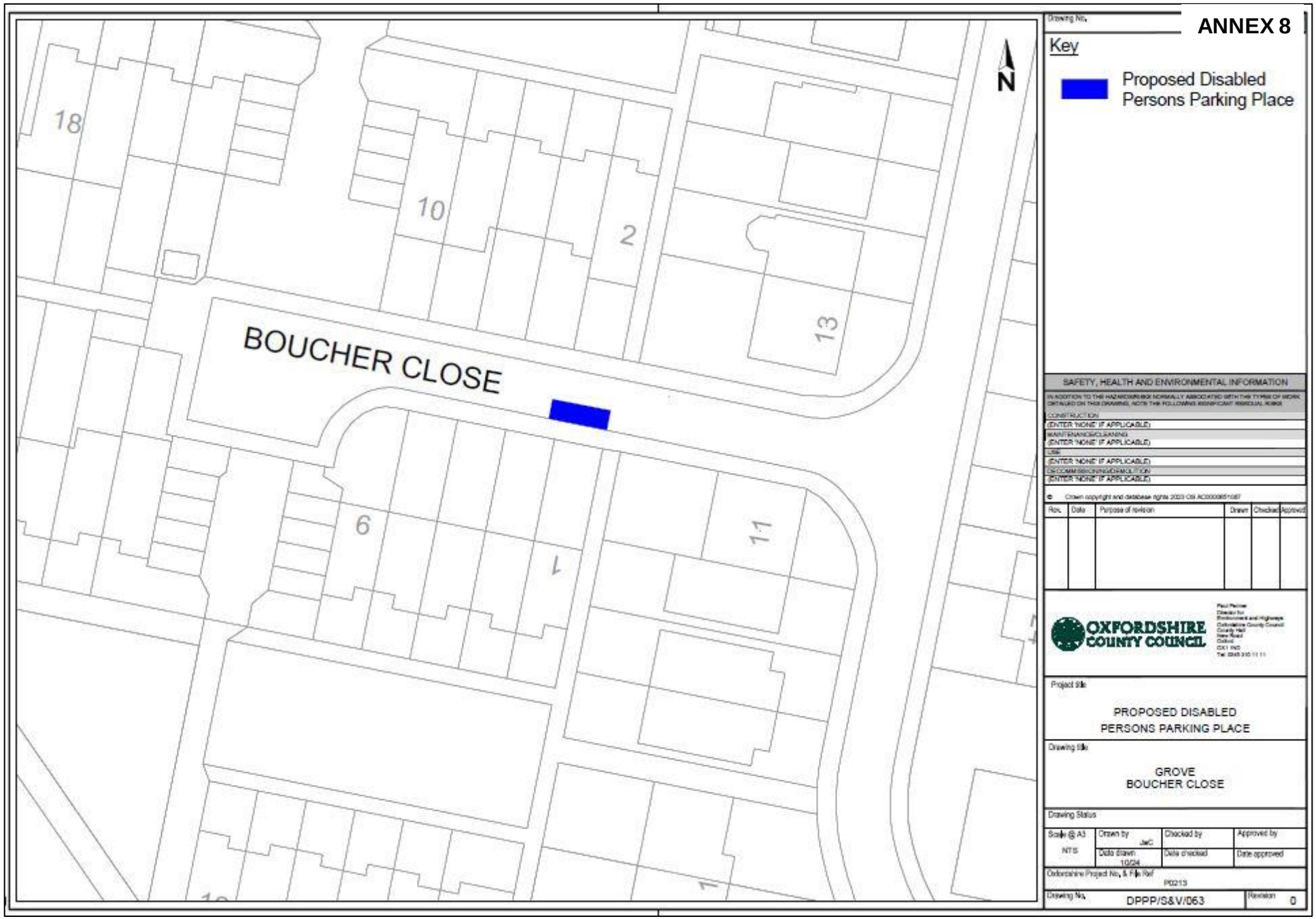
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CHILDREY WAY

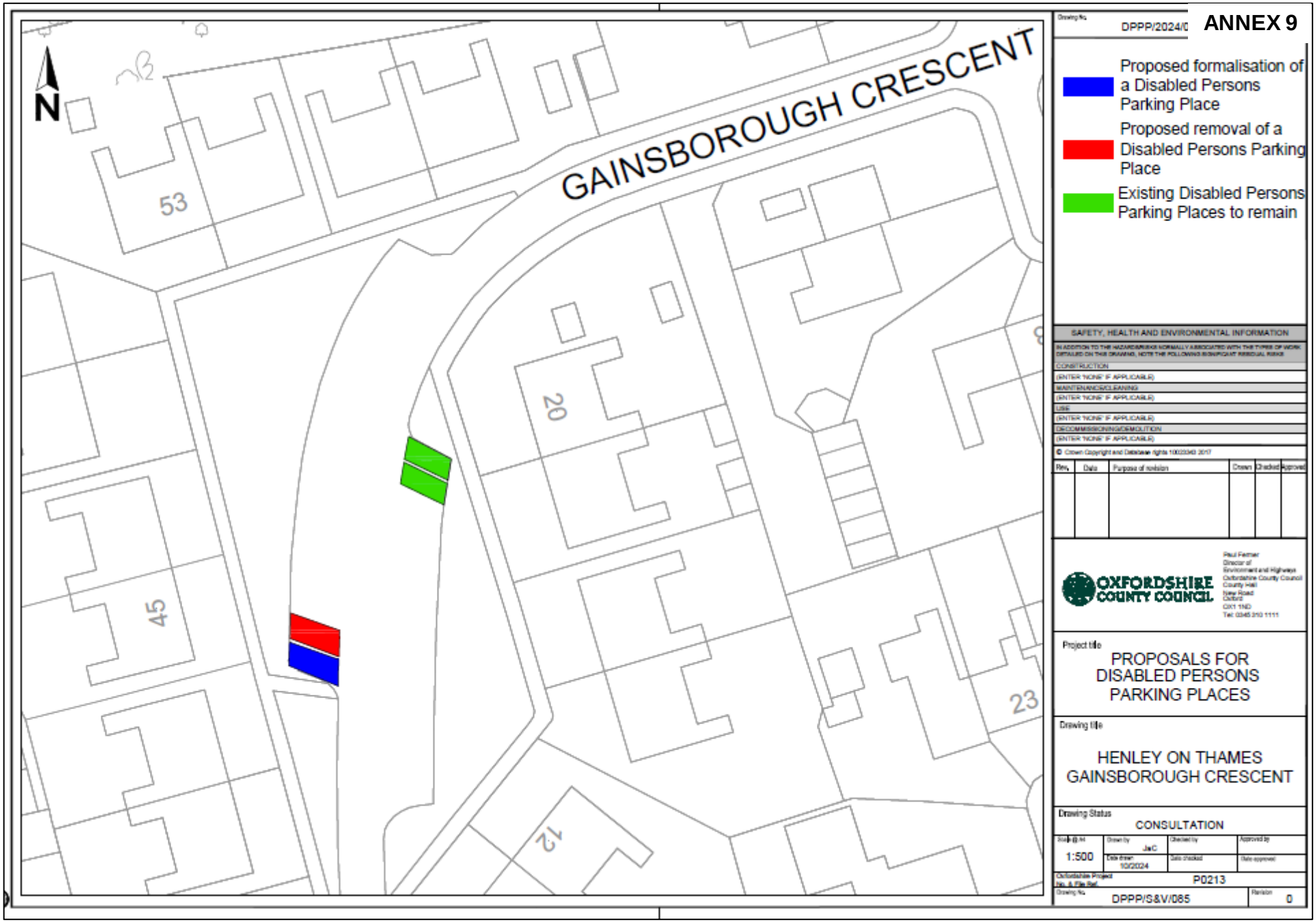
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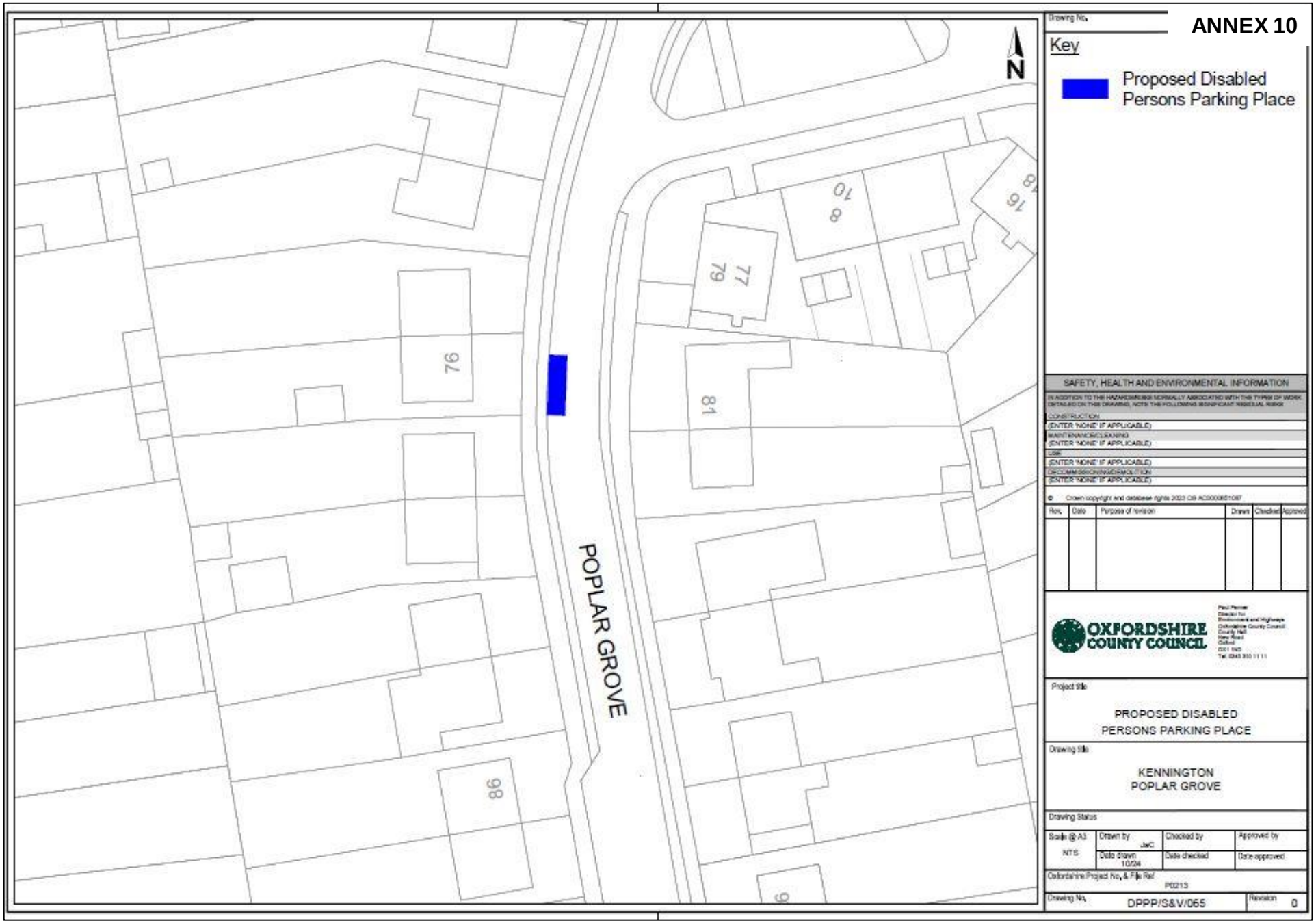
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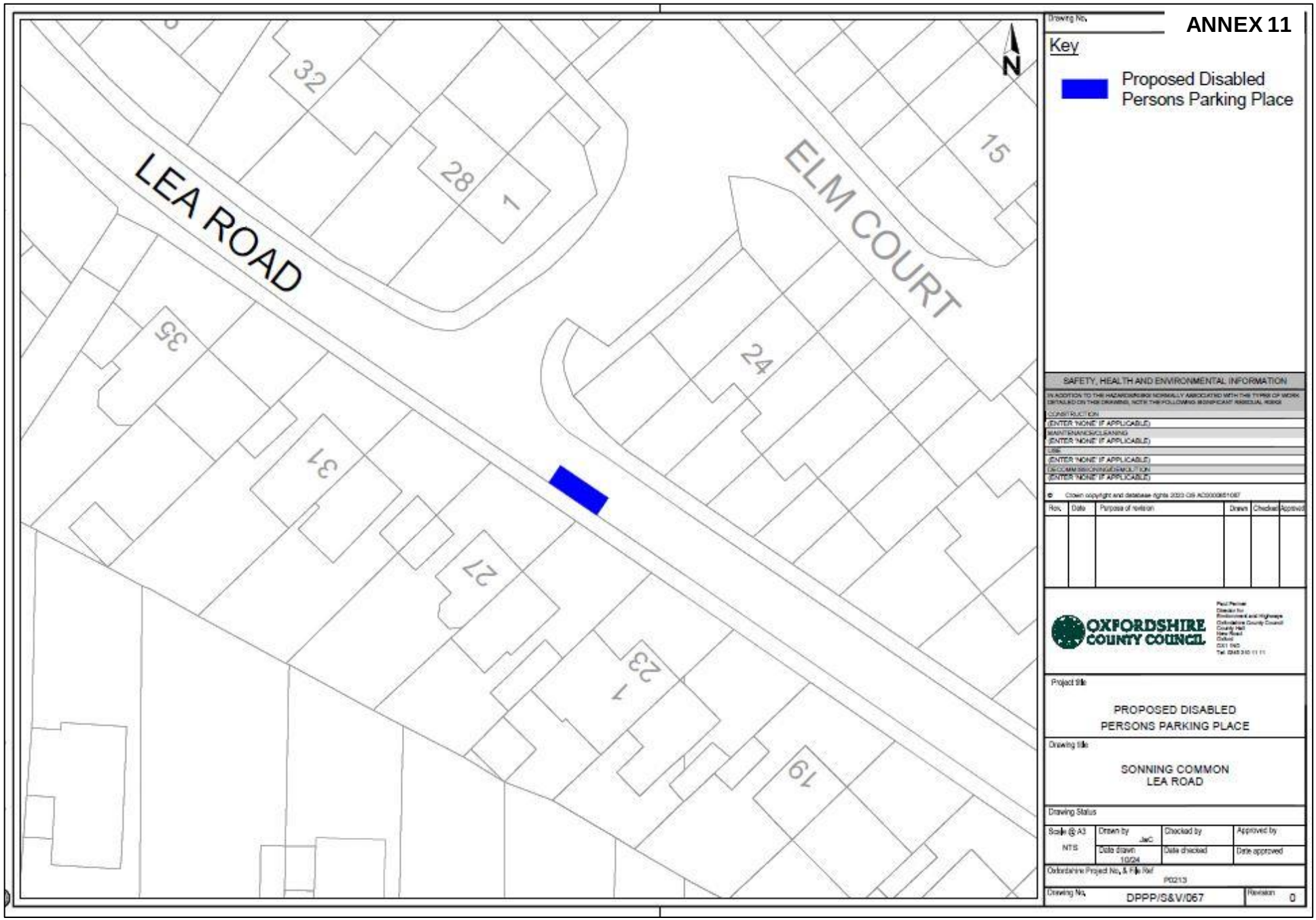
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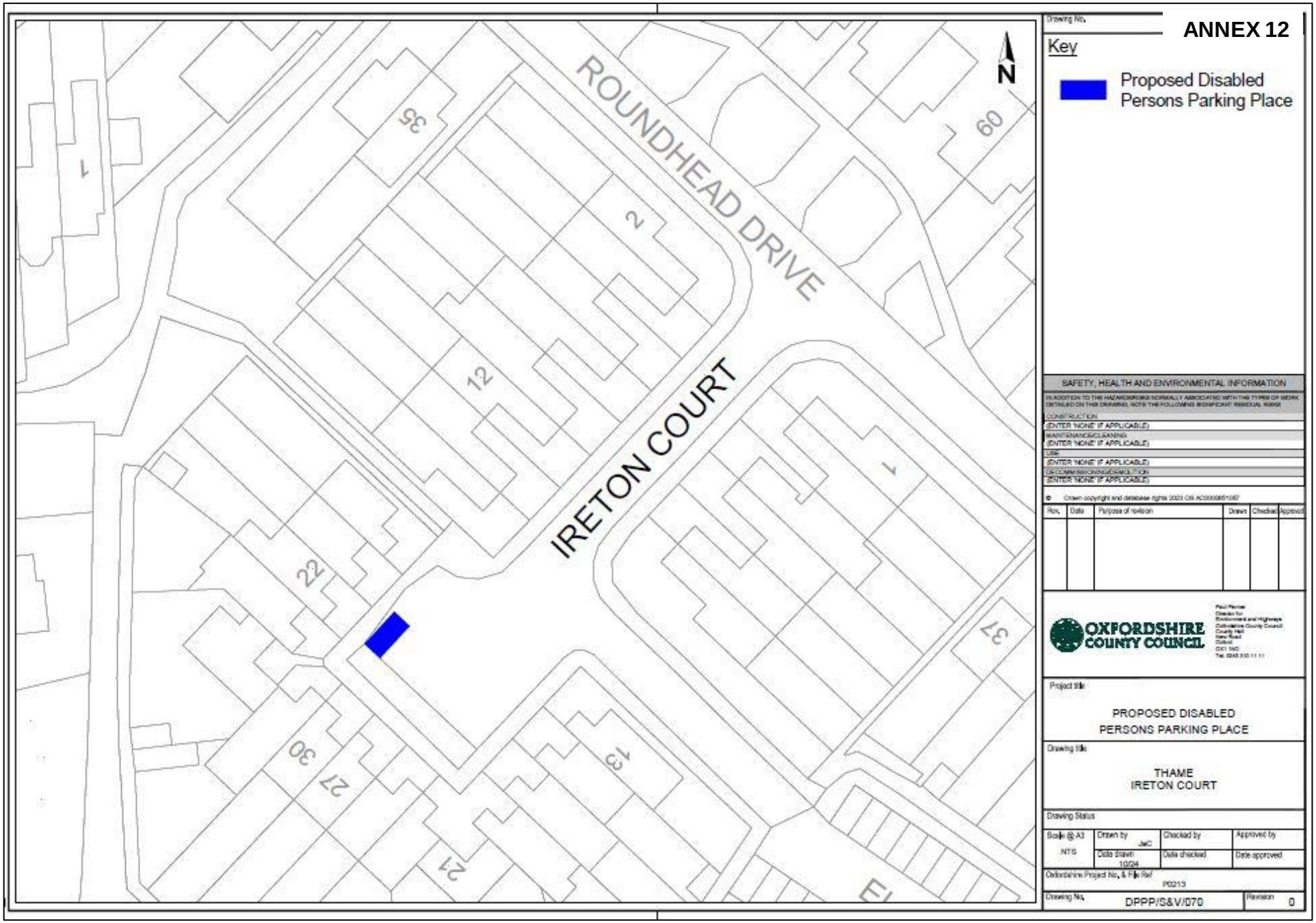
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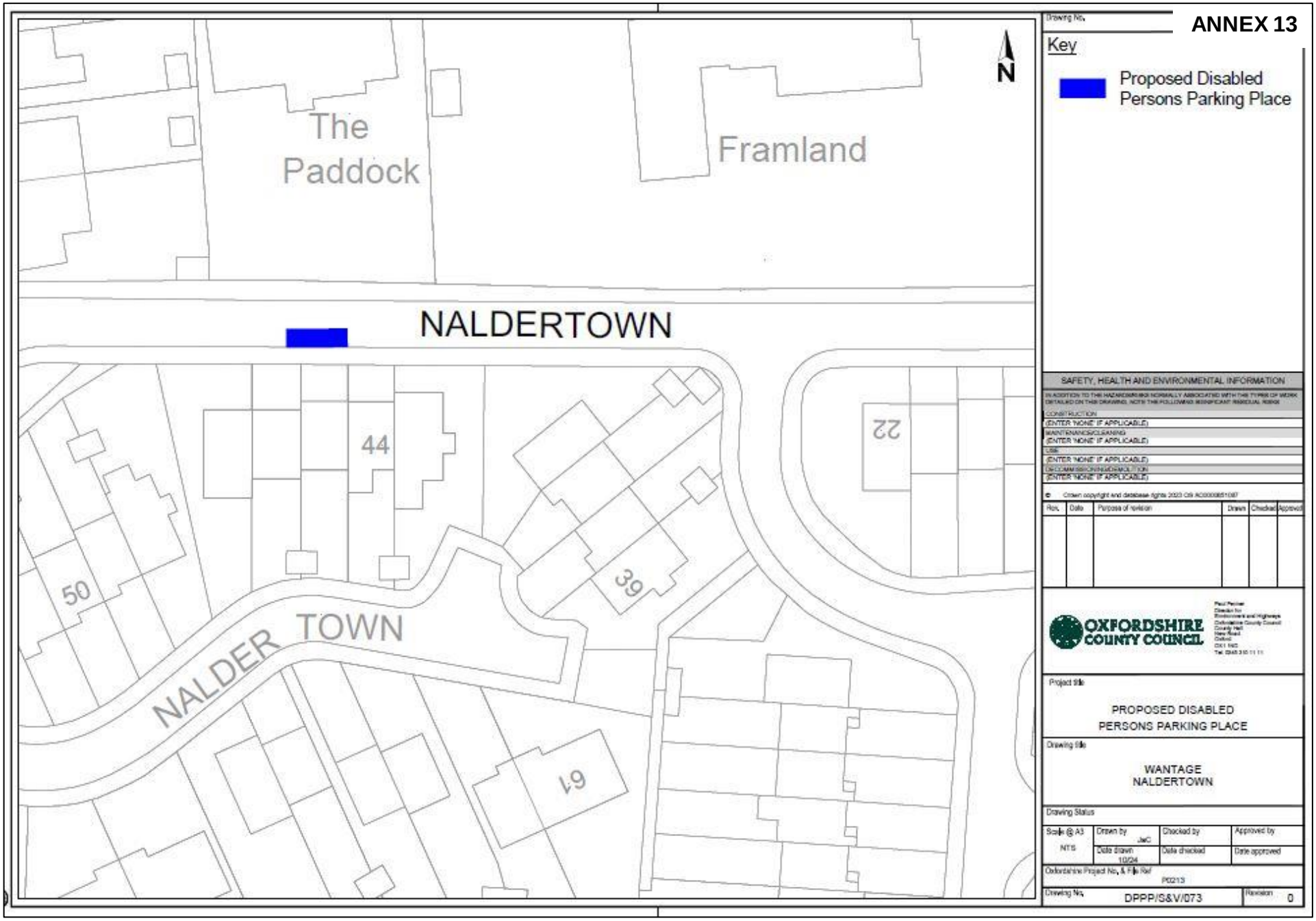

ANNEX 8
Key
Proposed Disabled Persons Parking Place
N
BOUCHER CLOSE
18
10
2
13
6
1
11
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
OXFORDSHIRE COUNTY COUNCIL
PROPOSED DISABLED PERSONS PARKING PLACE
GROVE
BOUCHER CLOSE
DPPP/S&V/063
0


ANNEX 9
DPPP/2024/0
Proposed formalisation of a Disabled Persons Parking Place
Proposed removal of a Disabled Persons Parking Place
Existing Disabled Persons Parking Places to remain
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
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MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
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DECOMMISSIONING/DEMOLITION
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Paul Fermer
Director of Environment and Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0345 310 1111
Project title
PROPOSALS FOR DISABLED PERSONS PARKING PLACES
Drawing title
HENLEY ON THAMES
GAINSBOROUGH CRESCENT
Drawing Status
CONSULTATION
Scale @ A4
1:500
Drawn by
JaC
Checked by
Approved by
Date drawn
10/2024
Date checked
Date approved
Oxfordshire Project No. & File Ref.
P0213
Drawing No.
DPPP/S&V/085
Revision
0
GAINSBOROUGH CRESCENT
53
20
45
23
12
N


N
POPLAR GROVE
97
98
81
79
77
10
8
16
Drawing No.
Key
Proposed Disabled Persons Parking Place
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THIS TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS
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MAINTENANCE/CLEANING
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USE
(ENTER 'NONE' IF APPLICABLE)
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New Road
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Tel: 0345 310 11 11
Project title
PROPOSED DISABLED PERSONS PARKING PLACE
Drawing title
KENNINGTON
POPLAR GROVE
Drawing Status
Scale @ A3
NTS
Drawn by
JaC
Checked by
Approved by
Date drawn
10/24
Date checked
Date approved
Oxfordshire Project No. & File Ref
P0213
Drawing No.
DPPP/S&V/065
Revision
0


LEA ROAD
ELM COURT
32
28
1
15
24
35
31
27
23
1
19
N
Drawing No.
ANNEX 11
Key
Proposed Disabled Persons Parking Place
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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DECOMMISSIONING/DEMOLITION
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Project title
PROPOSED DISABLED PERSONS PARKING PLACE
Drawing title
SONNING COMMON LEA ROAD
Drawing Status
Scale @ A3 NTS
Drawn by JaC
Date drawn 10/24
Checked by
Date checked
Approved by
Date approved
Oxfordshire Project No., & File Ref P0213
Drawing No. DPPP/S&V/067
Revision 0


ROUNDHEAD DRIVE
IRETON COURT
N
35
60
1
2
12
1
22
37
27
30
13
21
Drawing No.
ANNEX 12
Key
Proposed Disabled Persons Parking Place
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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Project title
PROPOSED DISABLED PERSONS PARKING PLACE
Drawing title
THAME IRETON COURT
Drawing Status
Scale @ A3 NTS
Drawn by JaC
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Approved by
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Date checked
Date approved
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Drawing No. DPPP/S&V/070
Revision 0



Drawing No.

Key

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title

PROPOSED DISABLED PERSONS PARKING PLACE

Drawing title

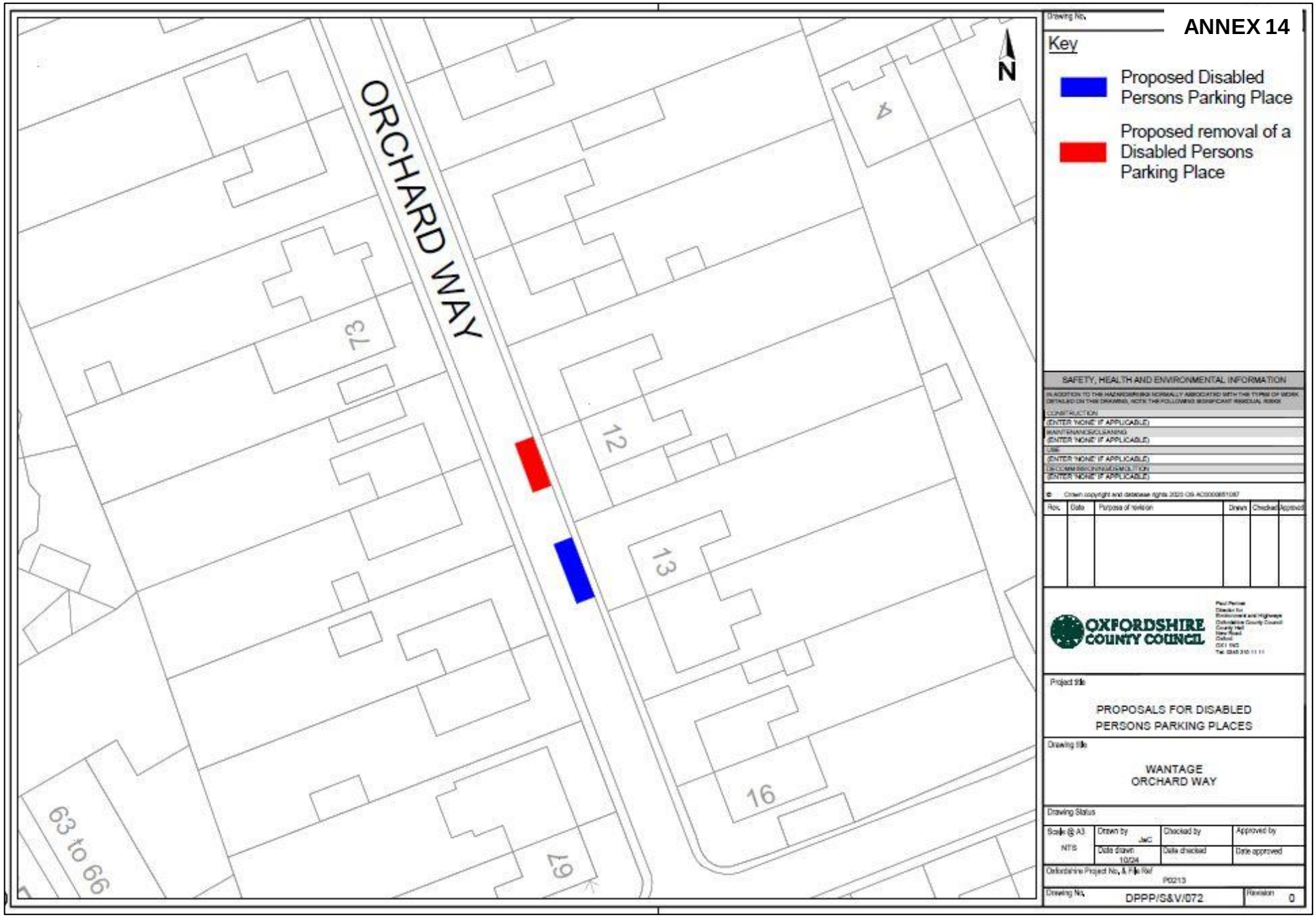
WANTAGE
NALDERTOWN

Drawing Status

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NTS	JaC		
	Date drawn 10/24	Date checked	Date approved

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Drawing No. DPPP/S&V/073 Revision 0



Drawing No.

Key

Proposed Disabled Persons Parking Place

Proposed removal of a Disabled Persons Parking Place

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CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
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Use
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title

PROPOSALS FOR DISABLED PERSONS PARKING PLACES

Drawing title

WANTAGE
ORCHARD WAY

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn: 10/24	Date checked	Date approved

Oxfordshire Project No. & File Ref
P0213

Drawing No. DPPP/S&V/072 | Revision 0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Ashbury Parish Council	**Objection** (Pound Piece - removal) – there is continuing demand from some residents of Pound Piece for the disabled parking place to remain; The residents that have requested that the disabled parking place remains have been invited to apply for disabled parking and if they meet the criteria, it will be recommended to retain the disabled parking place.
Caldecott Close (Abingdon) - Proposed new DPPP	
(1) Local Resident, (Abingdon)	**Concerns** (Caldecott Close) - We wish to strongly object to the proposed disabled parking space planned to be sited near 26 Caldecott Close. We are mainly objecting because the rest of the residents in the Close use unallocated kerbside parking, but the owners of number 26 have paved their front garden, have paid for a dropped kerb to be installed and have on drive access to their front door for the three vehicles that they own and use. Despite having guaranteed access to parking, the owners of number 26 like to keep their work van in a space across the road from their house. When one of them goes out in the work van, the other person takes a vehicle off of their drive and puts it in the space, so that they effectively prevent anyone else from parking there. They can be witnessed doing this manoeuvre most days.
(2) Local Resident, (Abingdon)	**Support** (Caldecott Close) - I think this is a must for number 15 to have this space as disabled parking and don't see any reason for this not to take place.
(3) Local Resident, (Abingdon)	**Support** (Caldecott Close) - If the space is related to number 26 Caldecott Close then they already have a drop kerb and a driveway, plus 4 vehicles that are rarely parked on their driveway but opposite in parking spaces that could be used by other residents. Therefore, I would ask why they would also need a designated parking space. If the proposed parking space is for any other resident of Caldecott Close then I have no objections.

	It would be really helpful if parking space lines could be painted along Caldecott Close to guide parking. Parking is becoming more challenging and often people park without care, causing a space that could fit two cars but have parked so that it only fits one. We also have many cars parked in Caldecott Close that use the school opposite, leaving even fewer spaces for residents.
Maberley Close (Abingdon) - Proposed new DPPP	
(4) Local Resident, (Abingdon)	**Objection** (Maberley Close) – Unfortunately, I object because there is not enough parking space in the Close and there is 25 cars in the Close and some cars have to park behind the back of the garages and the other space out side the front now if the space was given to this person it would cause mayhem and it would not be a good idea. It needs to be kept as it is, the person in mind wants the space all the time but any car park in that spot which is good but if you take that space away people will struggle trying to find a space. The person who is applying for this space can walk and he park is car round the back of the garage he is not disabled he make out that he is disabled so I do object very strongly for this space to be apose so please think very carefully this person walk round tesco unaided and this person if he carnt find a space outside the houses he will park it behind the garages then he walk from the garages to his house which is 100 metres which is not far so once again I object to this proposal for this space to be given to this person.
(5) Local Resident, (Abingdon)	**Objection** (Maberley Close) - I am writing to object to the plan for a disabled parking place in Maberley Close, Abingdon. The person who applied for this is more than capable of walking the distance from garage patch to his house. He also goes shopping in tescos and carries shopping from his car which he has had to park in garage patch when no spaces out front walking unaided also carrying bags of shopping. We don't understand why he needs it when we have witnesses that majority of the time he walks unaided and his wife hardly ever with him. If this is granted I will take it further, I could understand it if he was in a wheelchair and on oxygen, also if he is that bad that requires a space then how can he walk from the disabled parking at Tesco into the store do some shopping and back to the car. This being a lot more then a few meters from the garages to the house.

(6) Local Resident, (Abingdon)	**Concerns** (Maberley Close) - I understand the person applying for the space near his house has a blue parking badge. I am not sure if this entitles him to a private parking space on the public highway when he has a parking space on the deeds of his property in a private car park only a few yards from the proposed disabled space. Before granting permission to limit parking for existing neighbours by allocating a disabled space, it would be good to obtain medical approval confirming the person is unable to walk the extra yards from the existing car park. If medical confirmation is obtained stating he cannot walk the extra yards then I understand the need for a disabled parking space slightly closer to his house. Allocating space in the Cal de sac without medical confirmation would increase parking pressure on other neighbours.
(7) Local Resident, (Abingdon)	**Support** (Maberley Close) - Further to your letter of 20 November 2024 concerning the proposed Disabled parking place for use by ALL who live or visit Maberley Close, we write to confirm that we have NO OBJECTION to this request. The Close over the years has seen more and more Maberley Close residents cars parking on the pavements, grassed areas and double parking instead of using the garage area provided which has subsequently made those living and visiting with mobility issues much harder.
(8) Local Resident, (Abingdon)	**Support** (Maberley Close) - I've seen the state the parking can be round there now especially when it floods the garages and at night, ive seen the gentleman that applied for the space and he does need it there, I will be applying for a disabled badge so on the odd occasion I can park there for an hour if I need to anyway, get it in there as soon as possible please before it starts getting icy.
(9) Local Resident, (Abingdon)	**Support** (Maberley Close) - We have one resident with a blue badge and, soon, another who will be expecting regular visitors with a blue badge. The parking in the Close is such that there is not a lot of space when everyone is home for the night. Anyone able-bodied should be able to walk across the mild environmental impediments, which are logistical considerations for those with mobility concerns, such as a mild slope in the frost and wet leaves, etc. The proposed disabled space will make life easier for those who need it.
(10) Local Resident, (Abingdon)	**Support** (Maberley Close) - The gradient when walking up from the car parking area can cause problems for people with limited mobility. In cold weather this frequently ices up and has the potential to cause a significant issue. Due to non-residents using the carpark it can be difficult to find parking close to home - this can prove an additional challenge for a blue badge holder.
(11) Local Resident, (Abingdon)	**Support** (Maberley Close) - Lack of Disabled Parking Space, needs of local resident.

Swinburne Road (Abingdon) – Proposed new DPPP	
(12) Local Resident, (Abingdon)	**Concerns** (Swinburne Road) – I understand one of the criteria for being granted a disabled parking place is that the applicant must hold a 'blue badge'. The applicant does not display one in the vehicle while it is parked at the property. Indeed, they do seem to go about their business largely unaided and I would not say the applicant exhibits *a permanent or substantial disability, such that walking is not possible or presents a considerable difficulty over longer distances.* Granting a disabled parking place might 'open the floodgates' to applications from other residents not unduly disabled who would see the opportunity to create their own parking place, thereby putting further strain on parking in Swinburne Road. There is huge pressure on parking in Swinburne Road as it is, mainly due to many residents having been allowed to 'drop' the kerb in front of their property, remove their front wall, and so enable them to park their vehicle on the front garden, with the road space exclusively 'reserved' for access. In reality, very few residents park their vehicle on their property because it would overhang the pavement and they now have their very own 'protected' space on the road. There have been altercations when other residents have parked in such spaces knowing they are not used for access and should free for anyone to use. 27 residents (or more than 25% of all properties) on Swinburne Road have created their own parking place in this way. This is an issue that needs to be more tightly controlled and I should be grateful if you could refer this matter to the relevant department.
Fane Road (Berinsfield) – Proposed new DPPP	
(13) Local Resident, (Berinsfield)	**Concerns** (Fane Drive) - I'm not against a new parking space for the disabled but my concern is that it's not going to be any closer to their home? That part of the road is the furthest away from the nearest houses. Wouldn't it have been better to allocate a space on Fane Drive near to the junction with Glyme Drive? That way it will be closer to the houses who, I presume, you're trying to help?
Station Road (Chinnor) - Proposed new DPPP	

(14) Local Resident, (Chinnor)	**Object** (Station Road) - The parking area is a pinch point. The parking serves mainly 5 houses and a shop. 10 cars park regularly for at best 7 spaces to loose a space would have a big impact for the other residents. There is almost always a space outside the house, there are two parking spaces directly outside the house. We all get on as residents and there are no issues and I don't understand why this is necessary. If needed we park down the road in the surgery carpark as do other neighbours and we manage things well between us, to dedicate one space will have a big impact on an already poor parking situation.
(15) Local Resident, (Chinnor)	**Support** (Station Road) - Is the disabled space for a resident who lives on Station Road? If it isn't then I find it strange that a disabled parking space is needed on a residential road and would ask if it could be placed somewhere else on Station Road? E.G outside the Methodist Church. We all have to park on the main road due to limited personal parking availability. It already becomes very busy outside my house with parking and I struggle already to park outside or near my house. So, as you can likely tell if the disabled parking bay is for a resident of Station Road, then I am more then happy for them to have it as I am struggling myself when I have to park away from my property, let alone having limited mobility. However, if it is for the community as a whole I think that the GP car park would be appropriate enough to park in, or for a disabled bay to be placed further along Station Road near the church where all the houses there have driveways.
Hagbourne Road (Didcot) - Proposed new DPPP	
(16) Local Resident, (Didcot)	**Object** (Hagbourne Road) - I wish to object to the proposal, there are many unanswered ambiguities. Will this parking space be restricted to a local resident of Hagbourne Road/Church Street (people already come from outside the immediate area to park,making the chronic problem worse)? Who will be considered to be"a local resident"? What will be the method of ensuring the user is residing in the "local area"? This disabled parking proposal could be better accommodated by removing the double yellow lines that exist between the drop curb of County Plumbing supplies and the lamppost (opp Church Street).
(17) Local Resident, (Didcot)	**Concern** (Hagbourne Road) – The application seems a little strange in the light of the new building that is almost complete at No.5 Hagbourne Road Didcot. Does this have any connection with this building as they have their own car park spaces for visitors?

	Hagbourne Road is heavily congested best part of the working day, a lot of the congestion and parking problems stem from Busby House Dental practice customers. Why was the proposed Disabled Parking place not located near to the Dentist's building, this would help it's Disabled customers having only a short walk? The only shop in the proposed Disabled Parking location is the Bathroom showroom, no other shops are in the area. Parking for the residents of Hagbourne Road without their own driveway is a matter of luck, people park along the road and just go off to work or shopping leaving no spaces for the residents. Please Note: When the planning application for No.5 Hagbourne road was submitted the Highway carried out a survey, using a computer simulation or standard document, it came to the conclusion that people would either catch a bus to Lower Broadway, walk or cycle. Their surveyor turned up at 20:30 to check on the parking status, hope someone comes during the daytime if it is deemed necessary on this occasion. We could do with some Resident Parking places along this road too. My apologies for the long mail, but congestion down Hagbourne Road is beyond a joke now. .
Childrey Way (East Challow) - Proposed new DPPP	
(18) Local Resident, (East Challow)	**Object** (Childrey Way) - I wish to strongly object to the creation of a disabled parking bay as shown on the plan. 1. The applicant for this space has off-road parking at no 7 and has had the car stood there continuously for several weeks. 2. Parking at Childrey Way is already very difficult where nine cars (plus regular visitors) contest four spaces in the evenings and overnight. Creating a 3m wide disabled bay will severely limit the available space for the other residents in Childrey Way, with no alternative parking spaces available nearby. 3. If a disabled space must be provided, then it would be better if this could be recessed into the adjacent verge towards the telegraph pole so as to limit the impact on other residents.

	4. Whilst I am sure this project has no funds for this, if the Council could consider the provision of general parking bays along the broad verges of Windmill Place this would go a long way to remove the pressure on parking and help traffic flow in the area as well.
(19) Local Resident, (East Challow)	**Concerns** (Childrey Way) - Oh, dear. Trying to administer East Challow is a losing game. Why a disabled space? For the people down Childrey Way? Perhaps, for the school ? No, there is a car park a lot closer, not used sufficiently. Where to put the rubbish bins?? A disabled space will not be respected- look at the Chelsea Tractors parked in disabled bays outside Sainsbury's in Wantage. See the cars here at 9am and 3pm,parked anywhere, laziness possibly, could be dangerous with some unsupervised infants . Also, camper vans going along the bridle path to holiday lets at Cornhill. The bridle path I understand is your responsibility, one icy winter and no stitch in time, repairs could get costly. What will this proposal do for neighbourliness?
(20) Local Resident, (East Challow)	**Support** (Childrey Way) - Obviously if a resident needs a disabled space to make it easier to park, this makes perfect sense but if it is not for a resident, then I think it would just compound the parking problems we already have.
(21) Local Resident, (East Challow)	**Support** (Childrey Way) - St Nicholas School opposite has a car park and the parents & teachers insist on parking on Windmill Place, Sarajac Avenue & blocking access to Childrey Way. Any disabled use is impossible as residents are unable to park.
(22) Local Resident, (East Challow)	**Support** (Childrey Way) - Parking is very difficult so disabled parking would help those who need it most.
Boucher Close (Grove) - Proposed new DPPP	
(23) Local Resident, (Grove)	**Object** (Boucher Close) – I would like to formally express my objection to this proposal for the following reasons: 1. Existing Parking Challenges: Boucher Close is a small cul-de-sac where parking is already extremely limited. Several residents own multiple vehicles, including commercial company vans and motorhomes. Adding another reserved space would further reduce the availability of parking for other residents, exacerbating the already strained situation. 2. Underused Existing Disabled Parking Space: There is already a disabled parking space in our cul-de-sac that is no longer in use. Before imposing a new space, I urge the council to review the utilization of this existing space and reassign it if no longer needed.

	3. Impact of Commercial Vehicles: The parking pressure is significantly worsened by the presence of large commercial vehicles and motorhomes brought home by some residents. It would be more effective to regulate these vehicles before introducing additional parking restrictions that further limit space for private vehicles. While I understand the importance of providing accessible parking for residents with disabilities, I urge the council to carefully evaluate the need for an additional disabled parking space in this specific area, considering the current constraints and underutilized existing facilities. I respectfully request the council to reconsider the proposal and explore alternative measures that address the broader parking challenges faced by residents of Boucher Close.
(24) Local Resident, (Grove)	**Object** (Boucher Close) – My response is to reject the proposal for the following reasons: • There is already a designated disabled spot in the Close at the bottom. This should be on your records; • Each household is designated with a parking spot in accordance to their property deeds; • There are may households on this street that will have more than one vehicle and can be as many as four vehicles to a household. A problem they have to prioritise amongst themselves who has the designated spot in the property deeds; • The already installed disabled parking spot with the visible notice is, for the majority of the time, if not all the time, ignored because there is no control or management to enforce illicit use; • The user of the existing disabled spot has left the resident a couple of years ago; • I have not seen or witnessed any evidence of individual severe mobility issues within our Close; • I am a Blue Badge holder myself and see there is no need for such designation in this residential street. Wherever you park you are in close proximity of your property. • Reducing availability to park as a result of installing the additional designated disabled parking spot will worsen the current parking situation (if properly enforced) especially over the weekend when many visitors call in; • There have been many fallouts within the neighbourhood over parking spots. This will make things worse; • While parking situation is not great, you need to consider accessibility of emergency services (in particular patient transfer to ambulance, which I have experienced myself) that is already presenting problems since blocking off a central hardstand area with bollards causing vehicles to spill out to the Close.

	I am surprised this letter has come out of the blue when I have not seen any outcome of a survey to access feasibility and practicability of introducing the proposal. I have taken the opportunity to enclose some photos of the Close to demonstrate what a normal occupancy looks like when majority of the residents are at home. Usually all of the available parking spaces are full. Visiting during the week to access how busy the Close is will not be necessarily be a true reflection as many of us are working. As stated, I do not agree or accept the proposed allocated disabled parking space for the above reasons.
(25) Local Resident (Grove)	**Object** (Boucher Close) - There is already a signposted disabled parking space in Boucher close in Grove. No one in that small area has a long term disability and we are already VERY short of parking places for the residents. I very much doubt that this valuable space will be left vacant when people cant find a space to park anyway, and unless any future disabled person actually lives right by the proposed space(one house) its not going to help them at all. Its a very small road and no one has to get far from their parking space to their home so to be honest I have no idea why this is being proposed. I really hope that it doesn't happen.
Gainsborough Crescent (Henley on Thames) - Proposed removal of DPPP	
(26) Local Resident (Henley on Thames)	**Object** (Gainsborough Crescent) – I do not agree with this so how can I make this official? Cos we need the spaces there.
(27) Local Resident (Henley on Thames)	**Concerns** (Gainsborough Crescent) - I do not support this as I am a disabled resident and need access to the disabled parking place nearest the ramped area, which is being proposed by this consultation, to remain. I hope it does remain as it is used by myself, (when it is free and not occupied by other non-disabled residents). If it is formalised and resigned could I ask that the hatched area be redone too if possible, to allow for wheelchair transfer space passenger side, as the space is very tight to the ramp?
Poplar Grove (Kennington) - Proposed new DPPP	
(28) Local Resident (Kennington)	**Support** (Poplar Grove) - I have no opposition to the proposed spot, however I wanted to make you aware that since this will be in front of a series of approx half a dozen, over 55 council houses that are managed managed by Sovereign I suspect there will be high demand for it. Would the space be open to anyone who is a blue badge holder?

	I also suspect that this has come as a result of ongoing disputes between the elderly residences of those houses over parking space right in front of their homes. I think this request may be related to that. There is plenty of parking on the road and I understand the need for a disabled spot in front of homes that require it. I believe one home further down the road already has one. Would it cause issue if multiple people would then want to use it? Overall though, no opposition to the application. Just some further information for consideration.
Lea Road (Sonning Common) - Proposed new DPPP	
(29) Local Resident (Sonning Common)	**Object** (Lea Road) – I would like to object to the proposal and provide the following rationale. I have lived in Lea Road for many years and have obviously seen how traffic has naturally changed over time. However there are a number of other things which have influenced the current traffic situation. The maisonettes in Lea Road at the Grove Road end have progressively changed hands from elderly residents to young families. None of the maisonettes have parking provision and they rely on roadside parking. Only a few of the elderly residents had their own vehicles and therefore most of that end of the road remained clear. This also catered for the primary school traffic. However, since the increase of young families with their own vehicles the road has become filled with parked cars, which they are entitled to do. This has created difficulty when parents are collecting children and has pushed the traffic to the other end of end road causing congestion. In relation to the disabled bay, I would offer my support if there was no driveway parking at the remaining properties in Lea Road. There is already a disabled space reserved by the school in Lea Road, which I understand as there is no alternative. However the properties at the proposed site all have their own driveways. I can only then assume the provision is for a property in Elm Court. The parking in Elm Court is already congested and has been exacerbated by the provision of a care home which requires around the clock care staff. I do not know if this is the origin of the application, but if this is

	the case, I do not think it is fair to reserve a space when the staff take up spaces in Elm Court provided at the side of my property. If you need to provide a disability space then I would consider using one of the spaces at the side of the my property and ask the staff to park further up the road. If you remove general parking at the proposed site it will affect parents picking up children and the residents in Lea Road who do not have sufficient parking provision. There will be times when the space will be empty and people cannot use it. When there is insufficient parking available in Lea Road, drivers have started to park on the pavement and on the junction with Elm Court. This has made the junction dangerous at times, especially when collecting children. As an example, in 2021, my car was parked in the proposed site and one the parents had problems navigating the junction and drove into the side of my parked car.
(30) Local Resident (Sonning Common)	**Concerns** (Lea Road) – I am rather concerned about this, as parking is already very chaotic. All of the houses have a parking space,some have two. This will be taking away a parking space for visitors etc.
Ireton Court (Thame) - Proposed new DPPP	
(31) Local Resident (Thame)	**Object** (Ireton Court) - I would like to object to the proposed placement of this space. The proposed space on the diagram will actually mean that residents will lose 3-4 parking spaces in total. There has been an informal parking arrangement at the end of Ireton Court for at least 10 years and cars currently park diagonally across this corner and along the side. (I have attached a diagram to illustrate this). This is the most efficient way of parking in this area where there are already more cars than space. At evenings and weekends it is already extremely difficult for residents to park, and many of us have had to resort to parking on adjacent roads. If we then lose more parking spaces this will be extremely detrimental to all residents of this area, the large majority of whom have young children. (I will add that we only have one car in our household and we still find it difficult to park).

	If this proposal is due to an application from a resident of Ireton Court, I would suggest that the other corner (near number 21) would be more practical, as it is already used as a space, so would not impact other residents. However if this proposal is simply due to a general 'increased demand' as you say in your letter, then I would argue that the impact on Ireton Court and it's residents would be extremely negative.
(32) Local Resident (Thame)	**Object** (Ireton Court) - I am strongly opposed to having a disabled parking space at this location. We have one car as a family and already are unable to park our car on any regular day. The parking situation is however cordial. The residents have tuned a fine art of parking in the close to make sure everyone has room. We always are considerate of allowing those with disabilities priority access. I'm not opposed to someone parking but please don't make it a reserved space.
(33) Local Resident (Thame)	**Concerns** (Ireton Court) - From the map it shows the parking space to be parallel to the kerb,all the parking along this side of the road are at an angel so this will take up two parking spaces. The resident also has a van so this will take up a third place and there is a dropped kerb on this side and will therefore prevent us parking on this side completely. There is very little parking in this cul de sac which is why houses are often difficult to sell. A few houses have already put in dropped kerbs due to lack of parking which then prevents you from parking there. The house that have requested this already have a van and a car, most houses now have 2 cars or vans down this road. If this were to go through then his van will need to be parked by the garages or on the main road so it is not taking up another spot. Perhaps someone from the Council should come down here in the evening and see what the parking situation is.
(34) Local Resident (Thame)	**Concerns** (Ireton Court) - Is should start by pointing out that there are not enough spaces to cover demand as it is. Whilst the proposed disabled space would be an inconvenience for non-disabled residents I do appreciate that one of our residents would benefit from it. I think a disabled spot would work so long as this condition is met: Please see my diagram photo below compared to diagram in the letter. The disabled spot proposed would wipe out three non disabled parking positions because of space needed around it. The residents here park in a kind of crescent formation (as shown), maximising the space available. House No.15 and No.18 have driveways that must not be obstructed but the best position for the disabled space would be outside No.18 because it will only cost us one regular space and also it would guarantee the disabled person access to their car from the pavement (whilst also allowing No 18 access to their driveway). The best case scenario, should this go ahead, is for the disabled space to be marked out along with all of the other non-disabled spots to make clear who is to park where. It would be good but not essential

	that it if the demand for a disabled space recedes (eg is the person needing the space moves away), the space is returned to being one for regular parking.
(35) Local Resident (Thame)	**Concerns** (Ireton Court) - Whilst we have no objections to a disabled parking space, we do question the placing of it. Given that some residents including No.26 have more than one car, parking is very tight on the court. Could the space be on a diagonal placing therefore allowing more spaces on the remaining right hand side (which is how people tend to park now.
Naldertown (Wantage) - Proposed new DPPP	
(36) Local Resident (Wantage)	**Object** (Naldertown) – Our view is that we fully object to the proposal, for the following reasons: • We already have difficulty with lack of road width and turning circle space that preventibly restricts and impedes access. • It is difficult for larger vehicles accessing our property. We have on many occasions found it difficult to access our drive and cannot due to the road width being restricted having vehicles parked on it. The proposed bay is on a public road, this is not a busy road (often with little or no cars on it) and has plenty of off road parking opportunities in a very reasonable distance to the occupier's property i.e. a few steps away.
Orchard Way (Wantage) - Proposed new DPPP	
(37) Local Resident (Wantage)	**Object** (Orchard Way) - The road is already incredibly narrow and difficult to access. We do not need to move the bay from where it currently is, it will make road access even worse and is entirely unnecessary. It is already dangerous for pedestrians- especially those with wheelchairs, prams and with dogs.
(38) Local Resident (Wantage)	**Object** (Orchard Way) - The road is busy residential street which is very narrow. There are a lot of cars parking on the road and the addition of a disabled parking bay will add to the already congested road. Properties do have front garden which can be adapted for parking which would negate the need for on road disabled parking outside individual houses.

(39) Local Resident (Wantage)	**Concerns** (Orchard Way) – I am just contacting you with regards to the new location of the disabled bay, the location of the new bay would restrict those who have drives opposite and either side of the new location. Parking is always an issue on Orchard Way and the new location would also loose a parking place on the road. The household who the bay is intended for already has 2 cars parked on the road, 1 disabled car that is never used for the disabled person and another car purchased by themselves, only 1 member of that household drives. The road is a single carriage road with cars parked on one side so if a delivery van is blocking the road we are then unable to go the other way. I don't think this is the correct location for the bay.
(40) Local Resident (Wantage)	**Concerns** (Orchard Way) - Yes we need to change the proposal . It isn't a full size path they wouldn't get into the car . Plus it would mess every one up the street with bin day and people's drives and it's only 2 more steps away from there gate and the road isn't very big . It would be better for everyone up the street for it to be literally a few feet infront of their gate . Across the road which the road is narrow and u can only park tbe opposite side. Sorry to be a pain. But putting it by their gate they wouldn't be able to use . Which therefore would be a waste of time and resources. They need a disability bay other wise they have to park sometimes not even on the street and 10 minute walkaway which is ridiculous.
(41) Local Resident (Wantage)	**Concerns** (Orchard Way) - The position that you propose would significantly impact access. The street is extremely narrow. The pavements are not wide enough for people to walk down, and the road is used constantly by all residents for pedestrian access. The proposed position outside of 13 would totally block access onto and off of the drive of number 70. The previous position outside of 12, you mention in your letter made access difficult enough. I wrote at the time of this application to explain how poor the position of that was for access to our property and this was not taken into account. I strongly request more consideration for access to be taken into account. Please locate the space on the west side of the street outside number 70, rather than outside number 13.
Orchard Way (Wantage) - Proposed removal of DPPP	

(42) Local Resident (Wantage)	**Support** (Orchard Way) - No objection to the removal of the parking bay as it will ease congestion.

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Divisions affected: *Iffley Fields & St Mary's*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

OXFORD: HOWARD STREET – PROPOSED AMENDMENT TO RESIDENTS PARKING PLACES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the introduction of new 'No Waiting at Any Time' parking restrictions (double yellow lines) on Howard Street in place of approximately 5 metres of 'Permit Holders only' parking, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce new 'No Waiting at Any Time' (double yellow lines) parking restrictions on Howard Street in place of approximately 5 metres of 'Permit Holders only' parking (approx. 1 space) adjacent to No.24, as shown in **Annex 1**.

2. The proposals - which follow additional local consultation with residents - will help facilitate the removal of the existing pedestrian barriers at the pedestrian/cycle link between Boundary Brook Road & Howard Street (informally known as Flower Lane) to help ensure adequate visibility between cyclists entering Howard Street and other vehicles.

3. The updated proposal have been put forward as a result of the deferral of a final decision on a scheme at the March 2024 CMD decisions meeting, in order to allow for further engagement with residents with regards to the loss of parking provision.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.

Legal Implications

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

6. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equality and Inclusion Implications

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

Sustainability Implications

8. The proposals seek to provide a more convenient and direct routes for cyclists.

Informal Consultation

9. Informal consultation for the proposed road hump extension was carried out between 08 August and 02 September 2024. Emails were sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, countywide transport / access & disabled peoples user groups, the local County Councillor representing the Iffley Fields and St Mary's division and residents directly affected, as shown in **Annex 3.**

10. A total of 18 responses were received, 8 objections to the proposal and 9 supporting the proposal and 1 no objection.

Officer Response

11. Thames Valley Police did not object to the proposals.

12. Expressions of support for the proposal was received from a local Oxford City Councillor in expressing support for the proposed road hump extension to facilitate access for pedestrians.

13. The remaining responses (16) were from members of the public, being residents. While a slight majority of these responses were objections on the loss of two residents parking places given the parking pressure in the area and secondly safety concerns in respect of the proposed removal of the guard railing and the risk that pedal cyclists might travel at speed both along Flower Lane and also across the Howard Street footway and into Howard Street, posing a risk to pedestrians in particular but also leading to a risk of collisions between cyclists and motor vehicles.

14. Only two of the objections referred directly to the road hump extension.

15. On the safety concerns, the removal of the guard railing will of course (as this is one of the prime objectives of the scheme) allow cyclists to move more freely to and from Howard Street and Flower Lane than at present. Although this is unlikely to appreciably affect their speed on Flower Lane itself (which it should be noted is not formally a cycle track but has long established use by cyclists) it is accepted that in the absence of mitigating measures the potential for conflict with pedestrians walking on the southern footway of Howard Street could increase.

16. The cycle rack and associated on carriageway bollards is introduced to mitigate these risks, noting that there is a reasonably good view available between cyclists crossing the footway from Flower Lane and pedestrians using the footway. Even though to install the cycle rack would require the loss of two parking spaces.

17. The proposed road hump provides a safer crossing point especially for those who require mobility assistance with carers and provides a flush link with the existing footway network plus elevated, increasing the pedestrian presence while crossing Howard Street.

Formal Consultation

18. Formal consultation was carried out between 14 November and 13 December 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillor representing the Iffley Fields & St Mary's division.

19. Letters were also sent to approx. 105 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.

20. 79 responses were received during the public consultation, with 12 objections (15%), 59 in support (75%), and six partially supporting/raising concerns (8%), and two non-objections (2%).

21. The County Cllr responsible for the Iffley Fields & St Mary's division also confirmed their support for the proposals.

22. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

23. Thames Valley Police did not object to the proposals.

24. On the safety concerns, the removal of the guard railing will of course (as this is one of the prime objectives of the scheme) allow cyclists to move to and from Howard Street and Flower Lane more freely than at present.

25. The proposed separation of the cyclists and pedestrians by the installation of the uncontrolled pedestrian crossing point designated by the tactile paving and the road markings on the footway to guide the cyclists within the limitation of the flat top of the proposed extended road hump. Although this is unlikely to appreciably affect their speed on Flower Lane itself (which it should be noted is not formally a cycle track but has long established use by cyclists) the absence of mitigating measures the potential for conflict with pedestrians walking on the southern footway of Howard Street is reduced, as shown in **Annex 4**

26. The elevation by the raised flat top road hump increases visibility of all road users which increases the safety for all road users within the 20mph traffic speed regulation. The impact of the current on street parking in the area is limited to a loss of one car parking space. This will unfortunately marginally increase the pressure on the already limited on street parking in the locality for deliveries, visitors and residents but is kept to the minimum necessary. Regular enforcement of the no waiting parking restrictions will discourage indiscriminate unlawful parking at this location.

27. The proposed layout results in a decluttered area for all types of footway users to safely use and provides an appeasing environment. The introduction of physical measures such as additional bollards or traffic road signs is avoided as such measures tend benefit one type of footway user at the detriment of another type of road user and have a detrimental environmental impact.

28. There is no physical measure that can influence either way on the movement of mopeds or similar that is not already being experienced at this location The concern of increased usage of mopeds or similar is thought to be unlikely without the pedestrian rail and on street parking. The removal of the pedestrian barrier and a single car parking space will not exacerbate the current situation.

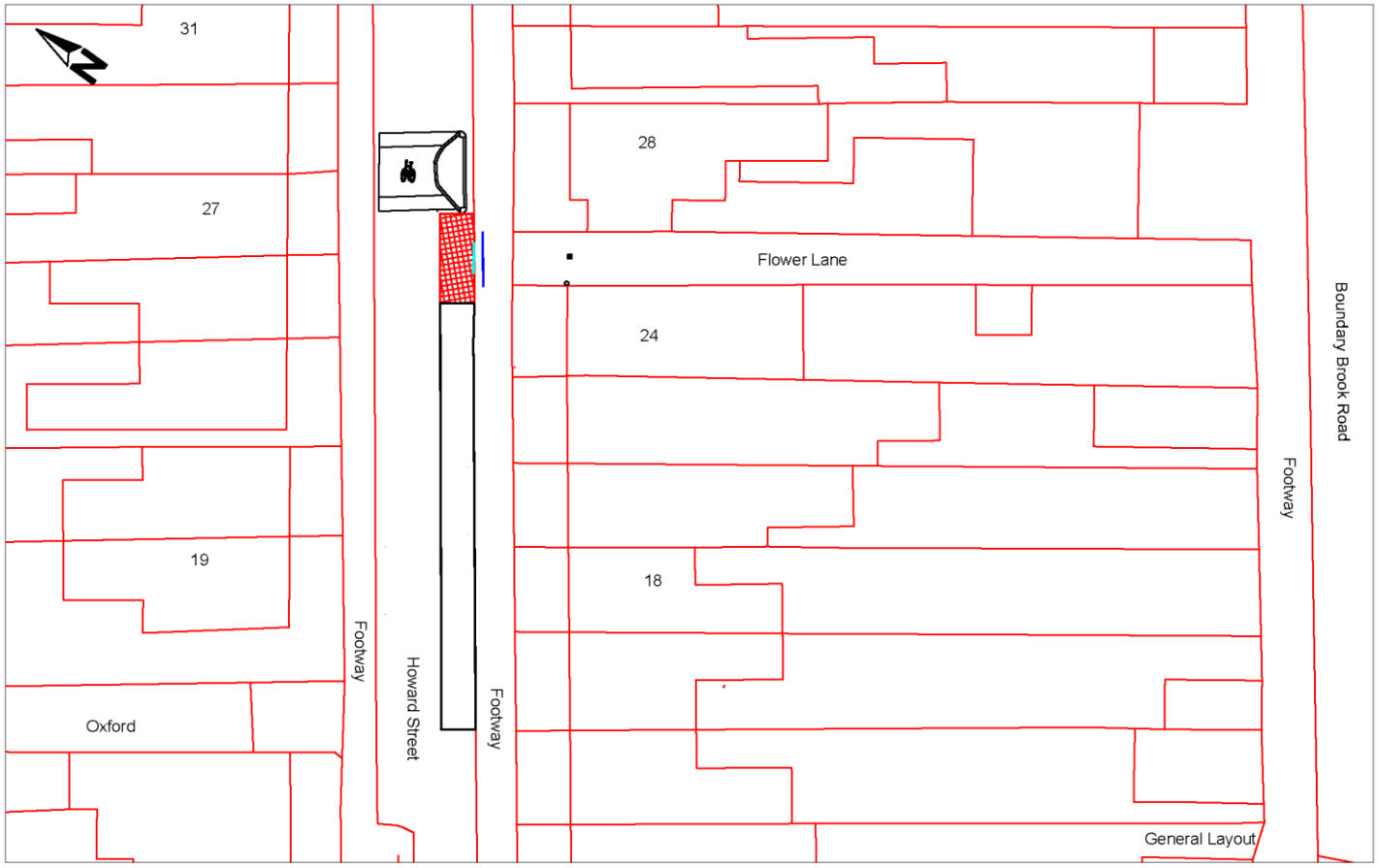
29. The February 2024 public formal consultation and CMD decision in March 2024 to defer their decision granted an opportunity to provide further detail on the proposed measures being considered.

30. The August 2024 informal consultation was specifically restricted to the proposed road hump extension and to be limited to those residents directly affected including the emergency services. In response to the two previous consultations the current scheme is being promoted and the Traffic Regulation Order regulations for the On-street Parking Restrictions amendments require a formal consultation to be conducted give the residents especially the opportunity to comment on the proposals at each stage of its development.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses Annex 3: Informal Consultation plan Annex 4: Proposed General Layout plan
Contact Officers:	Ralph Green (Officer – Traffic & Road Safety) Lee Turner (Team Leader – Traffic & Road Safety)

January 2025



Drawing No.

Notes

Proposed No Waiting at Any Time parking restriction in place of existing residents only parking.

Existing residents only parking places to remain.

Proposed removal of existing pedestrian barrier.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

Oxford City
Howard Street and Flower Lane

Drawing title

Proposed Amendments
To Residents Only Parking Places

Drawing Status Consultation

Scale @ A3	Drawn by	Checked by	Approved by
1:500	RGr		
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision

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ANNEX 2

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – Again there are no problems here from a bus operational perspective. This all looks eminently sensible, in the round. No objection on our part.
(80) Local County Cllr, (Iffley Fields & St Mary's division)	**Support** – very much in favour.
(3) Local group/organisation, (Cyclox)	**Support** – Cyclox support removal of the existing pedestrian barriers at the pedestrian/cycle link between Boundary Brook Road & Howard Street to help ensure adequate visibility between cyclists entering Howard Street and other vehicles. This would further cycle route connections in the local area. We have a concern that drivers may continue to park there on the double yellow lines out of hours if no other parking spaces are available, so we ask that some street furniture (bollard/planter/litter bin with or without a kerb build out) is placed in the road at the south end of the double yellow lines.
(4) Local resident, (Oxford, Howard Street)	**Object** – I am writing to you concerning the proposed changes to parking on Howard Street. Myself and the other tenants of my home have discussed the letter and we all feel that if the barriers are removed then cyclists may be encouraged to whiz through the gap and move even faster down Flower Lane, which is often used by people with prams, mobility aid users, dog walkers, children, etc. Additionally, the removal of a parking space would be detrimental to the car users on our street, as it is already a struggle to find parking, with members of my household often needing to park much further away than they would like.

(5) Local resident, (Oxford, Howard Street)	**Object** – I was very disappointed that these changes only seem to address the parking issues and not the health and safety concerns that I outlined in a previous letter. I am not sure whether officers have made a site visit to look at the crossing point, but would urge you to do so at the end of the school day between 3.15 and 3,30 so that you can see the extent of the risk to small children who, without the barrier will cycle straight out onto Howard Street and into the path of ongoing traffic. In addition, I informed your department of the 2 two blind and 1 partially sighted residents, who daily walk along Howard Street to the Coop. At the moment, the barrier acts to slow down cyclists, but without it, they will be travelling at some speed when they cross the footpath putting all pedestrians, but particularly the young, old and disabled at considerable risk. I am retired and understand your priority is to re-create the environment for the benefit of cyclists and working age people, but there are also costs in terms of people's access and safety to be considered. As the barrier does not stop cyclists from accessing Howard Street, just slows them down, I don't understand why this change is needed. The exception to this are the cargo bikes which are too large to make the turn around the barrier. However, these bikes are also too large to be cycling down Flower Lane. Community members have spent a considerable amount of time, money and care to create a pleasant walkway for local families and children and the newly designated cycleway is principally to allow those passing through the area, to go more quickly which is incompatible with our vision for our community. If this plan is to go ahead, it is imperative that you erect warning signs for pedestrians on either side of the entrance to Flower Lane which include something tactile for the blind residents so that they do not walk into the path of oncoming cyclists. I am planning to cross over the road before I reach Flower Lane, so that I am not at risk and would suggest that there could be a pedestrian crossing point on either side of the Lane to ensure pedestrian safety. I really do urge you or one of your officers to come and have a look before you go ahead with your scheme.
(6) Local resident, (Oxford, Howard Street)	**Object** – Up to now I was not too concerned about this, untill recently I arranged for someone to come and service my boiler.

	They phoned after they were due to arrive to say that they had driven round the block three times and found no parking spaces. They had also tried to park in the Boundry Brook area but said there were new parking restrictions in that area, and could not park there, so they woud be unable to come and carry out the service on my bioler. Since then I have noticed that people carrying out jobs in this road quite often have to resort to parking on the pavement. All this has made me feel that loosing even one parking space can cause alot of probems in an area where it is already difficult to find a parking space. So I'm afraid I object to the proposed parking restriction amendments in Howard Street.
(7) Local resident, (Oxford, Howard Street)	**Object** – I would like to re-emphasize my objection to the removal of the barrier at the Howard Street end of Flower Lane as well as one parking space. While most cyclists are considerate and watchful, some are not, and come racing along Flower Lane, slowed down only by the barrier and parked cars. Once those are removed the Lane will become a cycle path and no longer a pedestrian or shared passage. I don't understand why cyclists should be given preference over pedestrians. I fear for the small children coming along Howard Street, walking, running or cycling on small bicycles and scooters. I don't agree with the Council's proposal at all.
(8) Local resident, (East Oxford, Iffley)	**Object** – Over 600 parking spaces were removed in East Oxford as part of the Quickways and CPZ have been expanding. This is making it difficult for visitors and residents to park. Please stop restricting and removing parking spaces in East Oxford.
(9) Member of public, (Kidlington, Osborne Close)	**Object** – Further restricitons are not needed, it will damage retail again!
(10) Local resident, (Oxford, Howard Street)	**Object** – I am not convinced at all that proposed changes will increase the safety of pedestrians and cyclists can use alternative routes. On top of that parking situation has been difficult lately and that should be taken into account. I am a cyclist myself but we should consider safety and convenience of all users of public spaces and do not always put bikes first.

(11) Local resident, (Oxford, Howard Street)	**Object** – There is a general shortage of parking on Howard Street, and I strongly disagree that the proposed alterations will improve safety for pedestrians and cyclists. To the contrary, I believe the proposed removal of the pedestrian barrier and introduction of a cycle lane crossing the pavement will in fact increase the speed of cyclists using this route, act to encourage cycle couriers, electric bike traffic, motorbikes and cargo bikes to use this route as a shortcut, with the impact of endangering pedestrians using the pavement. There are plenty of alternative route for cycle traffic, and maintaining this as 'a walk' as it was intended will continue to encourage cyclists to slow and dismount as they exit the walk onto Howard Street, ensuring that pedestrians can use the pavement safely.
(12) Local resident, (Oxford, Howard Street)	**Object** – I think what is proposed is highly dangerous to pedestrians. There is at least one blind person who walks up Howard Street on that pavement and past flower lane and free entry to cyclists from flower lane to the road would enable them to speed across the pavement into the road, with the danger of hitting a pedestrian, especially a blind one who would not be aware of them approaching. They would also present a collision danger to disabled people who use buggies and travel around on their own. The present arrangement of a metal barrier blocking their way means that any cyclists coming onto Howard Street from Flower Lane have to slow down considerably or even stop and get off their bikes to go right or left to reach the road. We already have enough problems with cyclists totally ignoring pedestrians when cycling on the pavements without adding another danger. As an elderly person with mobility problems, I am not able to jump out of the way of a cyclist posing a danger to me.
(13) Local resident, (Oxford, Howard Street)	**Object** – There is already a very limited supply of parking on Howard Street for local residents; the removal of a further space will only exacerbate this problem. Given the introduction of the LTN in the area (a very good idea) there is no through traffic passing down Howard Street, only local residents, trades people, and visitors all travelling at low speed. The current situation works perfectly well for cyclists joining Howard Street from Flower Lane.
(14) Local resident, (Oxford, Howard Street)	**Object** – Parking in Howard Street is already limited since the introduction of the CPZ in Boundary Brook Road, preventing residents from parking in what is now an empty stretch of Boundary Brook Road. Delivery vans etc are often parked up onto the pavement, making it difficult for pedestrians to walk safely.
(15) Local resident, (Oxford, Howard Street)	**Partially support** – We would rather keep the barrier, or replace it with something similar to make sure people exiting Flower lane will take time to observe the situation. We think that's safer for pedestrians and cyclists travelling on Howard Street.

(16) Local resident, (Oxford, Florence Park Road)	**Partially support** – Why have you shortened the DYLs? You've saved one parking space at the expense of cyclist and pedestrian visibility. I love Andrew Gant but this was a daft decision that has delayed what should have been a 'quick win', and cost more in consultation costs than it will cost to implement the changes. Cllr Gant seems to use these kinds of changes to acquiesce to the public perception that he doesn't listen to consultations. Well it's just wasted everyone's time.
(17) Local resident, (Oxford, Cricket Road)	**Partially support** – I think that this would be good for access to flower lane for cyclists going to Larkrise school. I worry about taking 5 spaces away from a street with already pretty minimal parking, which is always at capacity.
(18) Local resident, (Oxford, Howard Street)	**Partially support** – I support this in principle, BUT this doesn't seem to address the concern that making Flower Lane more accessible for cyclists will also inevitably increase the number of mopeds using the passageway as a shortcut. This will counter all measures to improve the safety around access. It will happen and the council would do well to consider preemptive measures to prevent this from happening. Nor does it address Howard Street residents' concerns around removing a vital parking space where parking is already extremely difficult.
(19) Local resident, (Oxford, Howard Street)	**Concerns** – To put this response into context, I was at the council meeting at which these proposals were discussed. I spoke at the meeting. During the discussion that followed, every person present agreed that removing the barrier would increase the risk to pedestrians. My understanding was that one of the reasons the decision was deferred was to investigate ways of mitigating that risk. Reading the proposals, I am incredulous. There is not a single mention of pedestrians, despite the fact that this is a shared pathway. Also in view of the fact that risk to pedestrians was discussed at the meeting. Giving cyclists-and electric scooters etc-direct access to the road with nothing to limit their speed is putting pedestrians in danger. At least one of the pedestrians who regularly uses that stretch of pavement is blind.

	As a pedestrian, I feel that safe walking spaces in my city are gradually disappearing. The towpath is no longer a safe place to walk, nor the park or the pathway from the Health Centre. This proposal means that even the stretch of road from my house to the Co-op would become more dangerous, particularly to the visually impaired, the elderly and small children. I find it difficult to understand why the needs of one group of people should so far outweigh the safety of another, who in fact have priority in the Highway Code. I would be very interested to know at what point safety to pedestrians was taken off the agenda, because it was definitely an issue at the meeting. There has been so much hard work put into making Flower Lane a pleasant place to walk, that it deserves special consideration for that alone. As regards the parking issues, I can only reiterate what so many people have already said, I am sure. Space in Howard Street is limited, yet there is an empty stretch of road behind the South side of Howard Street on Boundary Brook Road. Our visitors are not even allowed two hour parking in Boundary Brook Road, nor are we allowed visitor permits for that stretch of road. I still fail to understand why East Oxford has been singled out for such punitive parking restrictions, when you look at the situation in other parts of the city. I would be very interested to know the reason why mitigating risk to pedestrians is no longer an issue and look forward to hearing from you.
(20) Local resident, (Oxford, Howard Street)	**Concerns** – my property backs on to Boundary Brook Rd where I have a garage. I cycle most places in town. I'm on my bike practically every day, and I use Flower Lane a lot. I am all in favour of having better access to Howard St with reservations. I'm not sure wether many cyclists will give due consideration to people walking along Howard St, especially people with restricted sight. I know two people along the street, one blind, one with very restricted sight. There are also many elderly people who use the street. Deliveroo riders will almost certainly use Flower Lane as a short cut. I hope my reservations don't come to pass
(21) Local group/organisation,	**Support** – Flower Lane has become a valuable route for people walking and cycling between Howard Street and Boundary Brook Road, including many parents and children travelling to Larkrise School. As noted in the Chief

(Oxfordshire Cycling Network)	Medical Officer's annual report 2024: health in cities, Recommendations for urban policy makers: "Changing the environment changes behaviour, so city planners need to reallocate road space away from cars and towards other more efficient and less polluting forms of transport." The removal of the barriers, which this removal of a single parking space would enable, would facilitate trips on Flower Lane and encourage more healthy and low pollution journeys. It would also improve movement along the pavement. In addition, we suggest that there should be a raised table crossing of Howard Street at this point, to aid pedestrian crossing, particularly for wheelchair users, and for those with pushchairs, shopping trolleys, etc., and to act as traffic calming. (Second best would be paired dropped kerbs.)
(22) Local resident, (Cowley, Church Cowley Road)	**Support** – I've responded to at least one previous version of this consultation. Surely there have been enough now? Please just remove the barrier and let us get on with our lives. This is an essential traffic-free route between Howard St etc. and Boundary Brook Road, including Larkrise Primary School and Florence Park. It's such a small sacrifice (one parking space) for such enormous gain. It was a travesty that it was blocked up in the first place, in the name of giving up public space to private cars at a time when it was deemed essential to maximise the ease of car movements along Howard St. Please open it back up and let us use the existing dropped curb. It's really not much to ask.
(23) Local resident, (Cowley, Rymers Lane)	**Support** – I live locally to Howard Street and walk or cycle my children to school and activities using the Flower Lane cut through. Introducing 'no waiting at any time' will make it much safer for pedestrians and cyclists using Howard Street
(24) Local resident, (Oxford, Campbell Road)	**Support** – I use this route regularly with my children on bikes and it would significantly improve the ease of access and safety when entering/exiting Howard street from the foot path. At the moment the gap is extremely narrow which makes it tricky to navigate on a bike and means the children are on the pavement for longer than necessary. It's also not easy to see when dropping down onto the road, which makes it less safe when navigating with the kids.
(25) Local resident, (Oxford, Campbell Road)	**Support** – Because it's risky for bikes

(26) Local resident, (Oxford, Badger's Walk)	**Support** – This is an important active travel route, especially for children to Larkrise and Meadow Lane park. Please put a raised crossing in Howard St as well to support walking and wheeling and remove the barrier at the end of Flower Lane.
(27) Local resident, (Oxford, Boundary Brook Road)	**Support** – I live on Boundary Brook Rd and the parking there makes cycling down Flower Lane onto Howard St very hazardous. The visibility is dreadful, and it is exceedingly difficult to manoeuvre with a cargo bike (so when I'm cycling a cargo bike I usually am forced onto Iffley Rd rather than through the LTNs). This is a primary route for lots of school children going to Larkrise, and is also an excellent route to connect St Marys LTN with the Florence Park LTN. Losing a few parking spaces to aid active travel seems very sensible. Parking is not a right, and it is the responsibility of the council to make the roads as safe as possible, this will help that.
(28) Local resident, (Oxford, Boundary Brook Road)	**Support** – To make safer access to the lane from and to Howard Street
(29) Local resident, (Oxford, Campbell Road)	**Support** – I regularly use the flower lane path to cycle to and from Howard st with my children. This will avoid cycling along the pavement to join the road.
(30) Local resident, (Oxford, Campbell Road)	**Support** – It will improve visibility and safety for locals, including kids going to Larkrise.
(31) Local resident, (Oxford, Church Cowley Road)	**Support** – I often use Flower Lane as a safe cycle route from Florence Park towards Magdalen Road, etc.. I know many others do too. Dismounting and lifting over the kerb is difficult with a child on the back of the bike. I don't think there is any elevated risk to pedestrians, since people cycle this way already. I think it just makes sense, especially since the metal barrier is set on top of a pre-existing dropped kerb, so this must have been the intended use for Flower Lane at some point in the past.
(32) Local resident, (Oxford, Church Hill Road)	**Support** – my children regularly cycle on this road

(33) Local resident, (Oxford, Cornwallis Road)	**Support** – This is an important cycling route for us with our toddler. This change would make this route safer and easier to navigate.
(34) Local resident, (Oxford, Courtland Road)	**Support** – This is a really useful route for active travel to/ from the cricket road allotments and between Cowley Road and iffley. It's fairly widely used by cyclists already but the setup is inconvenient and unsafe
(35) Local resident, (Oxford, George Moore Close)	**Support** – As both a pedestrian and cyclist, Flower Lane is a vital and wonderful gateway for the Boundary Brook estate. But the area where it emerges onto Howard Street is crowded and difficult to access. Removing parking and putting in a drop kerb would make it much safer and easier to use.
(36) Local resident, (Oxford, George Moore Close)	**Support** – Removing the barriers and parking here (and also providing some element of dropped curb? Please?!) would make this junction so much safer for me as I cycle to work. I am hugely supportive of this proposal I think it can only make local kids coming to and from school safer and more confident
(37) Local resident, (Oxford, Glanville Road)	**Support** – This is a cheap and relatively undisruptive way of filling a notable missing link in the local active travel network. This should happen without further delay.
(38) Local resident, (Oxford, Glanville Road)	**Support** – Howard Street is a vital active travel route, currently impaired by an excess of parked or waiting vehicles.
(39) Local resident, (Oxford, Hertford Street)	**Support** – I think it will be safer for kids
(40) Local resident, (Oxford, Hill Top Road)	**Support** – This is a good idea

(41) Local resident, (Oxford, Howard Street)	**Support** – I fully support this proposal to have less car parking spaces on Howard St. Currently it is unsafe for cyclists to go between Howard Street, Flower Lane and Boundary Brook Road. It would be fantastic if there was better facilities for cyclists to enter Howard Street, including the removal of the metal barriers.
(42) Local resident, (Oxford, Howard Street)	**Support** – Please make cycling via flower lane easier for locals (I live on the street)
(43) Local resident, (Oxford, Hurst Street)	**Support** – This would be a huge improvement for cycling to and from Florence Park and the Oxford City Farm, which we often do with our kids. I sometimes tow a bike trailer and it would be so helpful to be able to access Flower Lane directly from Howard Street, rather than hopping off and pulling the trailer onto the pavement (potentially getting in the way of pedestrians). I'm sure this would be a huge improvement for children cycling to and from Larkrise Primary School as well.
(44) Local resident, (Oxford, Lytton)	**Support** – To ease safe cycle route
(45) Local resident, (Oxford, Magdalen Road)	**Support** – YES OMG I HAVE WANTED THIS TO HAPPEN FOR ABOUT 10 YEARS
(46) Local resident, (Oxford, Maidcroft Road)	**Support** – This is an important active travel route, and implementing this proposal will increase safety.
(47) Local resident, (Oxford, Maidcroft Road)	**Support** – This is an important route for Walking/Wheeling and Cycling.
(48) Local resident, (Oxford, Marston Street)	**Support** – This would be helpful - I often cycle through here to our friends in Boundary Book Road, and come through here with the pram when walking. Good to be seen more easily.

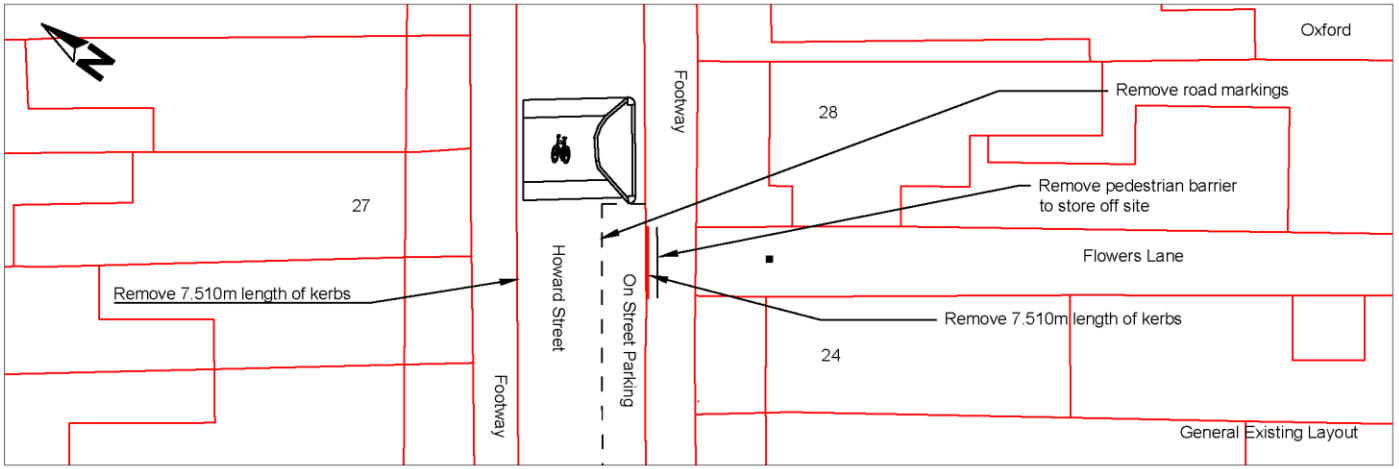
(49) Local resident, (Oxford, Maywood Road)	**Support** – Howard Street has become all the more important as a quiet cycle route since the introduction of the LTNs, and at present visibility and accessibility for cyclists joining and leaving it via Flower Lane is poor. Moreover, the barrier forces people on bicycles to take an awkward and narrow detour that puts them into unnecessary conflict with pedestrians, especially during school pick-up and drop-off times. It also induces conflict between the resident of an adjacent property, who sometimes is forced to park by others who take an assigned disabled parking spot in the way of the inadequate bit of cement that cyclists use to access the pavement at that point.
(50) Member of public, (Oxford, Monmouth Road)	**Support** – Removing this *single parking space* will significantly improve active an important active travel route to Larkrise School. Currently the barrier forces children cycling to school and pedestrians into each other's paths.
(51) Member of public, (Oxford, Monmouth Road)	**Support** – Flower Lane is an important walking and cycling route for children going to Larkrise School. This would significantly reduce conflict between pedestrians and cyclists trying to get through Flower Lane.
(52) Local resident, (Oxford, Morrell Avenue)	**Support** – Our cycle to and from school will. Be far safer with the proposed improvements. Safer for us. Safer for pedestrians and for other cyclists. May I also thank you for the changes you have already made. The LTNs have made it possible for our family to cycle and only extremely rarely use our car in the city.
(53) Local resident, (Oxford, Rymers Lane)	**Support** – Flower Lane is an important local route for cycling, scooting and walking, especially for the school run and routes to the park and other important local destinations. The fencing creates an unnecessary barrier, it is almost impossible for people using bicycle trailers, cargo bikes or adapted bikes to properly access Flower Lane via Howard Street, and it forces cyclists to use the pavement unnecessarily, creating potential conflict with pedestrians.
(54) Local resident, (Oxford, Rymers Lane)	**Support** – We are fortunate to have the problem of "too many people doing the school run by cycle and walking". As such we need to address the bottlenecks and hazards that spring up when we achieve such impressive mode-shift. This is one of those hazards and plainly needs addressing. Thank you.
(55) Local resident, (Oxford, Silver Road)	**Support** – it forms part of our school run and will enable safer and easier cycling for kids (and parents) going to Larkrise school, and those gone in the opposite direction.

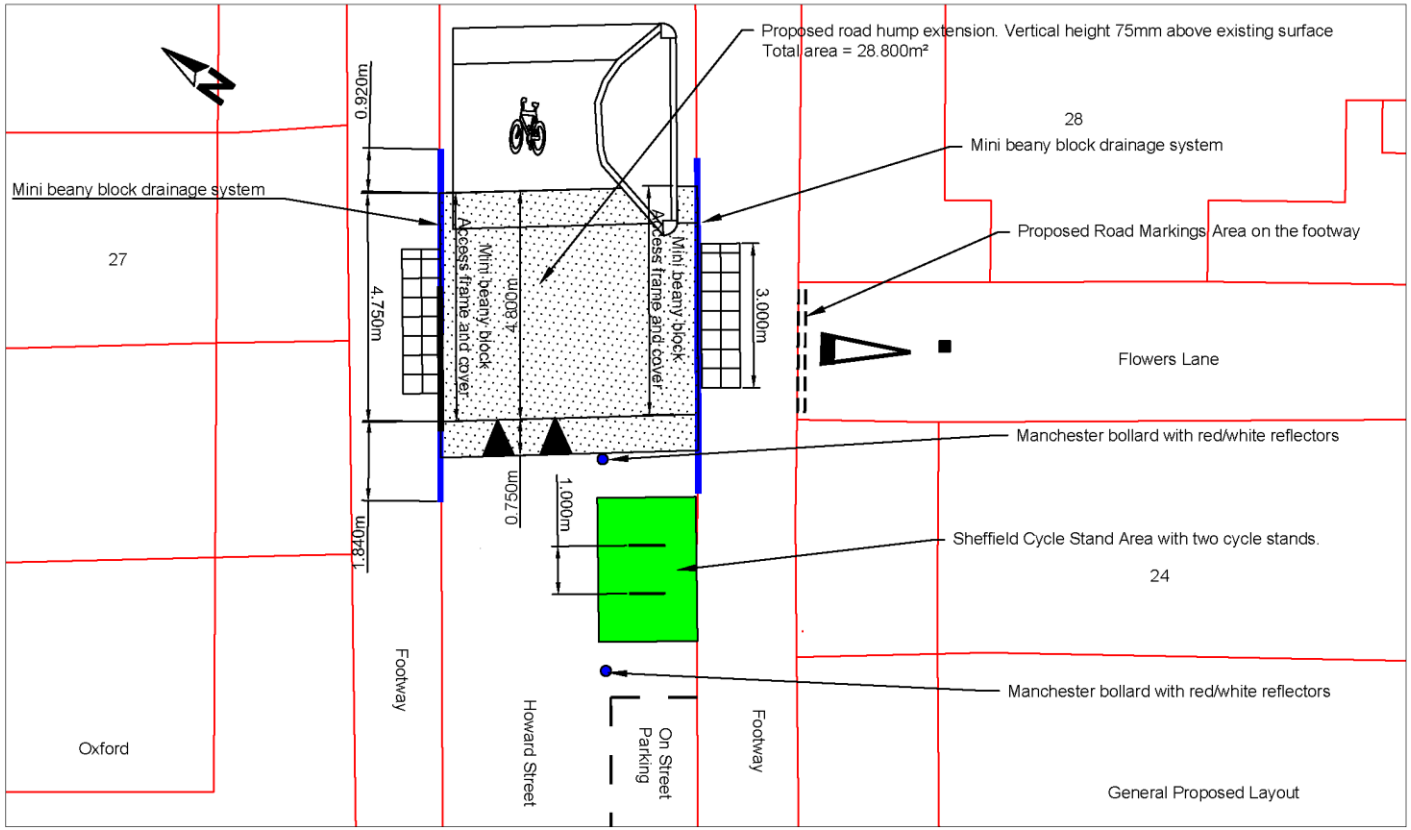
(56) Member of public, (Oxford, Southfield Park)	**Support** – Howard Street has become an important safe route for children cycling to school, thanks to the East Oxford LTNs. The barrier at Flower Lane is impractical for family groups and nonstandard bikes, as well as a point of conflict with pedestrians. This should be a no-brainer. Please get on with it!
(57) Local resident, (Oxford, Southfield Road)	**Support** – Flower Lane is on an active travel route to Larkrise School. I would also like a raised crossing to help walking and wheeling across Howard St.
(58) Local resident, (Oxford, Southfield Road)	**Support** – Brilliant
(59) Member of public, (Oxford, St Omer Road)	**Support** – Our family has two children at Larkrise School. We regularly travel along Flower Lane onto Howard Street on our bikes. It can be difficult and dangerous getting back onto the road between parked cars. Double yellow lines at this location would improve visibility, making the junction safer for drivers, pedestrians and cyclists.
(60) As part of a group/organisation, (Oxford, Stable Close)	**Support** – Oxford Pedestrians Association supports the proposal to remove the barrier between Howard Street and Flower Lane, on condition that provision is made for crossing Howard Street at that point. Ideally, this should be an uninterrupted raised table, in order to slow traffic, and level with the pavement for wheelchair users. If that is not possible, a dropped kerb should be installed on both sides of the road. If a dropped kerb is put in place this should be with an eye to proper drainage so that puddles do not form in the crossing place, and should not be too steep nor take up the entire pavement width.

(61) Member of public, (Oxford, Stratfield Road)	**Support** – Removing the parking and fence on Howard St will make the Flower Lane link between Howard St and Boundary Brook Rd much more accessible for cycling. This is an important link both for access to Larkrise Primary school and for broader cycling connectivity. Allowing direct access from the lane to the street will also reduce cycle-pedestrian conflicts on the footways. As part of this scheme, please put a raised table crossing across Howard St to support buggies and wheelchairs and less mobile pedestrians crossing. Howard St currently lacks any coordinated dropped kerbs at all, so this would significantly improve walking and wheeling accessibility.
(62) Local resident, (Oxford, Swinburne Road)	**Support** – Support making cycling easier for children
(63) Local resident, (Oxford, Swinburne Road)	**Support** – This is a key part of the route to Larkrise and will be much easier to use on foot/bike/scooter if it isn't permanently blocked by cars
(64) Local resident, (Oxford, Townsend Square)	**Support** – We cycle around the area frequently with children so safety is vey important and this would be a great change.
(65) Local resident, (Oxford, Boundary Brook Road)	**Support** – Makes it safer
(66) Local resident, (Oxford, Campbell Road)	**Support** – To make it safer to cycle especially with young children
(67) Local resident, (Oxford, Charles Street)	**Support** – Currently very difficult to wheel my cargo bike into flower lane
(68) Local resident, (Oxford, Charles Street)	**Support** – Daily school run unsafe and unpredictable

(69) Local resident, (Oxford, Charles Street)	**Support** – The cars parking there are a dangerous obstacle for school run
(70) Member of public, (Oxford, Cowley Road)	**Support** – I take several children that way on their bicycles
(71) Local resident, (Oxford, Cricket Road)	**Support** – Parked and waiting cars introduce punch points creating conflict between cyclists and drivers. More needs to be done to make it safer and easier for cyclists and pedestrians
(72) Local resident, (Oxford, Cricket Road)	**Support** – The parking forces cyclists using the contraflow bike lane into conflict with oncoming vehicles and there's nowhere on Howard St yet that alows these vehicles to pass cyclists with 1.5m of space. More provision for cyclists using Howard St & Flower Lane are needed, such as a dropped kerb and bollards.
(73) Member of public, (Oxford, Monmouth Road)	**Support** – Safer for cycling
(74) Local resident, (Oxford, Percy Street)	**Support** – Safety - this is the entrance to a well used path, particularly by children cycling to Larkrise Primary School. The barrier and on street parking make accessing Flower Lane inconvenient, and exiting dangerous. Strongly support, please implement quickly!
(75) Local resident, (Oxford, Rymers Lane)	**Support** – Myself and my children use Flower Lane regularly for our journey to school and clubs/activities either walking or cycling. The exit from Flower Lane to Howard Street currently has poor visibility which creates a safeguarding hazard for children travelling to and from school. Putting a 'no waiting at anytime' restriction would make this safer. This would also need to be enforced by traffic wardens to ensure that the waiting restriction is not abused
(76) Local resident, (Oxford, Rymers Lane)	**Support** – Take the fence off already, ridiculous having to consult again because shock horror, a parking space might get lost in the process to improve walking and cycling somewhat

(77) Local resident, (Oxford, Westbury Crescent)	**Support** – Need a safe and easy way for people on foot and scooter and cycles to move through area and especially to local schools. This section of road also needs a raised crosswalk to highlight the presence of vulnerable road users to drivers. I don't see this in the plans.
(78) Rather not say, (Oxford, Crescent Road)	**Support** – I cycle this route from temple cowley to go to the post office and it's a problem at the moment
(79) Local resident, (Oxford, Howard Street)	**Support** – Although, as a car commuter, the parking situation on this street is already quite difficult because of the one-way flow, I would still be in favour of these amendments as I agree that the turning into Flower Lane seems awkward and even hazardous to pedestrians. As a side note, I wonder if there would be some way to encourage residents of Boundary Brook Road to park on their street and not on Howard Street, given they have two roads adjacent to their properties. Just something like a letter through the post, as some may not be aware that parking on Howard Street is difficult for its residents.





Drawing No. | Revision

Notes

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Owen Jenkins
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Oxfordshire County Council
County Hall
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Project title

Oxford City
Howard Street and Flowers Lane
Flowers Lane

Drawing title

General Layout
Consultation

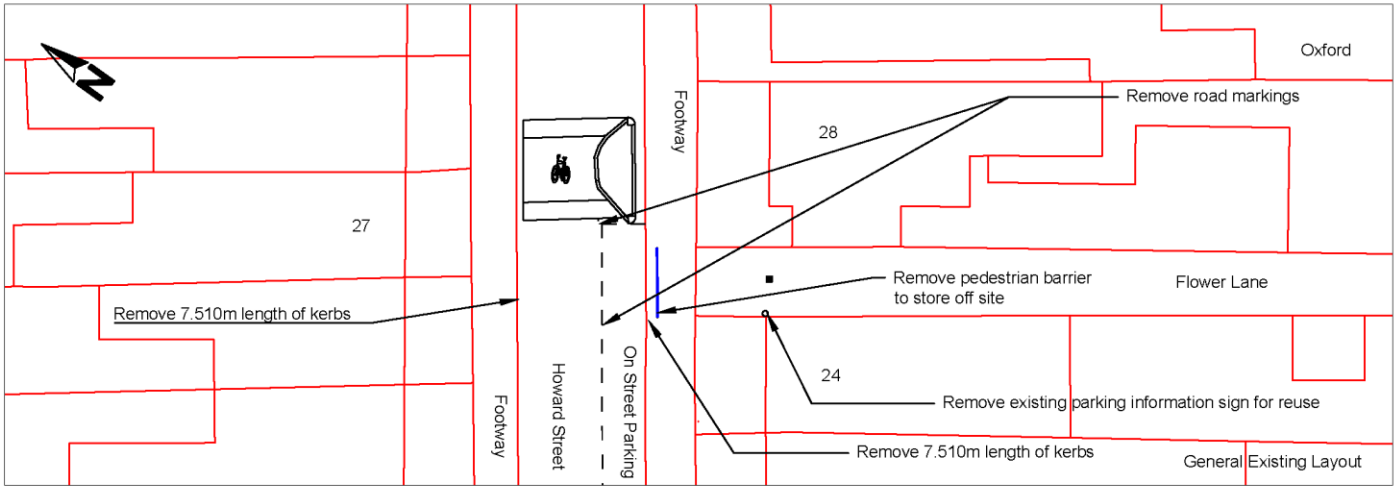
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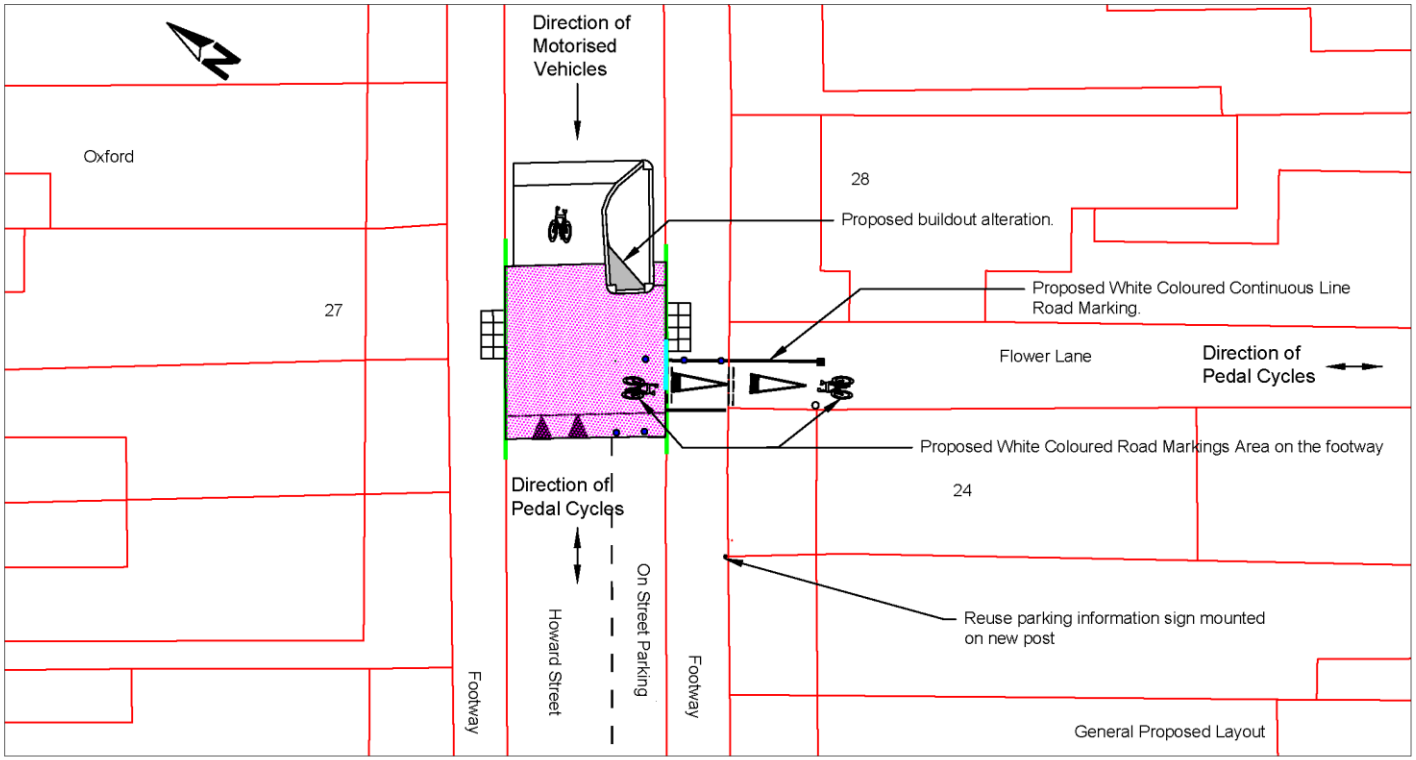
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	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision

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Notes

- Proposed road hump extension
- Proposed white coloured advanced Neapolitan 150 bollard.
- Proposed beany block drainage system.
- Proposed buff coloured tactile paving. Dimensions 0.800m by 1.600m.
- Proposed removal of existing dropped kerbs.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
Oxford City
Howard Street and Flower Lane

Drawing title
Proposed General Layout

Drawing Status: Consultation

Scale @ A3	Drawn by RGr	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision

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Divisions affected: *Didcot West, Didcot East & Hagbourne*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

DIDCOT (SOUTH) – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the introduction of the additional 20mph speed limits in southern Didcot as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on revised proposals for the introduction of additional 20mph speed limits in Didcot, to cover that part of the town largely located south of the railway line, replacing the majority of the remaining 30mph speed limit in the town in the process, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

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

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within Didcot by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 20 November and 20 December 2024. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Didcot Town Council, East Hagbourne, and Western Valley Parish Councils, and the local County Councillors representing the Didcot East & Hagbourne, Didcot Ladygrove, Didcot West, and the Hendreds & Harwell divisions.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated views concerning OCC's policy and practice regarding 20mph speed limits which they consider as 'concerns' rather than an objection, adding that they felt an expansion of the previously proposed limit would potentially lead to even more poor compliance.

10. Oxford Bus Company expressed support, noting that in their view the 20mph proposals presented for South Didcot are an appropriately considered and well-formulated response to a variety of tensions in the implementation of the policy, that we have been highlighting to the Council consistently for a considerable period, and that accordingly, they were very pleased to record strong support for the proposals for local speed limit reductions in Didcot, south of the Great Western Main Line, as published and referenced above.

11. Western Valley Parish Council objected to the proposals stating that there had been limited adherence in other locations where 20mph speed limits had been implemented, and East Hagbourne Parish Council submitted a non-objection.

12. East Hagbourne Parish Council expressed no objection, noting that a 20mph limit has recently been intorduced which includes the southern part of New Road but not the straight stretch of road heading towards Didcot, and also

noting that the Didcot (South) proposal shows that Jubilee Way will be retained as a 30mph limit, which aligns well with the limits in place on New Road.

13. Oxfordshire Liveable Streets expressed partial rather than full support, requesting consideration of additional lengths of 20mph speed limit on several lengths of road so that the whole "core walking zone" of the Didcot LCWIP area is included in the project.

Other Responses:

14. 188 responses were received via the online survey during the course of the formal consultation, comprising of: 111 objections (59%), 19 partially supporting (10%), 52 in support (27%), and six non-objections (4%).

15. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	**Number**
Yes – walk/wheel more	14 (7%)
Yes - cycle more	15 (8%)
No	149 (78%)
Other	12 (6%)
Total	**190**

16. Additionally, a further two emails were received directly, with a Local District Cllr (covering Didcot West) raising concerns about Wantage Road, Park Road, and Foxhall Road not seeing a lower limit, and Oxfordshire Liveable Street partially supporting – wishing to see some minor amendments made.

17. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

18. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Didcot.

19. The response of Oxfordshire Liveable Streets is noted and their suggestions for additional lengths of 20mph limit to align with the LCWIP in principle seem appropriate and have been recorded for consideration in the context of the

planned monitoring and evaluation of the scheme, subject also to funding and further consultation.

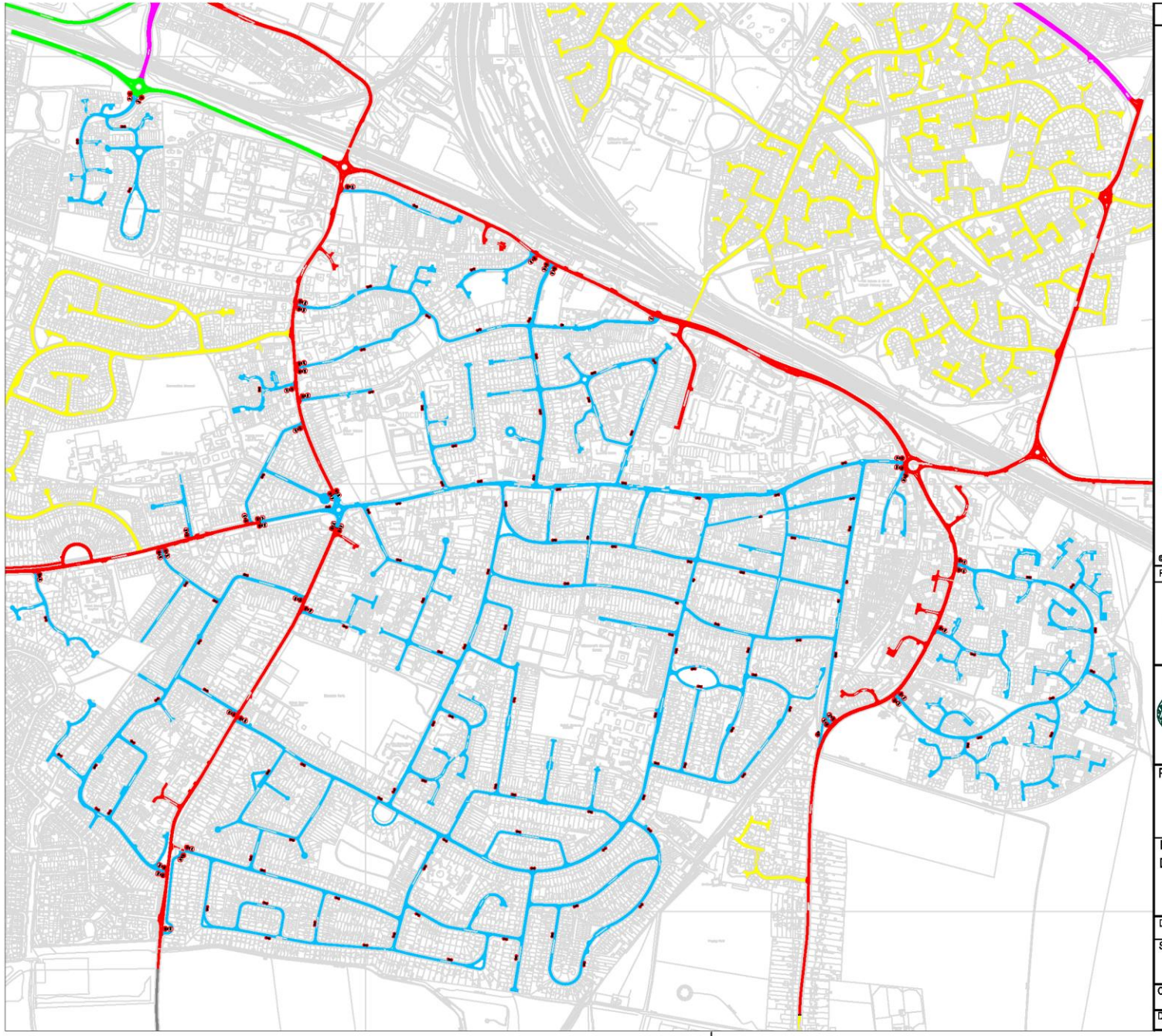
20. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

21. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Anthony Kirkwood (Team Leader - Vision Zero) Daron Mizen (Operational Manager – Highway Schemes)

January 2025



Didcot 20mph Sche

ANNEX 1

Legend
Proposed 20
Existing 20
Existing 30
Existing 40
Existing 50
Existing NSL
Not Public Highway

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Rev.	Date	Purpose of revision	Drawn	Check
1.0	17.05.24	Proposal 1	C.R	

OXFORDSHIRE COUNTY COUNCIL
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Project title: Didcot 20mph Scheme

Drawing title:
Didcot 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by Ak	App Ak
	Date drawn 17.05.24	Date checked 23.05.24	Date 24

Oxfordshire Project No. & File Ref

Drawing No. 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	• existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**Support** – As the Council is aware, we are the principal public bus operator in South Oxfordshire and the Vale of White Horse Districts. Our Thames Travel business runs the bulk of these services. Didcot, straddling the District boundary and as somewhat the largest settlement in the area, and the principal rail hub, is the focus of a large number of our routes. Patronage growth has been exceptionally strong in recent years, as a product of effective partnership working with the County Council and a number of other major local stakeholders, including the University of Oxford, Harwell Science and Innovation Campus, and MEPC (Milton Park). Very substantial levels of recent and future committed development in Didcot and the wider "Science Vale" require that buses present the most attractive possible choice to both support the County Council's high-level policy objectives set out in the Oxfordshire Local Transport and Connectivity Plan ("LTCP5"); and to ensure this plan-led growth is delivered sustainably. This being the case, it is especially important that bus journey times and reliability are, at the very least protected by the County Council's overall approach to network management; and ideally, improved, pursuant to both the Council's LTCP5 and its Bus Services Improvement Plan.. We can confirm that we had been duly approached by the 20mph Restrictions team prior to the consultation being published, given the potential impact of proposals on a very large amount of operated bus mileage. We offered a detailed response earlier in the Summer setting out our thinking. We were in fact broadly encouraged by the

	emerging proposals as representing a suitable balance achieving the objectives of the 20mph policy initiative, without unduly or unnecessarily undermining bus journey times. We are pleased to record that our feedback has been duly considered by officers in the current proposals. In essence, the proposals protect existing bus route journey times by retaining 30mph limits across those parts of the town bus network where highway conditions and the wider urban form present high levels of segregation between vulnerable road users and vehicles. Where this is not the case, 20mph limits are proposed. In addition to the key arterial roads, the retention of Basil Hill Road at 30mph is especially important, given the number of bus services using this link, and given there is no observable reason why the road needs to be crossed except by bus passengers using eastbound bus stops. We accordingly consider that the 20mph proposals presented for South Didcot are an appropriately considered and well-formulated response to a variety of tensions in the implementation of the policy, that we have been highlighting to the Council consistently for a considerable period. Accordingly, we are very pleased to record our strong support for the proposals for local speed limit reductions in Didcot, south of the Great Western Main Line, as published and referenced above.
(3) Local District Cllr, (Didcot West)	**Concerns** – The request from Didcot Town Council was to include all roads in the Town which are currently 30mph and reduce the speeds to 20mph. I am disappointed that Wantage Road, Park Road, and Foxhall Road are not included within the proposed area. These roads all have school traffic and young people travelling to Edmonds Park for sport / leisure. Reducing speeds on these roads will start the long process of getting people to walk and cycle more, as well as providing a safer environment.
(4) Local group/organisation, (Oxfordshire Liveable Streets)	**Partially support** – We have a few suggestions to make, though we understand that these changes probably can't be made at this stage. So we suggest involving active travel stakeholders in co-production in future 20mph scheme designs. The 20mph zone on Wantage Rd should be extended 50 metres to the west, to include the junction with Manor Crescent. That would make walking or cycling movements across Manor Crescent slightly safer, as well as assisting

	cycling turns through the junction. Manor Crescent is both a primary cycling route and a key walking route in the Didcot LCWIP. This change would also require one 20/30 transition sign instead of two. The omission of the terminal (cul-de-sac) section of Station Rd from the 20mph changes seems strange, as this is a key walking route from Cow Lane to the town centre. And this is a less important change, but the 20mph area on Parks Rd could be moved 50m south, to include the junction with Edmunds Crescent (which should also be 20mph); this would not require additional signs. It might involve negotiations with the bus operators, but we think consideration should be given to making Foxhall Rd 20mph for the 250 metres from Lydall's Crescent to the roundabout, as marked in orange on the map. This would support walking and cycling trips to Didcot Girls', Manor Primary and the Ladybird Pre-School - and Manor Primary has a School Streets scheme which is just getting camera enforcement. If all of these changes were made, that would bring 20mph speed limits to the whole "core walking zone" of the LCWIP.
(5) Western Valley Parish Council	**Object** – In places where 20mph has been implemented, there is limited adherence to the new rules. Similarly even when cars are adhering to the limit, there are other "vehicles" which are not adhering, such as bicycles. Implementing a situation where cars are being overtaken by pedal-cycles is leading to less safe roads.
(6) East Hagbourne Parish Council	**No objection** – East Hagbourne Parish has recently introduced a 20mph limit which includes the southern part of New Road but not the straight stretch of road heading towards Didcot. We note that the Didcot (South) proposal shows that Jubilee Way will be retained as a 30mph limit, which aligns well with the limits in place on New Road.
(7) Member of public, (Cholsey, Wallingford Road)	**No objection** – Safety of children going to and from school is of great importance to me. With two secondary school aged children, I feel they would be safer walking and crossing roads in a 20 mph area Travel change: **No**

(8) Local resident, (Didcot, Barleyfields)	**No objection** – The average speed around town at most times of the day is unlikely to exceed 20mph anyway. It is not going to make any difference to travel time, but will help calm traffic. Additional consideration should be given to crossings for pedestrians and other traffic reduction options. The volume of traffic through town can be very high, particularly at weekends now. Travel change: **No**
(9) Local resident, (Didcot, Brunstock Beck)	**No objection** – I live on the Ladygrove which has had the 20mph limit for some time. I drive every day. The limit has had little impact on my time and has been no inconvenience. Despite no obvious enforcement the majority of drivers seem to have reduced their speed, if not to 20mph exactly then to below 30mph. I can see no reason not to bring it to 20mpg throughout the town. Travel change: **No**
(10) Local resident, (Didcot, Goldcrest Gardens)	**No objection** – This area is used by pedestrians and school children. Travel change: **No**
(11) Local resident, (Didcot, Melton Drive)	**No objection** – I'm a mum to two children who go to school and reside in the proposed 20 mph area. I'm all for it, I live off Haydon Rd and now that all the station users park along there and it's side roads (despite restrictions) it's chaos to pull out or cross safely, not to mention the boy racers using the roads to speed and test their exhausts. The question shouldn't be 'shall we do it?' It should be 'why shouldn't we do it?'. Travel change: **Other** No because I already walk most places
(12) Local resident, (Didcot, Verlam Grove)	**No objection** – The proposal overall seems to have taken a considered approach to the location of 20mph limits rather than a blanket limit. One thing to note would be that Station Road between Cow Lane Bridge and Broadway would be more suitable at a 20mph limits than the proposed current 30.

	Travel change: **No**
(13) Local resident, (Abingdon, Larkhill)	**Object** – No need for the reduction as these areas have no traffic accident problem Proliferation of distracting 'street furniture' is an eyesore 20mph limits have minimal effects on driver behaviour Travel change: **No**
(14) Member of public, (Cholsey, Cornflower Drive)	**Object** – It will cause traffic jam and it's unnecessary Travel change: **No**
(15) Local resident, (Didcot, .)	**Object** – Blanket 20mph speed limits are an over reaction and just point to how anti car the council are without taking into consideration the residents of the areas they are changing. Awhilst smaller side roads may make sense being 20mph, arterial routes and roads that are straight and well sighted do not make sense being cut down. Travel change: **No**
(16) Local resident, (Didcot, A4130)	**Object** – It will be made the traffic jam in serious Travel change: **No**
(17) Local resident, (Didcot, Abingdon Road)	**Object** – Increases pollution due to cars revving along in 2nd gear, no real safety benefit evidence waste of money Travel change: **No**

(18) Local resident, (Didcot, Abingdon road)	**Object** – traffic flow Travel change: **No**
(19) Local resident, (Didcot, Bowness avenue)	**Object** – Traffic in Didcot is already bad, we have constant roadworks and temporary traffic lights to contend with, and the number of cars on the roads is only increasing. Public transport isn't efficient enough to encourage motorists off of the roads either, so all you'll do by decreasing the speed limit is further negatively impact the traffic situation. Travel change: **No**
(20) Local resident, (Didcot, Bowness Avenue)	**Object** – Silly idea. Too many cars on the road as is and takes too long to get anywhere let alone travelling at 10mph. Travel change: **No**
(21) Local resident, (Didcot, Cedar Close)	**Object** – Unnecessary and waste of tax payers money Travel change: **No**
(22) Local resident, (Didcot, Chamomile way)	**Object** – No comment Travel change: **No**
(23) Rather not say, (Didcot, Cherry Tree)	**Object** – This is not required Travel change: **No**
(24) Local resident, (Didcot, Cherwell Close)	**Object** – I don't feel it's necessary to change speed limit to 20. It can't be better for car fuel efficiency or air pollution levels and isn't causing problems or a lot of accidents at 30.

	Travel change: **No**
(25) Local resident, (Didcot, Colne drive)	**Object** – By making everywhere a 20 mph does not help anyone. The money spent on the ladygrove was a complete waste. No one sticks to it. Start putting the money to better use and make Didcot a better place to live, not grid locked. In fact spend the money on widening the road to the Orchard centre people so people can actually get someone where on the weekend with out have to que for hours. Travel change: **No**
(26) Local resident, (Didcot, Damosn Drive)	**Object** – There is no benefit in reducing the current speed limit. The introduction of 20mph in other areas within the nation has already proven very unpopular with the general public. Localised reduced speed limits around schools is a much more acceptable alternative. Blanket reduction is an over the top knee jerk reaction to a problem that scaremongers want us to believe exists when in reality it does not. If a reduction in the limits also goes hand in hand with a increase in speed cameras then it blatantly proves that it is just a method of increasing revenue for the local council. Travel change: **No**
(27) Local resident, (Didcot, Dart drive)	**Object** – You are constantly trying to stop people from using cars in Didcot but why? Travel change: **No**
(28) Local resident, (Didcot, Diamond Drive)	**Object** – Don't agree there enough evidence for justifying this move to 20mph especially with all the pressure on roads with housing being built in the surrounding area. Travel change: **No**

(29) Local resident, (Didcot, Dudcote field)	**Object** – 20 mph is not safer for pedestrians or bikes. There is limited evidence of any accidents in the existing 30mph zones. You are just making life harder for families with jobs and commutes that cannot be done on public transport e.g. carseats nursery drop offs. This is an anti economy policy that doesn't allow for families to have two working parents. My commute is now 10 minutes longer each day in each direction thanks to this councils policies on speed limits. This is two working weeks a year. It's no wonder our economy is shrinking with small minded people in council who will undoubtably disregard this message. I'm having to consider going part time and selling our house thanks to these policies. No one is safer in fact more people will have shortened lives by the increase in pollution generated by 20mph in comparison to 30mph. You were not elected on these policies - call a free vote. Travel change: **No**
(30) Local resident, (Didcot, Dudcote Field)	**Object** – These ridiculous speed limits are a tax on working families; they increase commute times and offer zero evidence-based safety increases. Not even the police support them. And the idea of "promoting alternative transport options" is laughable; a car is essential when one has to drop kids off at nursery during a commute. Have any of the stupid idiots proposing these notions got even the smallest clue of what the real world is? Are they offering to cover the salary loss that going part-time will entail? I certainly hope none of them dare use a car themselves since they are such advocates of alternatives. You are solely responsible for a huge increase in stress within my family. Struggling to deal with elongated commutes around nursery drop-offs will likely result in at least one of us going part-time, and in use selling up and moving. Do the council not care for families? Are there not better things to be spending the councils money on? They always moan about limited budget, yet persue totally stupid money draining schemes like this. Nobody has voted for this; your obsession with 20mph limits was hidden away from your election campaign advertising; I wonder why? Please do not do this nonsense; or, at the very least, give us an open and fair vote about it. Travel change: **No**
(31) Local resident, (Didcot, Eden Court)	**Object** – This seems like an exercise to seem like you are doing something about road safety without actually making the changes which would improve it. There is not a history of accidents on those roads due to speed, most problems occur due to poor visibility due to untrimmed hedges or due to poorly enforced parking where cars are parked too close to junctions.

	Travel change: **No**
(32) Local resident, (Didcot, Edinburgh Drive)	**Object** – 30mph limit is fine, we have humps all over the place and plenty of pot holes/craters to slow traffic so 20 limits not needed. Once again councils forcing things on residents that we don't want Travel change: **No**
(33) Local resident, (Didcot, edwin road)	**Object** – no ned Travel change: **No**
(34) Local resident, (Didcot, Fairacres Road)	**Object** – 20mph is not needed. All it causes is people going faster than needed and more risk of a crash. 30mph is ideal Travel change: **No**
(35) Local resident, (Didcot, Glebe road)	**Object** – Increased pollution, longer travel times. With all extra houses being built with no infrastructure to support will mean reduced speeds anyway. Combined with the constant roadworks. Travel change: **No**
(36) Local resident, (Didcot, Harrier)	**Object** – There is no requirement for a 20mph speed limit it will increase congestion as was proved in wales Travel change: **No**
(37) Local resident, (Didcot, Haydon Road)	**Object** – If speed limit is kept at 20 miles, you won't reach anywhere especially on weekends when people flock to orchard center and there is traffic jams. Plus emissions will increase

	Travel change: **Other** Are you crazy?
(38) Local resident, (Didcot, Haydon Road)	**Object** – A 20mph zone is not required. There is nothing wrong with current arrangements. This is needless slowing down of our journeys and it's not required. Travel change: **No**
(39) Local resident, (Didcot, Herschel Street)	**Object** – No need. Low crash rates. Low injuries. Slower speed wont increase traffic flow. Slower speed wont help congestion. Travel change: **No**
(40) Local resident, (DIDCOT, High St)	**Object** – Who is going to police these changes? No one thats who, so money will be spent on CCTV etc. Slowing the traffic down is not going to make people use bikes or buses, as the buses will be slowed down as well. You are just jumping on the eco band wagon, using public money when it could be used for better things. I'm not a car driver by the way. Travel change: **No**
(41) Local resident, (Didcot, Hilda's Close)	**Object** – The issue in Didcot is not currently the speed limit. The traffic planning and flow is completely wrong leading to ridiculous conjestion Travel change: **No**

(42) Local resident, (Didcot, Ladygrove)	**Object** – 20mph is totally unnecessary unless outside of a school or well built up area with lots of parked vehicles. Modern cars can stop quickly and safely compared to vehicles from many years ago. Perhaps some education for pedestrians and cyclists, as was taught many years ago, should be considered. Stop penalising the motorist with resiculously slow speed limits. Many motorists like myself are also cyclists and motorcyclists and nearly all are pedestrians so I'm not simply commenting as a motorist. Travel change: **No**
(43) Member of public, (Didcot, Lea Grove)	**Object** – The 20mph speed limit should only be used to protect the public around roads that are entirely residential, schools/playgrounds or busy shopping areas (Broadway). Applying blanket 20mph limits to arterial routes such as Wantage Rd, Park Rd, Station Rd, Jublee Way, New Rd, etc. has a number of detrimental effects. slows public transport. Most importantly applying speed limits when there is no need for them generates a contempt for speed limits. The greater public follow the rules because they believe they are applied with consideration. If they are asked to follow rules for which there is no reason, they will ignore them. This was evidenced by the widely ignored 30mph limit applied to the A4130 between the A34 and Didcot. This was applied due to roadworks, but was applied some 6 months before the work started and within a couple of months many with local knowledge were ignoring the limits. If people distrust limits where they are clearly not needed they will also distrust them where they are needed. Public transport is forced to crawl down these arterial routes requiring more buses to cover the timetable. When I'm cycling, 20mph limits offer no benefit to me. The limits make it difficult for drivers to overtake me safely without exceeding the speed limit. Motorists are almost always considerate and courteous, but I only wish to ask so much of them. I would like to see the data that shows cars are more efficient and pollute less when active for 50% longer at 20mph compared to 30mph. Travel change: **No**
(44) Local resident, (Didcot, Linnet Grove)	**Object** – 20mph are unnecessarily slow - 30mph is perfectly safe as long as people respect the speed limit. This is an unnecessary endeavour and a waste of time. More efforts should go into other projects like sorting the flooding out or improving the community. I.E. the distinct lack of effort put in towards any Christmas / holiday celebrations from the council.

	Furthermore. The speed limit along the A4130 needs to come back up again. 40mph is far too slow for what that road is. It's dead straight and there's no danger with that new junction. Travel change: **No**
(45) Local resident, (Didcot, Lisa Head Avenue)	**Object** – I am pleased to see this is a more reasonable proposal than that Didcot Town Council have been pushing for (a blanket approach replacing all 30mph limits in the town with 20mph). It is important that key arterial routes remain 30mph to enable road users to make progress through the town, and I would strongly object to any variant of this scheme which sought to reduce those roads to 20mph. I neither support nor object to 20mph limits being imposed on the majority of the remaining roads. In most cases these are residential roads on which it is difficult to travel in excess of 20mph today due to bends, junctions, parked cars, or existing traffic calming measures. In effect, I don't believe the proposed changes will have any meaningful impact other than to frustrate road users on the few sections of these roads where it is possible to make greater progress today. I have marked my response as an objection because I do object to one element of the scheme, namely the start point of the 20mph limits in the vicinity of the roundabout between the B4493, Park Road and Broadway. To my mind there is no benefit to beginning the 20mph limits on the approaches to this roundabout from the North, West and South. Road users will already be inclined to reduce their speed on the approach to this roundabout. In my experience it is extremely rare that I do not have to give way to other road users on this roundabout, and even if the roundabout were completely clear, it would be very difficult to navigate it in excess of 20mph today. There are, however, obvious downsides to positioning speed limit changes on the approach and exit to a roundabout such as this. On the approach from all directions, it is likely that the change will be missed by many road users, whose attention is naturally and rightfully drawn to the roundabout itself rather than signage. On the Northbound exit, too, road users will naturally focus on the zebra crossing which immediately follows the exit, rather than signage indicating a change to the limit immediately upon exiting the roundabout. The likely result is many road users will exit the roundabout East on Broadway having failed to notice the reduction in the limit to 20mph, and many exiting in other directions will fail to notice the reversion to a 30mph limit immediately after exiting the roundabout, having travelled through an extremely short (and ultimately pointless) 20mph limit. In reality there is no need to reduce the limit in the vicinity of this roundabout, except following the Eastbound exit, where for the aforementioned reasons it would make sense to locate the start point of the 20mph limit further East. Travel change: **No**

(46) Local resident, (Didcot, Loddon drive)	**Object** – Evidence gathered has not shown any benefit in air quality for reducing the speed limit. It has a knock on effect for emergency vehicles, and I would rather the thousands spent on replacing and reducing speed limits, be spent on maintaining our crumbling roads. Making drivers go slower is not going to stop the roads from deteriorating. Travel change: **No**
(47) Local resident, (Didcot, Loddon drive)	**Object** – Just a complete waste of money with no enforcement. Reduced speeds around schools and public meeting places is fine. The rest is just pandering to a minority blinkered view. Cars are much safer than when the limits of 30 were introduced. I think planners need to think again on crossing locations and spend money on ensuring pathways are maintained and hedgerows cut to improve visibility at junctions first, filling potholes and repairing roads which gather water or have poorly maintained drainage as these are much more important. Travel change: **No**
(48) Local resident, (Didcot, Lune Close)	**Object** – This lower speed limit is not needed. Establishing and enforcing this will cost a huge amount of money that would be better spent elsewhere Travel change: **No**
(49) Local resident, (Didcot, Main Road)	**Object** – Local case has not been made with sufficient evidence. 20mph is not practical. Imposition will cause greater traffic density and pollution, not less Travel change: **No**
(50) Local resident, (Didcot, Meadow Way)	**Object** – N/a Travel change: **No**

(51) Local resident, (Didcot, Meadow Way)	**Object** – Waste of money and further restrictions on cars and car drivers. A 20 mph speed limit will mean some drivers will drive far below that, further clogging up our roads and creating a dangerous road environment. The council should focus on traffic flow by addressing serious bottlenecks in Didcot. The two most obvious are the Orchard Centre (return car park to one way to ease traffic on station road) and end parking on lower Broad Way (Rick's sidings area) to allow two way traffic. Travel change: **No**
(52) Local resident, (Didcot, Medina cl)	**Object** – Increased pollution with ice vehicles, not necessary, costs better spent on improvements not unnecessary restrictions. If people need to go by car then a speed limit change will not change that. Travel change: **No**
(53) Local resident, (Didcot, Mersey way)	**Object** – Limited positive impact Travel change: **No**
(54) Local resident, (Didcot, Miles East)	**Object** – 20mph is too slow and the traffic will be even more chaotic Travel change: **No**
(55) Local resident, (Didcot, Mowbray)	**Object** – The whole principle is wrong, The 30mph has been around since 1935, and cars are significantly better at stopping now than they were then. Also no significant change in short term in collisions and casualties has been shown in the majority of case studies of reducing from 30 to 20. This seems like the nanny state to me - don't we trust people to drive at an appropriate speed, and if they don't with a 30 limit, there is no reason to suspect they will when the limit is 20. Travel change: **No**

(56) Local resident, (Didcot, Mowbray Road)	**Object** – I'm not a supporter of dropping the limit, most people kept to 30 limits well and drove below if conditions needed. I do not see people adhering to the 20 limits and feel the cost to introduce could be spent elsewhere. Travel change: **No**
(57) Local resident, (Didcot, Newland Avenue)	**Object** – In a city where the traffic is constantly in the hands of road works and uncontrolled wild parking speaking to reduce the speed limit clearly demonstrate that who has to take actions does not know what the priorities are. Reducing the speed limit because of "safety concerns raised by the town council" should be supported by numbers: is the speed limit the primary cause of the accidents? what's the increase in accidents due to speed in the last 2 years? I cannot support a "wish for safety" if there are no supporting data and proper understanding of the real priorities in Didcot traffic. Travel change: **No**
(58) Local resident, (Didcot, No)	**Object** – I do not feel these impositions have the desired affect, and seem more as measure to punish car drivers, who also pay the most money in road taxes. Travel change: **No**
(59) Local resident, (Didcot, No comment)	**Object** – The council spent money on improving cycle routes along Wantage Road and cyclists cycle beside it. It seems councils dont like drivers and cyclists already dont take advantage of safety measures put in place. Most of the time, due to increasing traffic from more houses or temporary traffic lights, you are lucky to do 20mph when its busier so why not be able then to still do 30mph during the less busy times Travel change: **Other** I live in Didcot and work in Banbury so no other mode of transport is appropriate for the times I work
(60) Local resident, (Didcot, Noble Park)	**Object** – I believe the importance of ensuring road works are carried out in a way to provide smoother flow of traffic to avoid consistent build up and there are road conditions in and around Didcot that require work. I believe the focus on

	20mph speeds is not a priority for the area as Didcot has and is still a safe environment for both driver and pedestrian considering I've grown up here and now 25 I've never felt unsafe to cycle or walk in the area. Travel change: **No**
(61) Local resident, (Didcot, North Road)	**Object** – Unnecessary waste of money and resources when speed humps and traffic calming measures are already in place Travel change: **No**
(62) Local resident, (Didcot, Orwell Drive)	**Object** – 20 mph speed limits cause congestion, pollution and an increase in fuel consumption. In addition they are dangerous for pedestrians as they do not actually stop people speeding, when crossing a road and expecting slow moving traffic, the traffic that exceeds the limits (which are plentiful) can unexpectedly and dangerously catch people out. It is difficult to understand the benefits and expenditure on such limits when no justification for them exist and existing limits are adequate. Travel change: **No**
(63) Local resident, (Didcot, Pebble drive)	**Object** – When the area is built up/busy, traffic goes 20 or less. 30 mph should be allowed when the area is quiet. Let drivers drive the way they see fit Travel change: **No**
(64) Local resident, (Didcot, Pennyroyal Place)	**Object** – Other than areas immediately adjacent to high risk / high traffic areas such as schools, I don't think 20mph speed limits should exist anywhere. The nonsense that is often spouted in support of these, in particular based on outdated car stopping distances (trust me, if you hit the brakes at 30mph in a modern car it really doesn't take you anywhere near 75ft to stop) also needs to be reviewed as it is misleading in the extreme. Don't even get me started on the twaddle spouted on the environmental apects to justify this. Didcot is already congested enough, let's not slow everything to a standstill even more. Travel change: **No**

(65) Local resident, (DIDCOT, Portway)	**Object** – Absolutely no evidence to suggest a reduction in speed limit is needed and anyone who breaks the laws we currently have will not change their ways simply because 20 MPH signs exists by the roadside. Travel change: **No**
(66) Local resident, (Didcot, Prestwick Burn)	**Object** – As proven with the implementation of a 20mph limit on the Ladygrove Estate, there is no tangible benefit to support such expenditure. In many cases, cars are driving even faster on the "through" routes as there is no enforcement. South Oxfordshire has much better road safety figures, which is great to see, but when mapped out, less than 0.5% of these are on roads reduced from 30mph to 20mph! Signage has been erected at 90-degree bends where cars could not do more than 10mph anyway, which is a dreadful waste of taxpayers money. Much is made of schools as a justification, I would support 20mph in the immediate vicinity of schools (even more, support "timed" speed limits). Travel change: **No**
(67) Local resident, (Didcot, Queensway)	**Object** – There are next to no areas in Didcot where people regularly speed. I am a delivery driver and live in the town and I'm on the road all day and I do not witness reckless speed. I actually feel there are too many 20 limits. I would understand partial limits and by that I mean near schools, school times etc. The traffic in this town is absolutely horrendous now. Do not make it worse by enforcing more unnecessary 20mph limits Travel change: **No**
(68) Local resident, (Didcot, Ramsons Crescent)	**Object** – Is wholly unnecessary, only serves to increase congestion in a poorly devised and managed road layout by slowing traffic and making journeys longer. Would be better off improving flow of traffic through proper enforcement of parking regulations - far too many vehicles park inconsiderately and dangerously both on roads and pavements causing inconvenience for pedestrians, cyclists and other road users. Do not object in principal to reduced speed limits within immediate surrounding areas of schools (1/2 mile would be reasonable) but not a blanket approach and not where the school falls on a main thoroughfare.

	Travel change: **No**
(69) Local resident, (Didcot, Ramsons Crescent)	**Object** – All the 20mph are pointless and wasted money, to drive at that speed is pointless as is not stopping people drive their cars which is all Andrew Gant is trying to achieve. The 20mph zones have failed absolutely everywhere they have been forced upon and are rightly ignored. Travel change: **No**
(70) Local resident, (Didcot, Road)	**Object** – Completely pointless. Waste of money. How about spending taxes on what the public want. Travel change: **No**
(71) Local resident, (Didcot, Sandringham)	**Object** – I object. The whole environmental argument is rubbish. These 20mph zones are unenforceable. Have them by schools etc, no objection to that. When i have asked TVP for speed enforcement to be watched in certain areas, they dont have the resources, so how are they going to enforce whole areas, when i have asked for 1 small road? Travel change: **No**
(72) Local resident, (Didcot, Sherwood Road)	**Object** – Having such a range of speed limits is actually more dangerous than 20mph. It requires drivers to constantly be checking speedometers rather than watching the road. Perhaps making other road safety improvements would be better. There are school signs along Vauxhall Road near the barracks that are facing the wrong direction and the crossing on Wantage Road by the Coop is an accident waiting to happen. Having the parking spaces outside Sainsbury's, bike lanes, a crossing and a garage all in such close proximity to a school is poorly thought out. 20mph directly on the roads by the schools is sensible but not as widely spread out as you're proposing. Travel change: **No**

(73) Local resident, (Didcot, Sherwood Road)	**Object** – No Justification whatsoever. No benefits. There are already restrictions relating to school traffic and these are appropriate. Travel change: **No**
(74) Local resident, (Didcot, Sinodun Road)	**Object** – Roads can barely take 30mph at the moment. Where the roads are acceptable for 30mph to make them slower would only cause more traffic jams and stress. Travel change: **No**
(75) Local resident, (Didcot, St Hughs Rise)	**Object** – There has been no consultation that I am aware of. It seems to be too down policy driven with incomplete information being provided even at this point as to which roads will be affected. The roads in Didcot already grind to a halt due to bad design (Aldi turning, Sainsbury carpark "design" that anyone could see was stupid). Add to this the freshly developed flooding areas, the inconsistent council permission for traffic lights/roadworks failing to be joined up leading to multiple routes being constricted at the same time. The lack of follow up on completion and the state of the work - the national cycle way from railway bridge towards Fukscot that ran 4 months late and resulted in an unusable path (for walking or cycling) due to all the deep down clay sitting on the surface. You need to ACTUALLY explain which roads are in and out and only then vpcan you get meaningful responses. At present this looks like you're simply trying to push this through to fulfil a policy aim and that is lazy, incompetent and quite possibly negligent Travel change: **No**
(76) Member of public, (Didcot, Station road)	**Object** – 20mph limits increase pollution. 30mph is quite safe enough Travel change: **No**
(77) Local resident, (Didcot, Suntherland Beck)	**Object** – Ridiculous reasons given for lowering speed limit. Made up nonsense made up statistics. Council are blatantly liers with manipulation of data to suit the eco zealot agenda. Turning UK into we know it all dictatorship. Travel change: **No**

(78) Local resident, (Didcot, Tavy Close)	**Object** – It causes unnecessary congestion and problems everywhere. There is no need for it except by the schools and even then only between 8.30-9.15 and 15.00-15.30. The scheme is horrible and it's a tick box exercise in enraging everyone and does not benefit anyone at all. You now have to spend your time looking at what speed you are doing and not watching the road. It seems aimed at trying to drive people off the roads and it's another reason to vote you out. Travel change: **No**
(79) Local resident, (Didcot, Torridge Drive)	**Object** – Too slow Travel change: **No**
(80) Local resident, (Didcot, Westwater Way)	**Object** – A 20mph speed limit is only justifiable in specific high-risk areas (e.g. immediately around schools). In most areas, the small safety benefit is outweighed by the large inconvenience caused. There is not a large road safety problem around Didcot that a 20mph speed limit would solve. Travel change: **No**
(81) Local resident, (Didcot, Westwater Way)	**Object** – It's a waste of time and money. The Ladygrove has the reduced limit yet it's never enforced and most cars still do around 30. Also, it doesn't encourage cycling or walking as the cars are still there and most people walk at less than 5* the speed. Spending the money on cutting back the overgrown hedgerows would be far more useful. Travel change: **No**
(82) Local resident, (Didcot, Westwater way)	**Object** – There is no noticeable increase in walking or cycling associated with the change in speed limit on Ladygrove. Only a delay for the small number of speed limit abiding drivers. If the council is genuinely intent on promoting walking and cycling then effort spent sorting out the existing infrastructure to make it safe would be a far

	better investment. Cutting hedges so that people don't have to walk in a road, fixing uneven paths that are so subsided as to pose a hazard, cutting overgrown undergrowth that reduces paths to single file. Travel change: **No**
(83) Local resident, (Didcot, Westwater way)	**Object** – This plan provides no basis that reducing the speed limit will actually increase the level of cycling or walking. Please provide the results of analysis of the Ladygrove speed limit that demonstrate a significant increase in the levels of cycling and walking. Travel change: **No**
(84) Local resident, (Didcot, White Leys Close)	**Object** – There are ample pavements for pedestrians and many traffic calming devices (e.g. road narrowings, single lane give way sections) already in use that I changing all the road signs and dealing with the beurocrasy would be a huge waste of already limited funds for our area. It would make very little difference to the speeds people already drive at, which I have never felt are unsafe in the area proposed. Perhaps the council could focus their efforts on things that would actually benefit the residents, like new roads to accommodate the massive increase in people living here who commute in and out of the town each day. Travel change: **No**
(85) Local resident, (Didcot, Whitebeam court)	**Object** – There is no need for it, no accidents I am aware of happened anywhere in Didcot involving pedestrians and cars, lowering speed limit which is not enforceable is not going to change anything, and there is no need to change it! Cars driving 20mph produce more emissions than those driving 30mph and is going to only environmentally harm Didcot. 20mph makes sense if there are many pedestrian crossings, but in Didcot centre except broadway there is like 3 in total. Travel change: **No**
(86) Local resident, (Didcot, Willow End)	**Object** – Speed restrictions will not be adhered to by the majority of offenders, careless driving covers irresponsible driving which is the core issue here.

	Travel change: **No**
(87) Local resident, (Didcot, Yare close)	**Object** – All roadster should be blocked especially in peak time Travel change: **No**
(88) Local resident, (Didcot, Yealm close)	**Object** – Stop waiting tax payers money on useless schemes like this, they're not needed, Travel change: **No**
(89) Local resident, (Didcot, Barberry Dr)	**Object** – Waste of public funds. Fix the potholes first. £8million on a vanity project when OCC is already in the red Travel change: **No**
(90) Local resident, (Didcot, Barnes Road)	**Object** – Cars are safer than ever. The safety issue is electric scooters and bicycles on & off pavements without helmets. 20mph just slows everyone down, journeys take longer which makes it harder for working parents to get to & from work in time Travel change: **No**
(91) Local resident, (Didcot, Colne Drive)	**Object** – Firstly I believe 20mph is a great idea near schools to protect the children leaving school however a blanket 20mph speed limit is not needed for all residential and main road areas. Most areas have speed bumps anyway to slow vechiles. Changing the speed firstly will cost the council an extortionate amount of money, in signage that could be spent elsewhere. I have children and understand the need for safety. People with cars still have to commute and work, the people who pay road tax are last considered compared to cyclists and perdisterians (who don't pay road tax) and slowing everything down on roads that are already busy due to to many housing estates being built and still building, impacting local residents, without infrastructure not being done to accommodate this. Please consider this as so much money has been wasted in Oxford doing this and in my opinion doesn't work just causes more cars being sat idleing polluting. (Station road - Milton interchange)

	Rather than spend on this add box junctions by orchard center and ladygrove junction to station road. Widening the road so the orchard center turn doesn't cause tail backs everywhere (path is massively oversized). Maintain road gulleys. So many more things should be at forefront of focus. Travel change: **No**
(92) Local resident, (Didcot, Cottongrass Road)	**Object** – No need for 20mph speed limit, absolutely ridiculous. Please show workings out on 'reducing emissions'. It won't improve road safety, you can't even reach 20mph around didcot because of the traffic and all the bloody temporary traffic lights with no one working. Think about the cost to replace all the signs and on-top of that the costs to put new road markings in place, why not put the money to good use for a change and improve the quality/ repair the roads. Travel change: **No**
(93) Local resident, (Didcot, Dearne Place)	**Object** – Blanket 20mph speed limits in any situation other than outside schools and residential areas are unnecessary and are largely ignored by the majority of drivers anyway Travel change: **No**
(94) Member of public, (Didcot, Dudcote field)	**Object** – 20mph is highly restrictive and pointless. People don't support it and it will do barely anything to support road safety. It's just being used as a slippery slope towards greater traffic restrictions Travel change: **No**
(95) Local resident, (Didcot, Falcon Drive)	**Object** – Traffic is enough of a problem. The more restrictions and limits you push, the problems you make. The local governments lack of ability to organise the towns infrastructure and lack of foresight on the result of massively increasing the population the local governments fault. Stop trying to punish the everyday working person to make up for your own shortcomings. Travel change: **No**

(96) Local resident, (Didcot, Great Western drive)	**Object** – Lowing the speed limit would mean more hazards on the road as Cycle will not give the relevant space when passing. This is also a measure that isn't supported by accident data. Travel change: **No**
(97) Local resident, (Didcot, Green Close)	**Object** – The 20MPH limit is simply the wrong idea within Didcot to promote walking and cycling. Simply by fixing the roads and cutting back the vegetation will make the towns roads safer for everyone. Moreover in this current times of economic crisis is it very wise to spend a huge sum of money putting up 20MPH signs. Would the money be better spend on services for the local population? Also noice and emission pollution will go up as cars are in lower gears emitting more emissions and motorcycles will be forced to stay in low gears will be making a lot of noise. Travel change: **No**
(98) Local resident, (Didcot, Hagbourne)	**Object** – 20 miles an hour will not do anything to relieve the congestion In didcot but it will increase slow and stationary traffic increasing air pollution. Many self employed people like myself who rely on their cars or vans are being made to feel like villains bullied and harassed by the councils, there is absolutely no thought of the human behind the wheel who maybe a carer trying to get to her client who only gets paid for those they visit the poor people left without care because we can't get to them maybe spend the money on improving that instead of wasteful signage and policy changes which help no one except the counsellors. Travel change: **No**
(99) Local resident, (Didcot, Kynaston road)	**Object** – 20mph just causes traffic I've seen it all over Oxfordshire Travel change: **No**

(100) Local resident, (Didcot, Lydalls)	**Object** – 30 is slow enough Travel change: **No**
(101) Local resident, (Didcot, Oriel court)	**Object** – Traffic is already at a standstill most of the time Travel change: **No**
(102) Member of public, (Didcot, Queensway OX11)	**Object** – Ridiculous no one can get upto 20pmh with all the potholes, and roadworks, Travel change: **No**
(103) Local resident, (Didcot, Saint Hilda's Close)	**Object** – I object this proposal for the reasons outlined. From a safety point of view dropping the speed limit will have no effect on the poor driving standards that are currently on these roads the only real way to improve driving standards and making drivers more aware of the surroundings around them is through policing and education dropping the speed limit is just putting a sticking plaster over a problem. this will also have a knock on effect in terms of the cost of having to remark the road changing signage. The best solution moving forward is simply to put that money into having more traffic officers on the road. This will help with re-education of people but it will also help in taking drivers off the road who will simply not pay attention to all this new signage and will carry on driving dangerously and breaking the law and putting pedestrian lights at risk. The county council member of Parliament for roads in his own words said deaths on roads in the Thames Valley area has actually gone up in the past three years publicly having a go at the police and crime commissioner wanting to know why this is happening. Yet at the same time speed limits have been reduced in an in a number of areas around this county. This clearly contradicts the argument that reducing speed limit saves lives. The only thing we haven't done yet is to increase road policing officers witnessing offenders re-educating them or taking them off the road that would be a better use of money in the county to help reduce deaths on the road. Travel change: **No**

(104) Local resident, (Didcot, SAXONS WAY)	**Object** – Unnecessarily harsh restriction without good justification or evidence 20 is beneficial. Travel change: **No**
(105) Local resident, (Didcot, Tamar way)	**Object** – Cars are now made to stop automatically when an incident is detected. No need for slower limit as this will also create more traffic with people going unnecessarily slow and people will just drive above the speed limit and overtake in dangerous places because of it. Travel change: **No**
(106) Local resident, (Didcot, The Broadway)	**Object** – Not necessary Travel change: **No**
(107) Local resident, (Didcot, Vicarage Road)	**Object** – Not necessary and car drives more comfortably at 30 than 20 Travel change: **No**
(108) Local resident, (Didcot, Wantage)	**Object** – I don't see the value in it. You're essentially trying to nudge people out of cars by making driving more annoying but that's not really your job. Your job, as you seem to need reminding, is not to be ideological nutjobs but to simply provide functional infrastructure. Maybe if you showed any aptitude for what you're actually supposed to do, we can then talk ideology Travel change: **No**
(109) Local resident, (Didcot, Weavercroft)	**Object** – There are more than enough restrictions around Didcot already, we really don't need another. Travel change: **No**

(110) Local resident, (Didcot, Westwater way)	**Object** – Didcot is gridlocked at the moment because of all the new houses and a 20mph limit will make it worse Travel change: **No**
(111) Local resident, (East Hagbourne, New Road)	**Object** – I'm not convinced drop to 20mph will result in significant improvement in safety as the times when the most pedestrians are around is also when traffic will likely be congested and slower anyway. A lower speed imposes an economic cost on the local area so shouldn't be done unless strictly necessary. Also, modern vehicles offer much better pedestrian safety that older vehicles, and this will likely continue to improve over time. Travel change: **No**
(112) Local resident, (Great Western Park, Sir Frank Williams Avenue)	**Object** – Causing traffic jams Travel change: **No**
(113) Local resident, (Great Western Park, Didcot, Diamond Drive)	**Object** – No facts that it will actually improve the safety or add any value or benefits to the area. Maybe try using the same effort and time on other initiatives to help the local area and people Travel change: **No**
(114) Local resident, (Harwell, Armstrong close)	**Object** – It will increase congestion and pollution Travel change: **No**
(115) Local resident, (Lady grove, Lady grove)	**Object** – I wish to comment on this proposal this 20 miles an hour is madness I have to leave my house even earlier to get to my work place now and it makes my working life even take out the road humps if you want 20 miles an hour not both harder with all these houses you are building there's no infrastructure in place no I don't agree with this at all Travel change: **No**

(116) Local resident, (Ladygrove, Orwell drive)	**Object** – this just make the roads more congested and cause more pollution for no benefit. We are supposed to be going green and all these are making things worse Travel change: **No**
(117) Local resident, (Ladygrove park estate, Prestwick Burn)	**Object** – I'm objecting because people driving at this slower speed already in other areas of didcot are dangerous because they end up constantly breaking and hindering the flow of traffic. There is nothing wrong with 30mph so should leave it alone. The only reason the council want this is because they can't be bothered with the up keep and maintenance of the local roads. If people travel slower the roads dont get as damaged. They should concentrate on fixing the pot holes, and sunken drains on local roads and all the roads that flood in the area. Leave the speed limit as it is . Travel change: **No**
(118) Local resident, (Ladygrove Didcot, Arun mews)	**Object** – 20 mph limit will increase pollution and do little to improve safety. Travel change: **No**
(119) Local resident, (Ladygrove resident, Derwent Avenue)	**Object** – There is clear definition between the roads and pavements all over the Ladygrove and Didcot which is used successfully to separate pedestrians from traffic. What are the statistics about accidents that are being used to propose these new lower limits. Travel change: **No**

(120) Member of public, (Oxford, Manor Crescent)	**Object** – Traffic is horrid at rush hour, this would only make it worse Travel change: **No**
(121) Local resident, (Oxford, Residents)	**Object** – Road is perfectly safe as is. Pointless waste of taxpayer money to re-sign everything. Travel change: **Other** Typical loaded question on these pointless cosmetic consultations you run in order to pretend the outcome was ever open to influence by the public.
(122) Local resident, (Wantage, truelocks way)	**Object** – Total waste of money. The council has a massive deficit and is trying to save money and this is a total waste. It has almost zero effect on road safety. Most of the existing 20mph limits are ignored so this is another Andrew Gant white elephant. Spend the money instead where it is needed, Travel change: **No**
(123) Local resident, (West Hagbourne, Main Street)	**Object** – The council need to find other ways of spending our money rather on idealogical nonsense that helps no-one. How about a new health centre with more doctors. How about better road infrastructure in know bottlenecks around Didcot. How about stop building new houses until these are sorted. 20 miles an hour roads is the least of our worries. Oh and by the way there is no climate emergency Travel change: **No**
(124) Member of public, (Blewbury, Church End)	**Partially support** – I think it should be 20 in all residential areas and 30 elsewhere Travel change: **No**
(125) Local resident, (Didcot, Blake)	**Partially support** – I believe that certain roads need it

	Travel change: **No**
(126) Local resident, (Didcot, Colborne Road)	**Partially support** – I am supportive from a pedestrian perspective but have doubts over the effectiveness of any such scheme. In all regions I have seen this implemented, it is the larger vehicles, that pose the biggest risk to pedestrians, who abide by the limit the least. Buses are always significant offenders. How will the council ensure local buses and other large vehicles follow this limit Travel change: **No**
(127) Local resident, (Didcot, Colborne Road)	**Partially support** – Although a good idea to lower the speed limit on residential streets doing this on the Broadway / Wantage Road will just increase congestion at rush hour. This route is generally a slower road anyway due to it busy nature at peek times. Lowering speed limits also does not push people into alternative modes of transport. It just makes them break the speed limit more. Having a partner with limited mobility they are not going to walk or cycle anywhere no matter what the speed limit is. The car is the only option. Travel change: **No**
(128) As part of a group/organisation, (Didcot, Didcot Girls School, Manor Crescent, Didcot)	**Partially support** – Only feedback i would have is the proposed 20mph zone starts after the 2 roads (Sherwood road and Manor crescent) near Didcot Girls School on the B4493 Wantage road, so the pedestrian crossing on Wantage road by the BP garage is still going to be 30mph and the pedestrian crossing near the roundabout with Park rd and Broadway will also still be 30mph. Could the 20mph zone start further back from these heavily used crossings for the school. Travel change: **Yes - cycle more**
(129) Local resident, (Didcot, Dinmore Way)	**Partially support** – Agree with 20 near schools, hospitals, care homes. Not to blanket 20 mph. Travel change: **No**

(130) Local resident, (Didcot, Foxhall road)	**Partially support** – I'm just worried that the traffic is bad there anyway and reducing the speed limit would make it worse. But I do think it's safer for the public. Maybe adjust the traffic lights to compliment the reduced speed limit Travel change: **No**
(131) Local resident, (Didcot, Foxhall Road)	**Partially support** – Foxhall road should be included too Travel change: **No**
(132) Local resident, (Didcot, Freeman Road)	**Partially support** – As long as it does not involve the addition of speed humps - These are terrible on Brasenose and Slade roads Travel change: **No**
(133) Local resident, (Didcot, Longford Way)	**Partially support** – 20mph is very hard for people to stick to. I live on Ladygrove and people are always driving faster than 20. How will this be enforced? Travel change: **No**
(134) Local resident, (Didcot, Park Road)	**Partially support** – I agree with the main proposal but kindly request that the exclusion of Park Road is reviewed on safety grounds. As a resident of Park Road for +30 years it is used daily as a child cut through to both DGS, St Birinus secondary schools and Northbourne primary school. Girls in groups regularly cross, boys cross on bikes and parents with young children cross at various points. In addition the new Edmounds Park Pavilion and children's splash park on Park Road further increases the volume of young people close to the road with limited separation to the carriageway. Similar to Wantage Road I would request that the top of Park Road from the Georgetown roundabout, pass Edmounds Park, down to Park Close is reclassified as 20 mph zone, with remainder remaining 30mph. This will greatly help to calm rush hour traffic flow and provide a safer environment for the many school aged children that use the road and park unsupervised and is fully aligned to overarching principles of the 20 mph classification in Didcot. Thank you. Travel change: **Yes – walk/wheel more**

(135) Local resident, (Didcot, Ridgeway Road)	**Partially support** – Driving around Didcot is a mess. Illegally parked cars and poorly designed road to handle the growth. There is zero policing of on road parking and drivers are already angry. I think the proposal is a relatively good idea however this is practically already in place with the speed you can actually go on the proposed roads. I fear these plans will only aggregate drivers and residents meaning they will have painfully limited positive effect on the area. Travel change: **No**
(136) Local resident, (didcot, wantage rd)	**Partially support** – I would support the reduction to 20mph - for example cars use Queensway, Park Close, Norreys Rd, Drake Ave as a "rat run" and there are conditions which are not safe for children cycling to and from school. However the proposals do not go far enough, with part of Wantage Rd being left at 30mph. The cycling infrastructure along Wantage Rd is often useless as at rush hour, one needs to be able to rech the cycle lane and this is made impossible by car drivers. Slowing all the traffic down might give cyclists and pedestrians a chance. All of Park Rd and Wantage Rd should be 20mph and probably others besides. Travel change: **Yes - cycle more**
(137) Local resident, (Didcot, Wantage Road)	**Partially support** – I am a resident of Wantage Road, Didcot. I propose that the 20mph zone is extended along Wantage Road past the shops to at least Oxford Crescent and perhaps up to Didcot Hospital. This is for road safety and to reduce the number of switches between 20 and 30. The map shows the 20 zone ending at Manor crescent. This will lead to traffic accelerating into a congested area of road where the road narrows, there is a zebra crossing, frequent traffic queuing to enter the coop garage and Sainsbury supermarket, and streets leading to Didcot girls school. At the moment we already witness cars often accelerating away rapidly and dangerously from the zebra crossing. Keeping the speed limit constant at 20 through the shops/ garage area will help to keep speeds at safe levels and reduce confusion over which speed limits are in force on each road. Travel change: **Yes – walk/wheel more**

(138) Local resident, (Didcot, Washford Glen)	**Partially support** – '- Some sideroads clearly ought to be 20mph but don't appear to be (West side of Fleetmeadow for example). Only reason i can think is you are cutting down on cost of signage. - Two of the busiest school crossing points till remain in the 30mph zone. Wantage road and Foxhall road have the busiest crossing points for DGS and Manor Primary. 20MPH zones should be adjusted to accommodate these Travel change: **No**
(139) Local resident, (Didcot, Lockinge Close)	**Partially support** – I support 20 mile an hour speed limits in all Cul de sacs and too narrow roads. However through routes should be 30 to ease congestion. If a school is in the road then it should be 20 during school commute times. There should be a lollipop person to ensure child safety and ease congestion unless there is another form of crossing. Traffic calming should be speed limits rather than bumps as they contribute to noise, pot holes and accidents through damage to vehicles. Bumps cause pain to people with health conditions especially when on route to health care. 20 mph by park entrances /exits during school run times until 5pm and 10-5pm Saturday and Sundays. Travel change: **No**
(140) Local resident, (Didcot, Park Road)	**Partially support** – I live on Park Road and strongly believe the speed restriction proposal to 20mph should extend to include the top end of Park Road. I have witnessed vehicles speeding on this stretch of the road on countless occasions. This is an area in which many school children cross the road to go to DGS and SBS as well as local primary schools Manor and Northbourne. I would request the top of Park Road from the roundabout to Park Close is zoned at 20mph and the remainder of the road down to West Hagbourne to stay at 30mph. Travel change: **Yes – walk/wheel more**
(141) Local resident, (Didcot, St Hilda's close)	**Partially support** – I think around schools it should be limited to 20 mph but in other areas it will cause frustration and more likely to cause accidents in my opinion. Travel change: **No**

(142) Local resident, (Sutton Courtenay, Partridge Close)	**Partially support** – I do not think that the proposal goes far enough and should include the section of Foxhall Road (B4493) from the Wantage Road/Broadway roundabout to the junction with Brasenose Road. This would allow the students of the secondary school (DGS) to cross towards the town centre more safely. The Wantage Road section of B4493 is proposed to become a 20 zone from the junction with Manor Crescent which is the other main entry/exit point for the school students so it is not clear to me why the northern section is different. Travel change: **Other** It will not affect me but will affect my family members.
(143) As part of a group/organisation, (Abingdon, Bostock Road)	**Support** – This response is from CoHSAT, the Coalition for Healthy Streets and Active Travel. We support the proposed 20mph speed limits in South Didcot. 20mph speed limits have been proven to reduce casualties, and also make the streets more attractive for people to walk and cycle. This is important, because as the Chief Medical Officer, Professor Chris Whitty, Chief Medical Officer for England recently included in his Annual Report: "There is strong and consistent evidence of the benefits of active travel in cities across many policy areas." "Enabling active travel will reduce health inequalities in our cities." "Supporting active travel to help people get to where they want quickly and safely is clearly beneficial." We believe that these extensions should be made to the 20mph zone: 1. Foxhall Road from Station Road to Broadway. This is the only sensible cycling route for many journeys from NCN5, the station or north Didcot to south Didcot including Didcot Girls School, Broadway shops and Harwell Road. There are no cycling facilities, and it is uphill towards the south, which makes cycling particularly pressured. 2. Harwell Road 20mph extended 50m west to include the junction with Manor Crescent. This is used by many pupils of Didcot Girls School, and the cycle lanes on Harwell Road, while helpful have no separation from the main carriageway. 3. The restricted section of Station Road from the junction near Cow Lane and the Cornerstone centre, which is a frequent walking and cycling route as it is restricted for most traffic. Travel change: **Yes - cycle more**

(144) Local resident, (Blewbury, Bessels Lea)	**Support** – Both of my children are at school in Didcot so I would like to. make the roads safer for them. Travel change: **Yes - cycle more**
(145) Local resident, (Didcot, Abbott Road)	**Support** – I live on a road by two schools and cars regularly drive at least 30 which is far too fast for the busy road, there is often lots of cars parked, particularly on corners and it is an accident waiting to happen. I strongly support this for the safety of children, cyclists and drivers. Travel change: **Yes - cycle more**
(146) Member of public, (Didcot, Abingdon road)	**Support** – Many roads in Didcot don't feel suitable for 30mph limits anymore due to narrow roads, many cars parked, and noise pollution. With a 30mph limits, many drivers seem to go 35mph, if it was reduced to 20mph I feel that those drivers will do 25mph which will be much safer. Travel change: **Yes – walk/wheel more**
(147) Local Cllr (i.e. Town/Parish/District), (Didcot, Candytuft Way)	**Support** – I think 20mph limits make our local environment safer Travel change: **No**
(148) Local resident, (Didcot, East Street)	**Support** – Want to see improvements in road safety Travel change: **Yes – walk/wheel more**

(149) Local resident, (Didcot, East Street)	**Support** – I want to reduce the number of accidents and make the roads safer. Travel change: **No**
(150) Local resident, (Didcot, Edinburgh Drive)	**Support** – An excellent and long overdue idea - if anything not going far enough - all roads in town should be 20mph with only perimeter ring roads being faster - it would be nice to see Park Road, Wantage Road, Foxhall Road and Station Road also made 20mph, and Jubilee Way Travel change: **Yes - cycle more**
(151) Local resident, (Didcot, Edinburgh Drive)	**Support** – Great idea to protect children and vulnerable people walking or cycling along the proposed roads. Travel change: **Yes – walk/wheel more**
(152) Local Cllr (i.e. Town/Parish/District), (Didcot, Edwin Road)	**Support** – Safer roads and limits emissions Travel change: **No**
(153) Local resident, (Didcot, Foxhall Road)	**Support** – Foxhall Road is a road used by many children to get access to Manor Primary and Didcot Girl school. It is expected for safety reason to have a 20mph speed limit. Furthermore, it is becoming extremely difficult and dangerous to get our car out of the driveway due to traffic and the speed of the cars. Travel change: **Yes – walk/wheel more**
(154) Local resident, (Didcot, Loyd Road)	**Support** – Although driving at 20mph can be frustrating the safety of more vulnerable road users has to be the priority. Many people drive far too fast on residential streets in Didcot and this will hopefully help slow them down even if they exceed 20, they might come under 30. Given the proximity to Didcot Girls School I would like to see the proposed 20mph zone extended further up Wantage Road to beyond Drake Avenue where lots of girls have to cross to get to school. I would also like to see it extended

	along Park Road which has no pedestrian crossing and is on common walking routes to Didcot Girls School and Northbourne School Travel change: **No**
(155) Local resident, (Didcot, Marjoram Way)	**Support** – For the safety of the community especially vulnerable people. Travel change: **No**
(156) Local resident, (Didcot, Medlock Grove)	**Support** – Reducing the speed limit will make it a safer environment for all and encourage other transport use. Given motor traffic frequently exceeds the current speed limits, reducing the limit will hopefully encourage drivers to drive more sensibly. Travel change: **Yes – walk/wheel more**
(157) Local resident, (Didcot, Park Rd)	**Support** – Residential areas need to be protected from cars that already exceed speed limit which is a danger to life need to also have Park Rd included Travel change: **No**
(158) Local resident, (Didcot, Pennyroyal Place)	**Support** – Fully in support, there is no need for any soley (not used as a main route) residential road to be more than 20mph. Travel change: **Yes – walk/wheel more**
(159) Local resident, (Didcot, Plym Drive)	**Support** – Think maps clearly show our roads are creating casualties at present. We need to ensure the residential roads and routes where pedestrians are likely are both be safe and feel safe. Travel change: **Yes – walk/wheel more**

(160) Local resident, (Didcot, Plym Drive)	**Support** – There are a lot of pedestrians in Didcot including school children, a 20mph limit will make the streets better and safer for pedestrians. Bearing in mind the number of homes being built north of the railway line this should be appraised in conjunction with other measures such as closing Cow Lane bridge to motor vehicles; changing the pedestrian crossings at the Jubilee roundabout to zebra crossings or making them respond quicker to pedestrians to make the railway line less of a barrier to pedestrians and cyclists. Travel change: **Other** DIslike walking through the Cow Lane bridge because its so narrow and dirty water drips on you so normally drive. Would walk/cycle if there were better connections from Ladygrove to the rest of Didcot
(161) Local resident, (Didcot, Plym Drive)	**Support** – 20mph in residential areas is proven to save lives and aids active travel. I don't really see why Station Road from Cow lane Junction heading South to the Bus Gate is not 20mph. It is highly unlikely that buses could safely achieve 30mph on that section of road with the bus stops and parked cars along with it being the main pedestrian route from Train Station and Ladygrove into the Town, combined with it ending at a rising bollard with a 5mph limit beyond. Abingdon Terrace stands out as very odd that it is excluded. 30mph is clearly unsafe on that curved thin residential road. I would think the 20mph limit would also be better extending West along the Wantage Road to the junction with at least Oxford Crescent rather than being at the Speed Camera location, especially due to the various Didcot Girls School entrances and the active travel volume that the school creates at that particular section of road. Plus, there is a small row of shops at that location drawing pedestrian traffic too. I do think for simplicity and lack of potential confusion for drivers, it would be clearer if all small cul-de-sacs were included in the 20mph as they are on Ladygrove and especially as this scheme is stated to be 'extending' the 20mph scheme as Ladygrove. i.e. please also include: All Saints Court; Roman Place; Abingdon Terrace; Edmonds Court; Rutherford Place; Dirac Place; Nuffield Close; Ruskin Close; St Johns Close; Kibble Close; and, Fleet Way. Whilst considering the area as a whole the A4130 Perimeter Road could also do with reducing to 40mph as the connecting roads (West, North and East) are all now reduced to 40mph. Indeed the roundabouts to both Avon Way and Mersey Way (in the now centre of the residential area of Ladygrove where the strategic crossing points are) could usefully be reduced to 30mph similar to the Littlemore Roundabout on the A4142 Eastern Bypass by Oxford. Finally, for consistency the 30mph limit should also move East along the A4130 by Tesco to start where the pedestrian footway begins between Oakend Lea and the Fulscot Road, around the 'Didcot' sign. Hopefully some amendments can be extended.

	Travel change: **Yes – walk/wheel more**
(162) Local resident, (Didcot, Ridgeway Road)	**Support** – As a pedestrian I fully support this. I would also like the pavements to be improved - they are very uneven and over-grown with hedges! Travel change: **No**
(163) Local resident, (Didcot, Sinodon)	**Support** – I want to make sure a vote of positivity from a happy cyclists is heard amongst the voices of disgruntled drivers who are surgically attached to their cars. Thank you, this is a great plan! Travel change: **No**
(164) Local resident, (DIDCOT, Somerville)	**Support** – The proposal seems to have been applied sensibly keeping higher speed limits in place where it is appropriate to do so in support of efficient transport and supporting the local economy. For these reasons I support the proposal. Travel change: **No**
(165) Local resident, (Didcot, Wessex Road)	**Support** – I frequently walk over Broadway near the High street junction to town and very often cars are driving too fast and just do not stop. Once or twice I have been within an inch or two of being hit. It is an accident waiting to happen. Some roads (where safe) should be kept at 30mph to maintain flow and based on traffic modelling. Travel change: **Yes – walk/wheel more**
(166) Member of public, (Didcot, Westwater Way)	**Support** – The number of accidents reported in the last 2 years on GW park and Ladygrove are possibly more than those in the area South of the railway line, excluding Broadway. As soon as Broadway is included there is a case for 20 m/h, but also shows that an exercise should be undertaken to identify the cause of the Broadway accidents and

	introduce additional measures to prevent these accidents occurring as a lot of them are likely to have occurred at speeds less than 20 m/h. e.g exiting parking spaces. Travel change: **No**
(167) Local resident, (Didcot, Ashburn Place)	**Support** – The slower speed limits make streets more pleasant to live on. Reducing pollution and noise, and making it safer for residents and children to walk in the area. Travel change: **Yes – walk/wheel more**
(168) Local resident, (Didcot, Diamond drive)	**Support** – Makes kids safe Travel change: **No**
(169) Local resident, (Didcot, Edwin Road)	**Support** – Safeguard children. Brings old town in line with new. Speeding on the towns longer and straighter residential roads is a growing issue - especially where no speed reduction features are in place like Edwin Road. Travel change: **Yes - cycle more**
(170) Local resident, (Didcot, Hadden hill)	**Support** – I fully support the proposed 20 mph. I additionally add that a proposal should made to also adjust the a4130 hadden hill road to a 30mph due to new housing estates and children walking to school or waiting for buses. Travel change: **No**
(171) Local resident, (Didcot, New Road)	**Support** – Didcot is growing and the traffic is increasing, but drivers drive too fast for what is now an urban area. Travel change: **Yes - cycle more**

(172) Local resident, (Didcot, Oxford crescent)	**Support** – Residential areas should all encourage driving slowly, speed humps on all zebra crossings would be great as well to protect pedestrians Travel change: **Yes - cycle more**
(173) Local resident, (Didcot, Rookery Court)	**Support** – It is much safer in school areas Travel change: **Yes – walk/wheel more**
(174) Local resident, (Didcot, Wessex Road)	**Support** – It will make the town safer for pedestrians and cyclists and it will cause no or very minor inconvenience to drivers. Enforcement will be key, make sure you start enforcing speed limits better because many drivers will simply ignore it and continue driving dangerously. Travel change: **No**
(175) Member of public, (Didcot girls school, oxford crescent)	**Support** – safer for children walking to school Travel change: **No**
(176) Local resident, (Didcot GWP, Redwing end)	**Support** – When implemented well, 20 zones are safer and more environmentally friendly. Less aggressive stopping and accelerating is better for the environment. Plus pedestrian and children are safer when crossing the road. Travel change: **No**
(177) Local resident, (East Hagbourne, Blewbury road)	**Support** – To make it safe for pedestrians and cyclists. Especially important to keep kids safe in the area. There are several secondary schools and several primary school in the area. It's long overdue. I'm very surprised to see that the whole of the b4493 (wantage road) is not a proposed 20mph limit. The area outside of the coop petrol station and Sainsbury's local needs to be 20mph as this is a very busy area with many businesses, a pedestrian crossing and many kids from Didcot Girl's school in particular walking to and from school… it is a very dangerous spot. I have

	witnessed several near misses in this area and it's only a matter of time before there is a death. This needs to be a priority. Travel change: **No**
(178) Local resident, (East Hagbourne, St Andrews Crescent)	**Support** – People drive too fast in residential areas Travel change: **No**
(179) Local resident, (East Hendred, Horn Lane)	**Support** – This is a crucial safety improvement to Didcot, it will saves lives and reduce the number of serious injuries. Travel change: **No**
(180) Local resident, (harwell, A417)	**Support** – 20 has got to be the new 30 to save lives Travel change: **Other** I have to drivebut willmake sure I drive more slowly
(181) Local resident, (Harwell, High St)	**Support** – There is clear evidence that a reduction in the speed limit in urban areas saves lives, and improves the environment for residents and road users. I fully support the move. Travel change: **Yes - cycle more**
(182) Local resident, (Harwell, Manor Green)	**Support** – Everyone is just safer if the limits are 20, it's a residential area, people shouldn't be getting much above that anyway unless they're driving very unsafely! Travel change: **Other** No because the main roads are still 30 but if those were dropped to 20 then yes, there would be more scope for cycling.

(183) Local resident, (Harwell, Moreland Road)	**Support** – I am submitting a response, because I believe that there is way too much speeding on the 30mph roads in Didcot and surrounding areas, especially also around the schools. If only one accident can be prevented by implementing 20mph speed limits, that is a valid reason to do so. Travel change: **No**
(184) Local resident, (Harwell, Orchard Way)	**Support** – Myself and my family cycle and walk across Didcot. This will make us feel safer. As a driver too, this will make little difference as I only drive at around 20 anyway on the types of streets included in the proposal. Travel change: **Yes - cycle more**
(185) Local resident, (Harwell, Reading Road)	**Support** – I strongly support this proposal because it will reduce accidents and reduce pollution. Results from other schemes have always demonstrated positive outcomes. Travel change: **Yes - cycle more**
(186) Local resident, (Harwell, Reading Road A417)	**Support** – 20 mph limit is essential for safety and lowering pollution in all built up areas. Early stats from Wales clearly show reduction in accidents, injuries (and lower car insurance). Travel change: **No**
(187) Member of public, (Harwell, Manor Green)	**Support** – Lower vehicle speeds make neighborhoods more pleasant to live in and walk through. Travel change: **Yes - cycle more**
(188) Local Cllr (i.e. Town/Parish/District), (SODC - Didcot, Cow Lane)	**Support** – 20mph speed limits in urban areas are a significant contributor to road safety. Travel change: **Yes - cycle more**

(189) Local resident, (Sutton Courtenay, Milton Road)	**Support** – The areas highlighted to become 20MPH zones are sensible. Travel change: **No**
(190) Member of public, (Sutton Courtenay, Tyrrells Way)	**Support** – Safety for all Travel change: **No**
(191) Local resident, (Upton, High Street)	**Support** – Driving standards have fallen in the UK, especially in urban areas. With an increase in people walking/cycling (and maybe in the future, scooting), safety needs to be addressed. Any new limit also needs to be enforced, as there are clearly a substantial minority of people who still believe that they are special and that the rules do not apply to them. Travel change: **Other** Depends what happens to eScooter legislation. When this becomes legal on public roads with a personal scooter then I fully expect to do this.
(192) Local group/organisation, (Walk-Ride-Didcot, a newly formed active travel group)	**Support** – I support the 20mph speed limits. It makes cycling on the carriageway and, as a pedestrian crossing the road, safer and easier. Built-up environments are more attractive, with slower traffic, encouraging more people to work or cycle. This proposal is in line the County Council's policy of increasing active travel levels. There is no inconvenience caused to motorised traffic and may well cause the traffic to flow better. Travel change: **Yes - cycle more**
(193) Local resident, (Wallingford, Sovereign Place)	**Support** – 1. Improved Safety • Fewer and Less Severe Accidents: Lower speeds reduce the likelihood and severity of accidents. Studies show that a pedestrian hit at 20mph has a 1 in 10 chance of being killed, compared to a 1 in 5 chance at 30mph. • Better Reaction Times: Drivers have more time to react to unexpected situations at lower speeds. 2. Encourages Active Travel

	• Walking and Cycling: A safer environment encourages more people to walk or cycle, which can reduce congestion and emissions. • Health Benefits: More walking and cycling promotes physical activity, reducing health risks like obesity and heart disease. 3. Reduced Traffic Noise • Lower speeds generate less noise from engines and tyres, contributing to a quieter, more pleasant environment. 4. Environmental Impact • Lower Emissions: Vehicles driving at 20mph emit fewer harmful pollutants because of smoother driving patterns, which improves air quality. • Better for Climate: Encouraging active travel alongside lower speeds helps reduce carbon footprints. 5. Enhanced Community Feel • Improves Livability: Slower traffic makes streets more inviting for social interaction and businesses. • Child and Elderly Safety: Safer roads make towns more accessible and inclusive for vulnerable populations. 6. Economic Benefits • Supports Local Businesses: A calmer, more pedestrian-friendly town encourages people to spend more time and money in local shops. • Lower Healthcare Costs: Reduced injuries and improved public health can lead to savings in healthcare. Although some drivers may initially find 20mph limits frustrating, the long-term benefits for the whole community often outweigh these concerns. Many towns and cities that have adopted 20mph limits report positive outcomes, including fewer accidents and increased public satisfaction. Travel change: **No**
(194) Member of public, (Wantage, Humphries Green)	**Support** – Slower vehicles are less of a danger to cyclists and pedestrians and to the drivers themselves. Travel change: **No**

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Divisions affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

BECKLEY & STOWOOD – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits in Beckley and Stowood, as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Beckley & Stowood as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

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

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within Beckley and Stowood by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 14 November and 06 December 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Beckley & Stowood Parish Council, and the local County Councillor representing the Wheatley division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

Statutory consultee responses:

9. Thames valley police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

10. Oxford bus company submitted a non-objection, confirming that the proposals would not affect local bus operations.

11. Beckley Parish Council responded that there was a good level of support for the current 20mph proposals, but that additionally there was support - including from the local member - to extend the 20mph speed limit to include the full length of both Common Road and Otmoor Lane, or should the county council not judge this to be appropriate, to introduced a 30mph limit on these roads.

Other Responses:

12. 20 further responses were received during the course of the formal consultation, comprising of five objections (25%), two partially supporting (10%), and 13 in support (65%).

13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

15. The response of Beckley Parish Council is noted and the request for either a 20mph or 30mph speed limit on Otmoor Lane and Common Road have been added to the list of requested amendments to be progressed as part of the planned monitoring and evaluation of the 20mph limit programme subject to funding and consultation, though noting that only future changes on Otmoor Lane would only apply to the length that is public highway.

16. Similar requests were also made in two responses submitted by members of the public.

17. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

January 2025



Beckley 20mph Scheme

Legend	
Proposed 20	
Existing 30	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	05.06.24	Proposal 1	C.R		

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Project title: Beckley 20mph Scheme

Drawing title:
Beckley 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by AK	Approved by AK
	Date drawn 05.06.24	Date checked 07.06.24	Date approved 07.06.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** Thank you for the consultation documents, in relation to the proposed speed limit change. Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are:

	• history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We can confirm that this does not affect bus operations and thus we raise no objection.
(23) Beckley & Stowood Parish Council	**Support** – Beckley and Stowood Parish Council look forward to seeing the results of the 20mph survey and discussing and agreeing the next steps with you. There seems to be a lot of support for it amongst our parishioners in Beckley village. The survey has provoked quite a few comments to us and directly to you, about the anomalies in our local speed limits and the need to extend two roads that currently have no speed limit into the scheme. The roads in question are the northern end of Otmoor Lane and from the western end and along the length of Common Road to the B4027. Please see the map attached. Both currently have no speed limit, and the Parish Council supports proposals to ideally extend the 20mph speed limit to the full extent of these roads. If this is not possible then the next option would be to impose a 30mph limit there.

	Otmoor Lane is very narrow in the unlimited section to the north and has ditches along it. There is a lot of traffic as there is the RSPB reserve and car park at the north end, and particularly at starling murmuration times the lane can become gridlocked with traffic overflowing to and from the reserve. There is also an MoD rifle range to the east and a lot of large vehicles taking users to and from the range. Despite the sometimes very heavy traffic cars have been speeding to 60mph and above along here. This is a serious hazard to any children, horse riders, pedestrians and other vehicles. Many walkers and equestrians use the many footpaths and bridleways along the route. Common Road has a number of houses and a farm in the unlimited part and the road is again narrow and hazardous. It is used by those living in Beckley village when going into Oxford via Elsfield or towards Islip/A34 etc. Again, cars have been seen to gain excessive speed towards and away from B4027, which is dangerous for those living there and using the road. We have discussed this with our County Councillor Tim Bearder, who is copied and gained his support. Both the 20mph speed limit and extension to the length of Otmoor Land and Common Road would contribute to the County Council's priority to reduce road traffic accidents. We look forward to discussing the survey results with you and progressing both the 20mph scheme and its extension in the near future.
(3) Local resident, (Beckley, New Inn Road)	**Object** – On the high street you can't do any faster than 20mph the only place it could be put into place is otmoor Lane as that's a 50.
(4) Local resident, (Beckley, Woodperry Road)	**Object** – There is no excessive speeding. There have no incidents or accidents attributed to speeding. If there is a change it should only be on the High St near Abingdon Arms.
(5) Member of public, (Oxford, Elms Drive)	**Object** – Unnecessary, waste of valuable moneys
(6) Local resident, (Beckley)	**Object** – I live in Beckley and a 20 mph speed limit is completely unnecessary. There is no problem with the speed of the cars today and no danger posed to any other road users. Please leave the roads alone.

(7) Local resident, (Beckley)	**Object** – I live in Beckley and a 20 mph speed limit is completely unnecessary. There is no problem with the speed of the cars today and no danger posed to any other road users. Please leave the roads alone. I have two children and they feel very safe and Woodperry Road is nice and wide.
(8) Local resident, (Beckley, Woodperry Road)	**Partially support** – Should be extended to cover all of the roads down to otmoor
(9) Email response, (unknown)	**Partially support** – I welcome the proposal but think the 20mph limit on Otmoor Lane should be imposed over its whole length. It is a very narrow road and the RSPB and the Army Range both generate significant traffic which often shows little regard for other quite significant users eg walkers, cyclists, horse riders and daily movements of large farm vehicles. Conflict is common. At the time of the starling murmurings (which are widely publicised and attract large numbers of visitors by all modes) traffic is very high (a local resident did a count a few years ago which showed the scale) with many people trying to walk down and up during that twilight hour as well. In places where there is conflict there is nowhere for walkers, cyclists to go in order to avoid traffic as the road is narrow and the verges are in such poor codition.The PC has had many discussions with the RSPB to try to reduce the problem. The road surface on the part of Otmoor Lane not covered by the proposal is really bad which exacerbates the problem and could be a danger to drivers travelling too fast anyway. I think ending the 20mph limit by Park Wall suggests to drivers that they can drive as fast as they like below there which is the wrong message to give as this stretch of road is arguably that which experiences the most conflict between all types of road user. IF the regulations do not cover a situation like this it doesn't seem to make any sense. I would welcome any advice you can give in solving problems in locations like this
(10) Local resident, (Beckley, Beckley Court)	**Support** – I strongly support the proposal to reduce the speed limit in Beckley to 20mph. Every day, I walk my four-year-old son to school along Woodperry Road, which has no pavements and no safe space to step aside in many areas due to high hedges. It is particularly nerve-wracking as the road is not only narrow but also frequented by tourist buses heading to Otmoor and delivery vans that often travel at excessive speeds, making it feel highly unsafe for pedestrians. Lowering the speed limit would make a significant difference, reducing the risk of accidents and ensuring

	that children and families can walk to school safely. This change is vital for the safety of our community and for those who rely on this road daily.
(11) Local resident, (Beckley, High Street)	**Support** – As Beckley resident for over 14 years and parent of two children at Beckley Primary School, I am writing to express my full support for the proposal to reduce the speed limit in Beckley in accordance with the map attached to the consultation documentation referenced above. I would however like to suggest the following minor amendments: 1. That the transition to 20mph limit on Common Road be extended further west at least as far as (Lat:Long) 51.79546139185098, -1.193787 (see https://maps.app.goo.gl/CG2AJbK4UR4cbde66) to include the corner at (Lat:Long) 51.795602746175454, -1.1931507576720095 (see https://maps.app.goo.gl/1trx3oDGRvEVxRMTA). This blind corner has been the site of numerous speed-related accidents over the years, as residents of the adjacent cottages will tell you (one near fatal accident suffered by my wife on a bicycle). Furthermore, the stretch of Common Road that would be included if this proposed amendment were to be accepted, is often used by children for cycling, including for the school cycling proficiency course in year 6. It is also heavily used by pedestrians between Hewel Barn, Whistler's Cottage, Squirrel and Woodpie Cottages, and by footpath walkers and runners between Beckley Common and the village centre. 2. In addition to the proposed speed limit reduction, I would also like to recommend that convex traffic mirrors be considered at this corner, as well as at the corner of High Street and New Inn Road, as these corners are both blind and extremely dangerous.
(12) Local resident, (Beckley, High Street)	**Support** – I would like to express my wholehearted support for the proposed 20mph limit for Beckley, in the parish of Beckley and Stowood. The roads in the village are narrow, with only the High Street having a proper pedestrian sidewalk/pavement. I am glad that the current 30 mph limit will still be in force for most of New Inn Road as this is a straight road with good visibility and easily wide enough for cars to pass each other safely at that speed. I would urge you though to consider extending the 20mph limit to the bottom of Otmoor Lane. Many villagers fear that, according to the proposals, once the last house is passed, car drivers may be encouraged to speed up at the 'clearway' sign (officially the NSL of 60 mph!!) when the road continues to be narrow, with pedestrians of necessity waking in the road. I also urge, for the same reason, that the 20 mph limit be extended in Common Road well beyond the 50 metres from the junction with New Inn Road as stated in the proposals, to at least past the houses at the narrowest part of the road. There is justification in fact for extending it all the way to the junction with the B4027, as the road continues to be narrow and with bends, with a downhill slope towards the B-road.

(13) Local resident, (Beckley, Otmoor Lane)	**Support** – I support the proposals because I would like Beckley to be a safer place for my family and neighbours to walk. We do not have pavement in most areas of the village, meaning that my children walk on the road for more than half of their journey to school. With cars coming around blind corners at 30mph, this is quite terrifying. The area that parents park for school collection (New Inn Road leading to High Street) also has no pavement and is on a blind corner.
(14) Local resident, (Beckley, Otmoor Lane)	**Support** – Traffic speed in Otmoor lane is awful and walking the lane is a real danger. The 20 mph should be for the whole of the lane from top to bottom
(15) Local resident, (Beckley, Sandpath)	**Support** – Beckley is a small village that is only visited by residents and their friends, people visiting the Abingdon Arms, Otmoor Bird Reserve or an event at the village hall. It is not enough route to anywhere. The road conditions anyway dictate driving at 20mph or less. There is a primary school in the village and many people go for regular walks or walk dogs. The noise and danger from vehicles travelling more than 20mph impacts the environment disproportionately. 20mph limit should not cause any inconvenience as no one should be driving through the village faster than this anyway.
(16) Local resident, (Beckley, Woodperry Rd)	**Support** – Traffic in Beckley is dangerous Especially on the 75 yard stretch with two steep, blind corners, where High Street meets Roman Way and then Roman Way meets Woodperry Road. Children use this all the time, walking to and from school, in the light AND in the dark. It's narrow, dangerous and cars speed down that hill. Please take action on the speed limit now.
(17) Local resident, (Beckley, Woodperry road)	**Support** – Safety
(18) Local resident, (Beckley, New Inn Road)	**Support** – I hope it will reduce the risk to people and wildlife.

(19) Local resident, (Beckley, Otmoor Lane)	**Support** – Making it safer for children attending school as well as others in the village.
(20) Local resident, (Beckley)	**Support** – would very much like to support the proposed 20 mph speed limit order (CM/12.6.123) in Beckley village. I think folk drive too fast and I village and I am in favour of anything that would slow them down. It is sometimes hazardous walking along local streets especially at night. Not only people, but beloved domestic pets are put at risk.
(21) Local resident, (Oxford, Bulan Road)	**Support** – I walk my two young children to school along the roads in Beckley. There are no pavements along most roads and there is a blind bend up a hill on either side of the village. It is very scary walking along those roads, and a slower speed limit would make it safer.
(22) Member of public, (Oxford, Marston Street)	**Support** – Enjoy cycling and walking here. Fantastic views. Would be great to have cars a little slower.

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Divisions affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

EAST CHALLOW – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within East Challow as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project

Legal Implications

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

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within East Challow by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 13 November and 13 December 2024. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, the Vale of the White Horse District Council, the local District Cllrs, East Challow Parish Council, and the local County Councillor representing the Shrivenham division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection. They also raised specific concerns regarding the proposals for the A417 Main Street, stating that the road already suffers from a degree of poor compliance

10. East Challow Parish Council were largely supportive; however, they requested that the length of the 20mph on the A417 Main Street should be extended southwards beyond the junction with the new residential estate (Crest Nicholson), and that the new estate roads on the 'Crest Nicholson' site and the 'Mactaggart & Mickel' site also be included.

Other Responses:

11. Ten responses were received via the online survey during the course of the formal consultation, comprising of three objections, two partially supporting, four in support, and one non-objection.

12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

14. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project and a specific observation that compliance on the A417 is currently poor with a 30mph speed limit in force.

15. The proposal is for a length of approximately 400m of the A417 to become 20mph. This is limited to the central portion of the village, and which includes several side road junctions, residential frontages and direct accesses. This stretch is considered to be suitable for 20mph, with a 30mph buffer at the northern end and an extended length of 30mph from where the character of the road changes near the Letcombe Hill junction.

16. Partial support is given by the Parish Council as they would like to see an extension of the coverage at the southern end of the A417, and within two new residential developments. As noted above, the road widens and becomes more open at the Letcombe Hill and Goodlake Avenue (Crest Nicholson estate) junctions, where speeds would naturally be expected to increase, so the proposed southern extent of the 20mph limit is considered appropriate.

17. Roads within the two residential developments have not been adopted as public highways, so a speed limit cannot be imposed. However, the road layouts will have been designed for 20mph, with short straight lengths of road, tight bends and traffic calming features preventing high speeds.

18. It is confirmed that the roads listed in the Parish Council response will be included in the 20mph area.

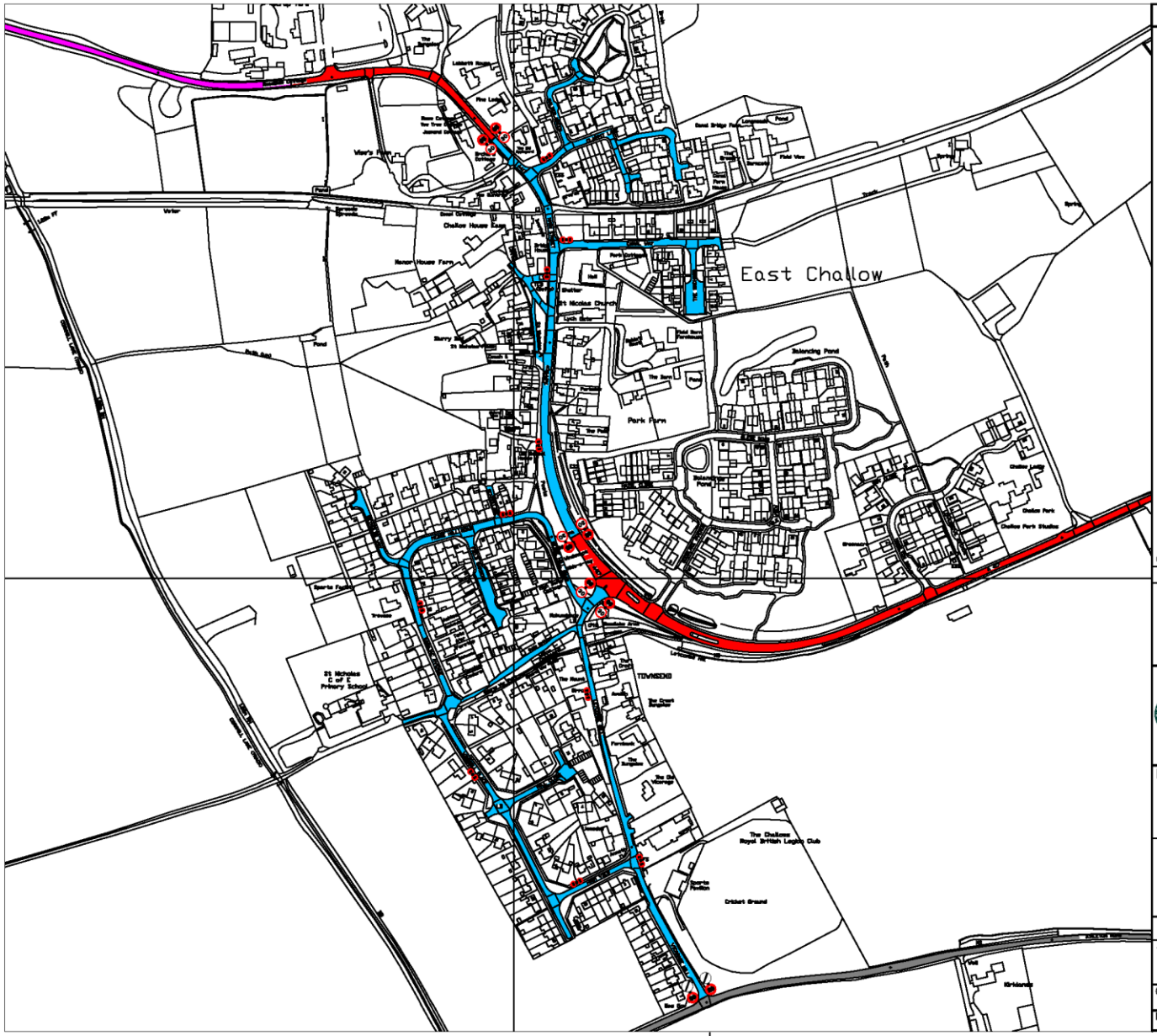
19. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes
Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
Daron Mizen (Portfolio Manager - Programme Delivery)

January 2025



East Challow 20mph | Revision 1.0

Legend
Proposed 20
Existing 30
Existing 50
Existing NSL
Not Public Highway

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title: East Challow 20mph Scheme

Drawing title:
East Challow 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R / E.R	Checked by	Approved by
		AK	AK
	Date drawn	Date checked	Date approved
	22.10.24	22.10.24	22.10.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – especially the proposals for the A417. This road already suffers poor compliance. Thank you for the consultation documents, in relation to the proposed speed limit change. Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are:

	• history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing. Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) East Challow Parish Council	**Partially support** – would like the following to be considered please, the length determined by yourselves of the 20mph on the A417 Main Street to be extended south of the junction with the new estate (Crest Nicholson) not just prior to the junction of Letcombe Hill and the A417 Main Street. Also clarification that all estate roads within the Village envelope become 20mph, these are listed below:- Letcombe Hill, Vicarage Hill, High View, Hill Close, Windmill Place, Sara Jac Avenue, Hedge Hill Road, Reynolds Way, Field Gardens, Main Street, Canal Way, The Orchard, Claypit Lane, Nalder Green Could we also ask that the new estate roads on the Crest Nicholson site and the Mactaggart & Mickel site also be included in the 20mph designation.
(3) Local resident, (East Challow, Nalder Green)	**Object** – A417 should remain 30 mph Travel change: **No**

(4) Local resident, (East Challow, Nalder Green)	**Object** – There are ample indicators of speed in the area for people to check themselves and a crossing. Travel change: **No**
(5) Member of public, (Faringdon, Walker Drive)	**Object** – I drive and also cycle along this road. I dont feel any safer cycling on any of the oxfordshire roads that have changed from 30 to 20 in the last 12 months, Motorists tend not to travel at the the new speed limit and if they do, they still overtake not leaving suffcient space, a 20mph limit does not change this behaviour, other than make motorists slightly more angry than they were before. This is espcially true of the gravel lorrries that use this route constantly. This is a tricky section to cycle along as its a very steep hill, the road surface in terrible condition and covered in parked cars all along its length. it will be hard to maintain 20mph as a cyclist going down the hill too, Ill be having to brake going downhill with a queue of impatient drivers trying to get past me on a congested street scene. Currently I can ride downhill at 30 and people tend not to overtake me here. I would feel safer if the money is better spent on improving the road surface, stopping some of the cars parking, which gives everyone more space on the road and to avoid the chance of getting doored by drivers and making sure the existing road markings are maintained. If you are going to go and paint teeth markings at the speed limit change points and enormous 20mph signs all over the road that wont be maintained, can you also renew all the other road markings on this section, paticularly at the bottom of the hill. Also, the paint that is used for these enromous 20 mph markings I find gets very slippery when wet, again not making me feel any safer. Travel change: **Other** probably cycle less as I feel it will make drivers angrier.
(6) Local resident, (East Challow, Nalder Green)	**Partially support** – The cars drive well above the 30. A speed camera maybe better than a 20 Travel change: **No**
(7) Member of public, (Wantage, Adkin Way)	**Partially support** – Do not agree with the 20mph on the A417. To reduce the speed on an A Class road to 20mph defeats the reason that we have A Class roads (to move traffic at a reasonable rate from A to B) Travel change: **No**

(8) Local resident, (East Challow, Claypit Lane)	**Support** – Traffic speed is too high down the hill in the village. Travel change: **No**
(9) Local resident, (East Challow, Claypit Lane)	**Support** – Cars regularly speed through the village. Many of the new housing is on the other side of the village meaning many children have to cross the road at the pedestrian crossing. Cars that speed through the village struggle to stop and tend to drive through the red lights. Especially in the evening and morning. This is dangerous. Articulated Lorrie's tend to drive at 30mph through village. I therefore support the speed reduction. Travel change: **Yes - cycle more**
(10) Local resident, (East Challow, Nalder Green)	**Support** – Vehicles go far too fast through the village. Travel change: **No**
(11) Local resident, (East Challow, Hedge Hill Road)	**Support** – As a resident of East Challow and from my property I have a view of the highway that will be impacted by the proposed speed limit, so I'm fully aware of the volume of vehicular traffic and the speed many vehicles drive at through the community, this is especially relevant to larger commercial vehicles, which create excessive noise and danger. Travel change: **Yes – walk/wheel more**
(12) Local resident, (East Challow, Nalder Green)	**No objection** – I have no objections to the proposal per se, but why not start the zone further south before the junction with Letcombe Hill? I am also concerned at how it will be enforced seeing most ignoring the 20mph limits recently introduced through Wantage. Travel change: **No**

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Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

EYE & DUNSDEN – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

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

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Eye & Dunsden as shown in **Annexes 1** & **2**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

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

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within Eye & Dunsden by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 21 November and 13 December 2024. A notice was published in the Henley Standard & Reading Chronicle newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Eye & Dunsden & Sonning Parish Councils, and the local County Councillor representing the Sonning Common division.

8. Officers at Wokingham Unitary Authority were also provided with the consultation material, owing to the fact that a small section of the proposed limit over the Thames river bridge would sit within their jurisdiction.

9. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

Statutory Consultee Responses:

10. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

11. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations.

12. A South Oxfordshire District Cllr (Sonning) submitted their support, suggesting however that other calming measures may be necessary on the stretch between the Playhatch roundabout & Sonning bridge.

Other Responses:

13. 35 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total

Playhatch	2 (6%)	4 (11%)	26 (74%)	3 (9%)	35
Sonning Eye	3 (9%)	4 (11%)	28 (80%)	-	35

14. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	**Number**
Yes – walk/wheel more	11 (31%)
Yes - cycle more	4 (11%)
No	18 (54%)
Other	1 (3%)
Total	**35**

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

Officer Response to Objections/Concerns

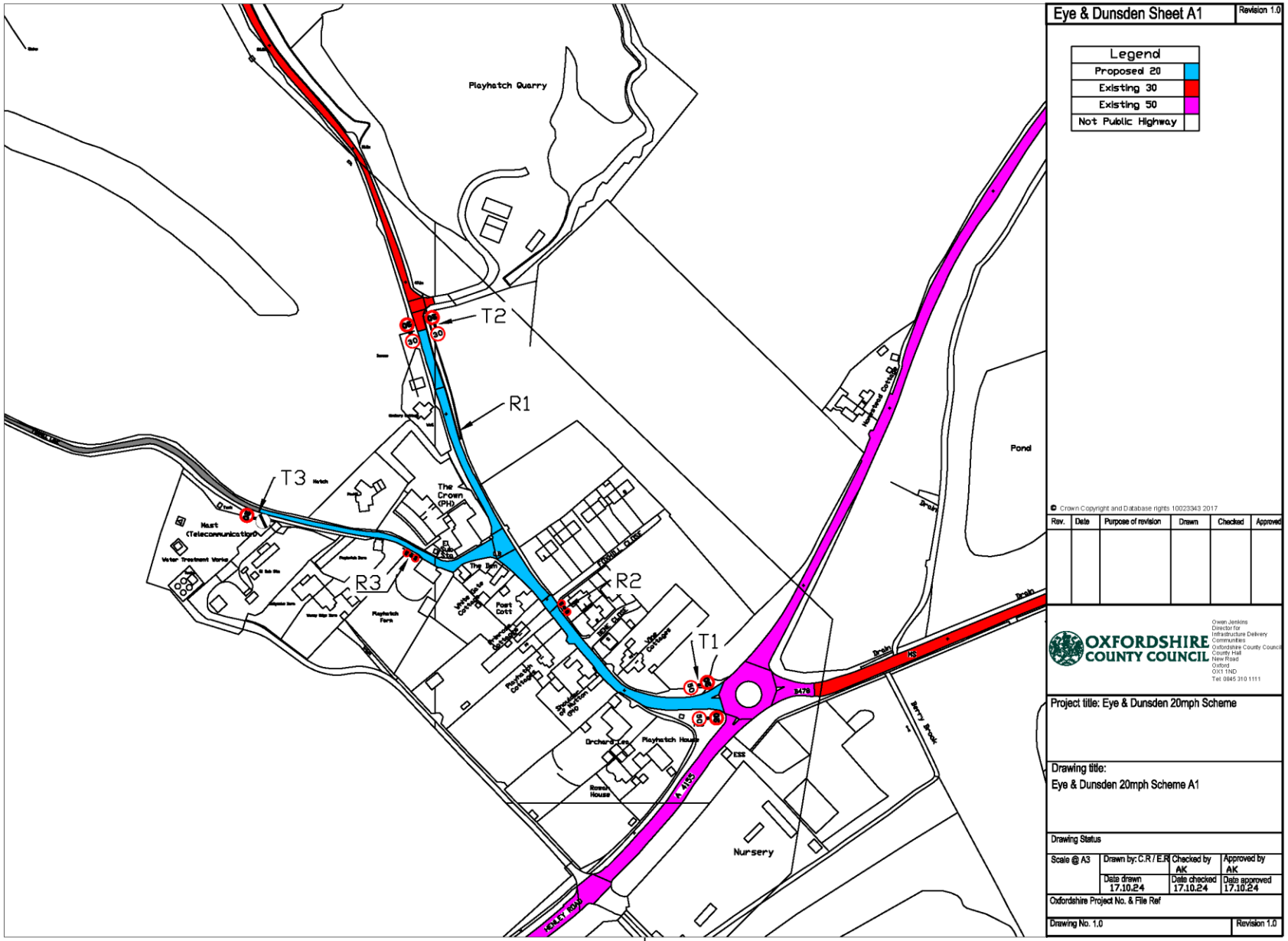
16. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

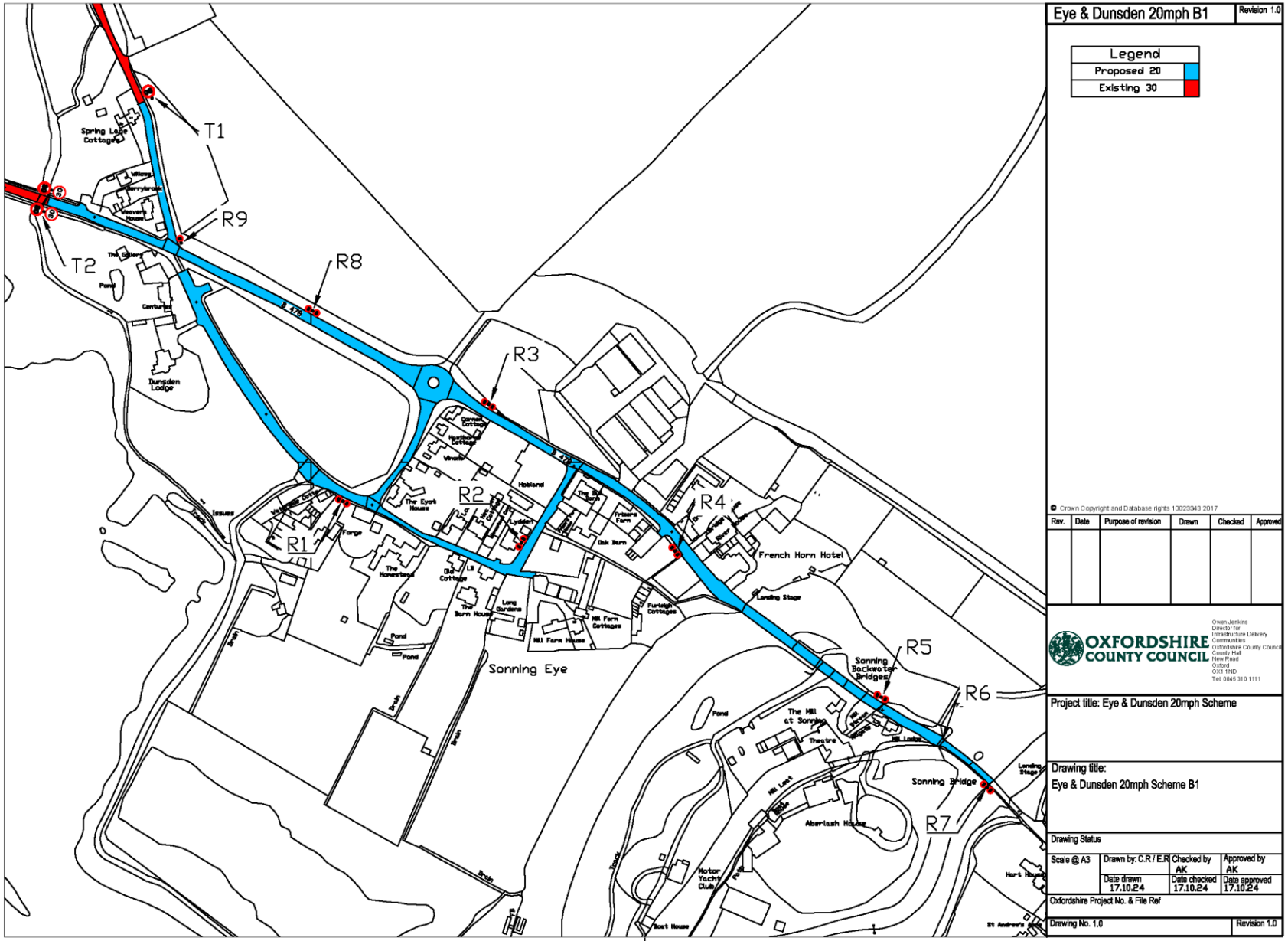
17. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways **January 2025**

Annexes Annexes 1 & 2: Consultation plans
Annex 3: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
Daron Mizen (Operational Manager - Highway Schemes)


Playhatch Quarry
T2
R1
T3
R3
R2
T1
The Crown (PH)
Mast (Telecommunications)
Water Treatment Works
Playhatch Farm
Playhatch Cottages
Orchard Lea
Playhatch House
Rowan House
Nursery
Pond
Berry Brook
A 4155
B478
HENLEY ROAD
Eye & Dunsden Sheet A1
Revision 1.0
Legend
Proposed 20
Existing 30
Existing 50
Not Public Highway
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Rev. | Date | Purpose of revision | Drawn | Checked | Approved
OXFORDSHIRE COUNTY COUNCIL
Owen Jenkins
Director for Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111
Project title: Eye & Dunsden 20mph Scheme
Drawing title:
Eye & Dunsden 20mph Scheme A1
Drawing Status
Scale @ A3
Drawn by: C.R / E.R
Checked by AK
Approved by AK
Date drawn 17.10.24
Date checked 17.10.24
Date approved 17.10.24
Oxfordshire Project No. & File Ref
Drawing No. 1.0
Revision 1.0


B
1
T1
T2
R9
R8
R3
R2
R1
R4
R5
R6
R7
Spring Lane Cottages
Dunsden Lodge
Sonning Eye
French Horn Hotel
Sonning Backwater Bridges
Sonning Bridge
The Mill at Sonning
Aberlash House
Eye & Dunsden 20mph B1
Revision 1.0
Legend
Proposed 20
Existing 30
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Rev. | Date | Purpose of revision | Drawn | Checked | Approved
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	• existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – This proposal has no impact on either our own bus services, or others' – in this case Reading Transport Ltd. on the A4155 Henley Road. Accordingly, we offer no objection.
(3) Local District Cllr, (Sonning Common)	**Support** – I strongly support this proposal. In the interests of safety these proposed areas need traffic calming. The 20mph initiative will assist in this. In my view other calming measures may be necessary – particularly on the stretch going from the Playhatch roundabout to the Sonning bridge, where there have been a lot of incidents.
(4) Local resident, (Sonning Eye, Sonning Eye)	Playhatch area 20mph – **Object** Sonning Eye area 20mph – **Object** I personally find the 20 mph speed limits that have already been introduced around the area, are unrealistic and a total waste of time and money . Especially when even some of the residents that are at the forefront of these proposals fail to adhere to the existing 30 mph limit ! As a driver that covers hundreds of miles a week I can assure you very few people take any notice of the 20 mph limits for various reasons, one being the roads selected are totally unsuitable for these speed reductions. A/ B roads , no Schools , minimal houses , not high crash sites . To stay below these 20mph

	limits in these mentioned conditions in modern vehicles you spend more time looking at the speedo rather than the road ! Which I personally find far more dangerous. At present in Sonning eye ,the road from the bridge to playhatch roundabout is in such a shocking state of repair this should be the priority not faffing around with such a pointless waste of time and money ! We have kerb stones displaced , that are leaning into the road , the road surface is a total disgrace, cars get damaged regularly and when the crater like potholes get repaired, the job done is so appallingly it lasts a matter of weeks ! Vehicles literally have to drive over the centre line (if there was one , because this has also been neglected for years) to avoid the damaged road surface, causing larger vehicles to swerve to avoid each other ! Please stop wasting tax payers money on these pointless schemes and fix the priorities properly rather than just bodging it up time and time again! Thank you rant over . Travel change: **No**
(5) Local resident, (Sonning Eye, Sonning Eye)	Playhatch area 20mph – **Object** Sonning Eye area 20mph – **Support** The level of traffic through Sonning warrants a speed reduction, Playhatch does not Travel change: **No**
(6) As part of a group/organisation, (Oxfordshire Cycling Network)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Object** We support these two 20mph speed limits because: 1) They are demonstrated to reduce road casualties, with strong evidence from Wales and other sites across UK and Europe. 2) They reduce air pollution and noise pollution, and its harmful effects on the physical and mental health on others. 3) They make walking and cycling more attractive options, helping to enable these healthier options, which will make the roads safer and less polluted for others. Travel change: **Yes - cycle more**

(7) Local resident, (Playhatch, Foxhill Lane)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Object** Houses are right on the road in Playhatch and there is no pavement. Drivers coming down the hill especially do more than 30mph as it is. Reducing the speed limit without any enforcement like a camera is unlikely to help. It would be even better if there was a speed bump up hill from The Crown pub to physically slow the traffic. Travel change: **No**
(8) As a business, (Playhatch, Henley Road)	Playhatch area 20mph – **Partially support** Sonning Eye area 20mph – **Partially support** The roads that have been excluded from the proposals are those that actually need reviewing, not those proposed for 20mph Travel change: **No**
(9) Local resident, (Sonning Eye, Sonning Eye)	Playhatch area 20mph – **Partially support** Sonning Eye area 20mph – **Partially support** Action needs to be taken about the speeding from Sonning Bridge but given there is no enforcement of the current 30mph, I fail to see what spending money on a 20mph zone which also won't be enforced. Can the money not be spent on cameras or reactive signs which might make a difference? Travel change: **No**
(10) Local resident, (Sonning Eye, Sonning Eye Old Road)	Playhatch area 20mph – **Partially support** Sonning Eye area 20mph – **Support** The road between Sonning Bridge and the mini roundabout is narrow and is dangerous for cyclists and pedestrians

	Travel change: **No**
(11) Local resident, (Sonning Eye, Spring Lane)	Playhatch area 20mph – **Partially support** Sonning Eye area 20mph – **Support** The road from Sonning bridge to the Sonning eye roundabout is particularly dangerous narrow and very close to the walls of houses There is nowhere for a pedestrian to walk or cross safely. Playhatch hs much less danger and much less traffic Travel change: **No**
(12) Local resident, (Playhatch, Foxhill Lane)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Partially support** The current 30mph in Playhatch is abused by most drivers 20mph should have the effect to bring drivers down to a sensible speed particularly if it can be supported by other traffic calming measures - bumps or similar . Travel change: **Yes – walk/wheel more**
(13) Local resident, (Sonning Eye, B478)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Partially support** Our home, the Bull Barn, in Sonning Eye, is immediately adjacent to the B478. Our home is a converted cow shed built on a single level, ie a bungalow. Our bedrooms are situated less than 2m from the roadside. While I support the introduction of a 20mph speed limit it is conditional that it DOES NOT include speed humps. As things are now, a car going over a minor pot at any point along the road within 50m of our bedroom makes a loud noise, enough to wake us. The addition of speed humps will result our home being uninhabitable. Therefore, if the plan includes speed humps, WE OBJECT, if it does not include speed humps WE SUPPORT.

	Travel change: **No**
(14) Local resident, (Playhatch, Foxhill Lane)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** For safety of residents Travel change: **Yes – walk/wheel more**
(15) Local resident, (Playhatch, Playhatch)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** Support 20mph as children and adults have to walk on the road whilst cars speed over 30mph. The reduced limit would make pedestrians safer. Travel change: **No**
(16) Local resident, (Playhatch, Road running through Playhatch)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** I support the proposed 20mph speed limit to reduce the speed of vehicles going through these hamlets. My only comment would be to extend the proposed 20mph speed limit in Playhatch to extend a little bit further from Newbury Cottage up to the entrance to the quarry. Travel change: **No**
(17) Local resident, (Playhatch, Road running through Playhatch)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support**

	As a mother of 3 children in Playhatch it is extremely worrying when cars (and quarry lorries) are travelling faster than they should be when trying to cross the road or walk through the village (which has no safe pavements for pedestrians). I believe that a lower speed limit will slow vehicles down to a much safer speed. Thank you Travel change: **Yes – walk/wheel more**
(18) Local resident, (Playhatch, Road running through Playhatch)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** We live in Playhatch by the roundabout and our driveway is partially concealed. It's currently quite scary to pull out into traffic as people pick up speed coming down the hill past the pub. We also have a young son and sports cars speeding through the village at night sometimes wake him up. Travel change: **Yes – walk/wheel more**
(19) Local resident, (Playhatch, Road running through Playhatch)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** Motor cars and cyclist speed through the village of Playhatch in both directions hence I am supporting the proposed 20mph zone for Playhatch and Sonning Eye to encourage slower speeds in the area. Please can the zone be extended to beyond the entrance to Playhatch Quarry Travel change: **No**
(20) Local resident, (Playhatch, Dene Close)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** I live in Playhatch and have a 7 year old. Whenever we walk out of the house to go to the bus stop or the pub or just to go for a walk, cars are clearly speeding and it's very dangerous. Due to flooding, the speeding is even worse Travel change: **Yes – walk/wheel more**

(21) Local resident, (Playhatch, Road between shoulder of Mutton and Crown pub)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** Dangerous coming out of my drive near the Crown pub as cars wiz past up the hill at over 30mph Travel change: **No**
(22) Local resident, (Sonning, Play Hatch Road)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** As a child I could cycle safely through the village. The road is no longer safe. Travel change: **Yes - cycle more**
(23) As part of a group/organisation, (Sonning & Sonning Eye Society)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** The road is narrow with bends. Thee are also no kerbs in parts. There is also no footpath in most of the proposed areas. The Sonning & Sonning Eye Society strongly support the proposal. Travel change: **Yes – walk/wheel more**
(24) Local resident, (Sonning Eye, Waterside)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** A consistent 20mph speed limit in a local area seems to reduce speeding. Drivers don't seem to notice the changes from a 30 to a 20mph zone. The pavements in Sonning Eye are very narrow. I walk along these to take my daughter to school, and would feel much safer if drivers were slowed down, forcing them to take more care. 20mph would also make the Sonning Eye Roundabout less dangerous: 30mph and a blind corner, where drivers don't slow for a Roundabout is a dangerous combination.

	Travel change: **Yes – walk/wheel more**
(25) Local resident, (Sonning Eye, B478)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** My overall priority as a resident is safety for walking, pulling out of our drive and cycling. I believe strongly that a reduced speed limit will keep local residents safer when out and about in Sonning Eye. Traffic users on the B478 don't seem to appreciate that there is a local community who live here as they see it as a rat run to bypass Reading. 🕮 Travel change: **Yes – walk/wheel more**
(26) Local Cllr, (Sonning Eye, B478)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** Good day. My household is in full support of this 20mph restriction. At the Sonning Eye roundabout, traffic will blast off the junction toward Playhatch and often exceeding 30mph, 40mph… There are pedestrians often walking along this stretch of the as the footpath is under water 3-5mths a year. Exiting driveways can be a perilous task for residents whose properties sit flush to the B road that travels through Playhath and Sonning Eye. This restriction, we feel, would be a safety gain to the local community. Travel change: **No**
(27) As a business, (Sonning Eye, B478)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** Cars drive too fast. Accelerating to and from the Sonning Bridge. Clients have been seriously injured as well as myself! Travel change: **No**

(28) Local resident, (Sonning Eye, Frizers Farm Lane)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** Very difficult to pull out of driveways, the roundabout and lanes with vehicles travelling quickly. Animals and children are at risk because of the absence of pavements and paths which necessitates walking across and along the road. Travel change: **Yes – walk/wheel more**
(29) Local Cllr, (Sonning Eye, Frizer's Lane/South Road aka un-named)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** These areas are dangerous for pedestrians and cyclists. Their safety will be improved. Travel change: **Other** It will depend on the impact on traffic speed
(30) Local resident, (Sonning Eye, Lane leading to Mill Farm)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** Traffic leaving the Sonning bridge often accelerate away at high speed probably in frustration at queueing to get over the bridge. It is extremely dangerous situation for pedestrians walking along the narrow footpath beside the B478. There is little room for pedestrians to pass each other and the proximity of vehicles poses a danger. Vehicle wing mirrors come very close to pedestrians. Travel change: **No**
(31) Local resident, (Sonning Eye, Playhatch Road)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support**

	Because cars drive so fast, sometimes over 50mph. Hence need to slow traffic. Travel change: **No**
(32) Local resident, (Sonning Eye, Playhatch Road)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** I support because many motorists are driving too fast which makes it dangerous for pedestrians and cyclists. Travel change: **Yes - cycle more**
(33) Local resident, (Sonning Eye, Sonning Eye)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** This road is very dangerous with no pathways and access to and from the village is treacherous. Reducing the speed would make things slightly better. With the amount of traffic that needs to go over Sonning Bridge something must be done to improve this route and it's safety. Travel change: **Yes - cycle more**
(34) Local resident, (Sonning Eye, B478)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support** The current 30mph isn't abided by. There are no foot paths on either side of the road so often has pedestrians on. The road quality is not acceptable for speeds higher than 20mph Travel change: **Yes – walk/wheel more**
(35) Member of public, (Twyford, Glevondon Road)	Playhatch area 20mph – **Support** Sonning Eye area 20mph – **Support**

	These roads are congested and the lower speed limit will not impact the participants in traffic. The roads are not in grear shape so lower speed limit might reduce the need for cars to swerve on the road avoiding potholes but causing dangerous situations. Travel change: **No**
(36) Local resident, (Sonning Eye, Playhatch Road)	Playhatch area 20mph – **No objection** Sonning Eye area 20mph – **Support** Live on Playhatch Road near Spring Lane and cars frequently drive past at 50mph. Dangerous for us leaving our driveway. Nearer the bridges traffic calming is needed due to narrow road Travel change: **No**
(37) Local resident, (Sonning Eye, Unnamed Road)	Playhatch area 20mph – **No objection** Sonning Eye area 20mph – **Support** As a local resident I have witnessed too many near misses, whether cyclists (because the road is too narrow to allow overtaking if there is a car oncoming), pedestrians (there is no pavement) or cars (particularly at the Sonning Eye roundabout where traffic coming north often does not always slow down/have regard to cars entering the roundabout from Sonning Eye). Aside from 20mph signage, I would encourage chevrons to be painted on the road surfaces, particularly on the approach to the Sonning Eye roundabout. Travel change: **No**
(38) Local resident, (Sonning Eye, Waterside)	Playhatch area 20mph – **No objection** Sonning Eye area 20mph – **Support**

	Traffic speeds up as it comes out of the current 20mph limit at the Sonning Eye roundabout. Keeping the limit consistent would help keep speeds down. Travel change: **Yes – walk/wheel more**

Divisions affected: *Wroxton & Hook Norton*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

SHENINGTON WITH ALKERTON – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits in Shenington with Alkerton, as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Shenington with Alkerton as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

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

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

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

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help encourage walking and cycling within Shenington with Alkerton by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 14 November and 06 December 2024. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, the local District Cllrs, Shenington with Alkerton Parish Council, and the local County Councillor representing the Wroxton & Hook Norton division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations.

11. Cherwell District Council also submitted a non-objection, stating that they had no specific observations to make

Other Responses:

12. 12 responses were received via the online survey during the course of the formal consultation, comprising of 11 objections, and one in support.

13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

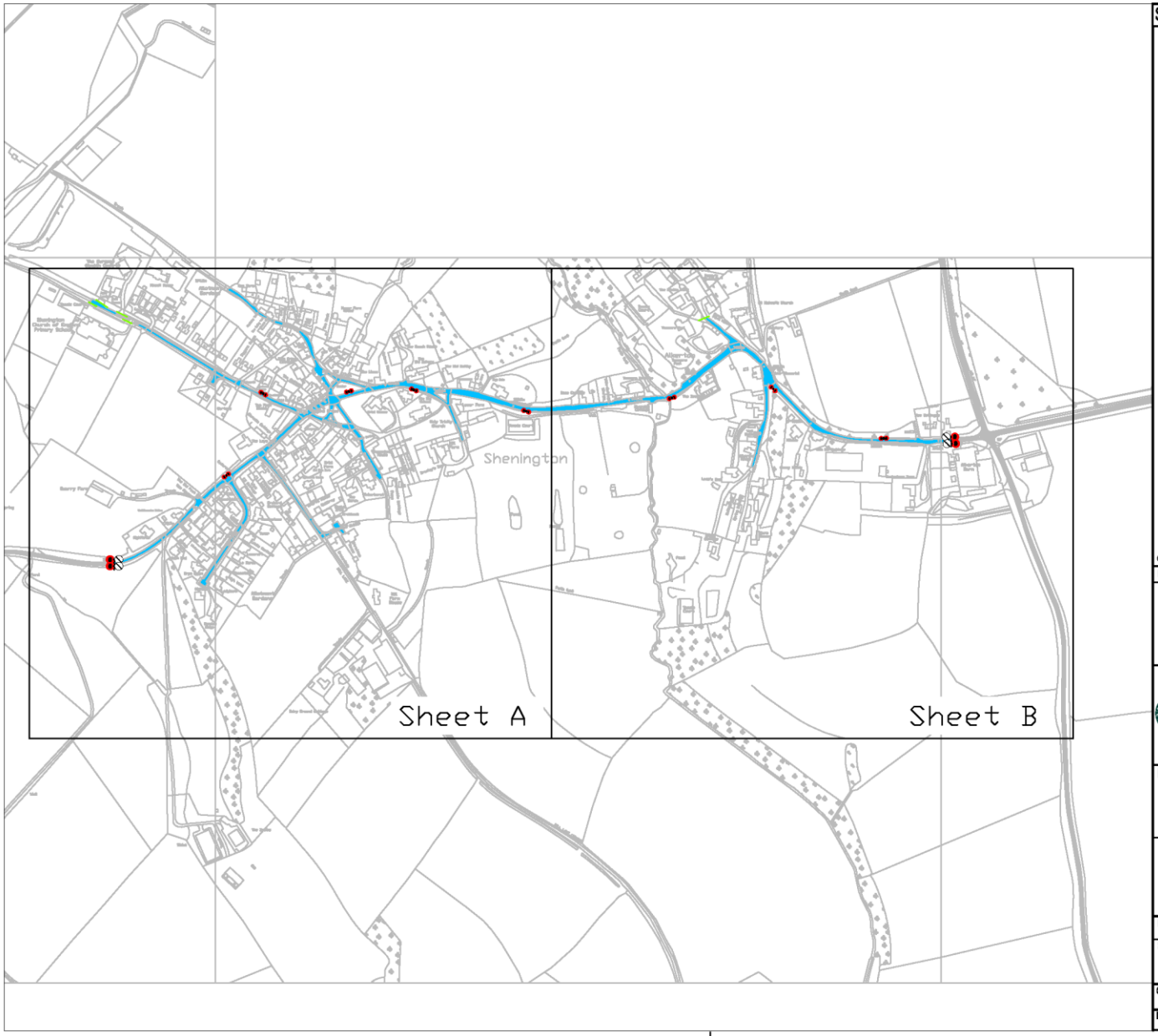
14. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

15. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

January 2025



Shenington with Alkerton | Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	20.12.23	First draft	C.W		

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Project title: Shenington with Alkerton 20mph Scheme

Drawing title:
Shenington with Alkerton 20mph Scheme Overview

Drawing Status

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** Thank you for the consultation documents, in relation to the proposed speed limit change. Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are:

	• history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We can confirm that this does not make changes that affect bus operations, and thus we raise no objection.
(3) Cherwell District Council, (Development Management)	**No objection** – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.
(4) Local resident, (Alkerton, Well Lane)	**Object** – A 20mph is not needed in Shenington.
(5) Local resident, (Shenington, Mill Lane)	**Object** – 1, considering to lack of public funds why are spending money on project that are not necessary. 2 the village of Shenington has its own natural speed calming zones , the route isn't a natural rat run and isn't a priority to spend public funds.

(6) Local resident, (Shenington, Rattlecombe)	**Object** – There is no need to impose a speed restriction in shenington, the road layout ensures there's very little speeding in the village. However 20mph on the main road and up the hill is too slow.
(7) Local resident, (Shenington, Rattlecombe Road)	**Object** – i object - its very hard to maintain a constant speed of 20
(8) Local resident, (Shenington, Rattlecombe Road)	**Object** – The parish council used the village e-mail for a straw pole, which initially said the village did not want the 20 mph limit. Certain people were contacted who had not responded and were likely to support the 20 mph limit to give a positive result. A proper ballot needs to be held
(9) Rather not say, (Shenington, Rattlecombe Road)	**Object** – Objecting 20mph is far too slow.
(10) Local resident, (Shenington, Rattlecombe Road)	**Object** – The road condition of shenington and surrounding area means riding a bicycle is too dangerous to be an alternative form of transport, DO NOT PENALISE CARS!
(11) Local resident, (Shenington, Kenhill Road)	**Object** – No need to waste money as the roads are naturally slow with the bends and the police cannot afford to monitor
(12) Local resident, (Shenington, Rattlecombe Road)	**Object** – A 20mph speed limit is inappropriate and unnecessary.
(13) Local resident, (Shenington, Stocking Lane)	**Object** – These 20 mph limits are just another example of government over reach.
(14) Local resident, (Shenington with Alkerton, Sugarswell Lane)	**Object** – It isn't needed and won't stop the odd rogue delivery driver or late parent dropping off a child to school. It cannot be policed. The cost of erecting new signs should be redeployed on fixing the pot holes around the village.

(15) Local resident, (Alkerton, Road through)	**Support** – I would decrease it further with active control. The road through Alkerton before Shenington is narrow blind bended and has no pavement. And cannot fit two SUVs let alone bus/ lorries to pass in places. The school run in particular involves individuals not interested in their speed or others safety and should be banned from driving anywhere, let alone here. Last week one pointed at her child as the excuse for having to emergency brake. Speed limiters maybe an answer. But I should not have to grab my dogs and jump on verge because [redacted] can't be [redacted] to get up 5 mins earlier.