

Divisions affected: *Charlbury and Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 21 JULY 2022

CHARLBURY: VARIOUS LOCATIONS – PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURE & WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a. The extension of the current 30mph speed limit on the B4026 Pound Hill / Charlbury Road northwards by 530 metres,
 - b. the new/amended 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on: Grammar School Hill, B4437 Thames Street, B4437 Nine Acres Lane, Church Street, and Browns Lane,
 - c. One new '1 hour permitted parking Monday-Friday 9am-5.30pm with No return within 1 hour' parking bay on the western side of Market Street,
 - d. removal of 'no waiting at any time' outside The Old Post Office (shown on the consultation plan as a 'one hour permitted parking bay),
 - e. the new traffic priority calming build-out feature on the eastern side of the B4022 Banbury Hill.

Executive summary

2. This report presents responses received to a statutory consultation on traffic proposals comprising an extension of the 30mph speed limit on the B4022 Spelsbury Road, new and amended waiting restrictions and time limited parking places, and a traffic calming build-out. as shown in **Annex 1**, which have been put forward as a result of requests put forward by Charlbury Town Council.

Financial Implications

3. Funding for consultation on the proposals has been provided by Charlbury Town Council, who will also fund the extension of the limit if approved

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 26 May and 24 June 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Charlbury Town Council, West Oxfordshire District Council, and the local County Councillor representing the Charlbury & Wychwood division. Letters were sent to approximately 214 adjacent premises, and street notices placed on site in the immediate vicinity.
7. 45 responses were received via the online questionnaire during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
30mph speed limit	3 (7%)	-	38 (84%)	4	45
Traffic calming	4 (9%)	3 (7%)	30 (67%)	8	45
Double Yellow Lines	7 (16%)	4 (9%)	33 (73%)	1	45
1 hour parking	7 (16%)	5 (11%)	28 (62%)	5	45

8. Additionally, 16 emails were also received, comprising of: 7 objections, 5 expressing concerns, 2 in support, and 2 not objecting.
9. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police raised no objection to the various proposals, although were concerned whether the reduced speed limit in isolation would make it any safer for pedestrians walking in the road to and from the camp site.
11. Speeding is becoming an increasing concern in many places within Oxfordshire, and we work closely with Thames Valley Police (TVP) to try and address this and other traffic safety issues.
12. Lower limits are introduced, the aim of which is to change the mindset of drivers to make speeding socially unacceptable and to encourage more environmentally friendly modes of transport more attractive i.e. walking and cycling.

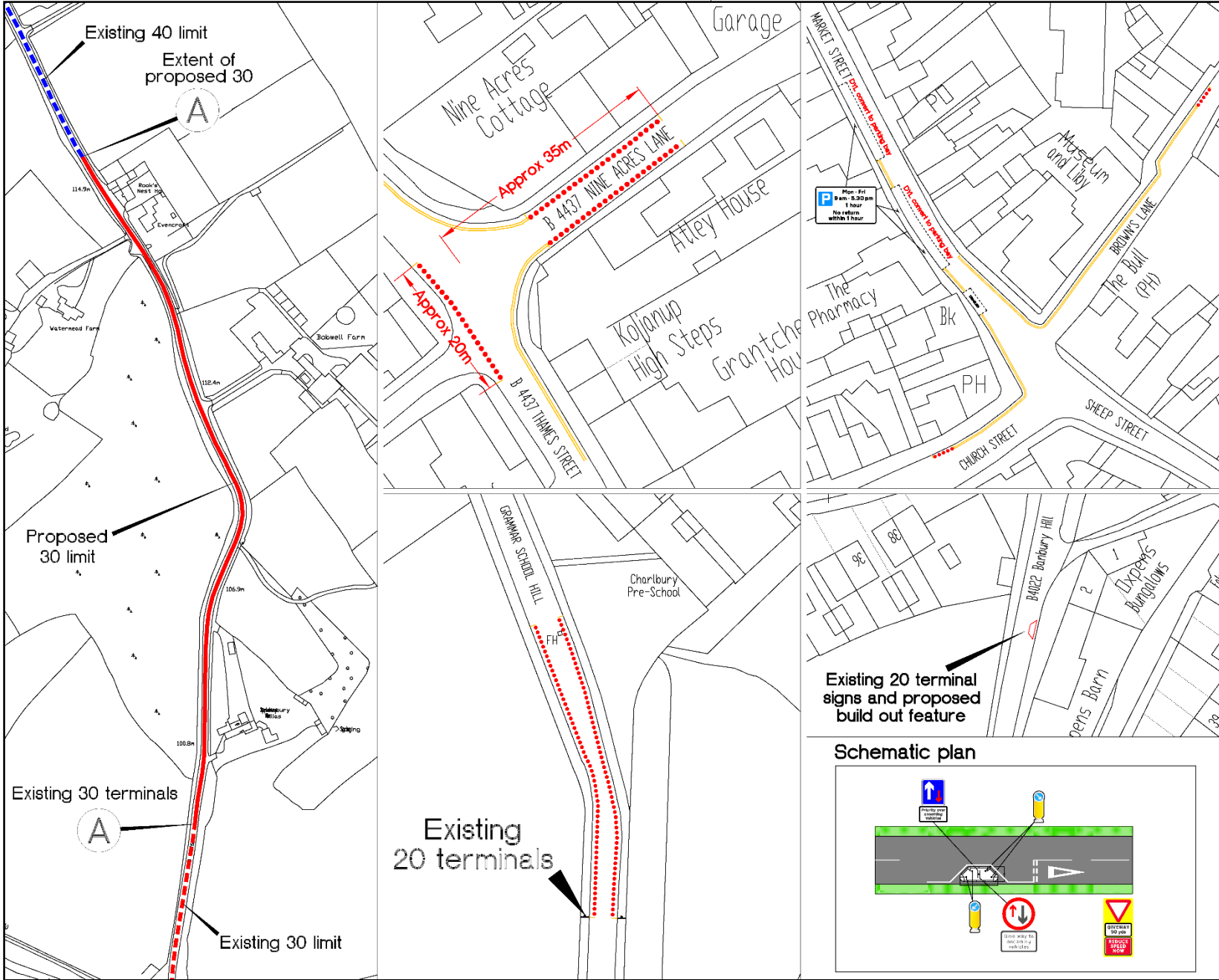
13. B4026 Pound Hill / Charlbury Road speeds have been the subject of a petition and representations by residents of this area. With a number of public footpaths crossing the road and a recently expanded permanent campsite, this road (which has no footway) needs to be made safe for all road users. It has been a long-standing aim of the Town Council, supported by the local county councillor, to reduce speeds for this reason.
14. Traffic calming features can be introduced in suitable locations where signed only speed limits need further reinforcement to aid compliance. During the detailed design stage, consultation comments can be considered and incorporated where appropriate.
15. Issues for pedestrians and cyclists are well known at this location. Technical and financial considerations have prevented a pedestrian crossing being proposed in this area but the matter continues to be under review. Traffic speeds on Banbury Hill in both directions have been documented to be well above the legal speed limit, and a significant proportion of vehicles drive at speed which are dangerous for pedestrians. Only physical calming measures will address this issue. The cycling bypass and cycling design standards were in draft plans for the buildout seen by the Town Council, and the Town Council wishes this to be incorporated.
16. No waiting at any time restrictions have been proposed in areas where parked vehicles may cause an obstruction to oncoming traffic causing delays, congestion and a potential danger to non-motorised road users. Current parking is frequently contrary to advice published in the Highway Code.
17. Amendments to some existing 'No Waiting at Any Time' is proposed to provide short term parking for shoppers, to aid turn-over of customers for those businesses in the town centre. Another length is to be removed to benefit residents who have no off-street parking. Both lengths being available outside shopping hours for residents equating to an overall gain for residents.
18. Changes on Nine Acres Lane, Market Street and Grammar School Hill have been the subject of previous informal consultation and all have found majority support. Grammar School Hill residents were written to again in 2021 and no objections were received.
19. The Market Street proposals will increase the amount of parking available for business users and residents in this location. The other changes are being brought forward to address long-standing road safety issues. One parking space in Church Street is proposed to be removed, at a point where parked cars frequently obstruct buses from getting through; a similar proposal is made at Browns Lane for the same reason. Parking enforcement is currently controlled by West Oxfordshire District Council, and their policy has historically been to oppose any residents' parking schemes.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 James Wright 07789 926984

July 2022



..... Proposed double yellow lines

Market Street parking bays

P Mon - Fri
9 am - 5.30 pm
1 hour
No return within 1 hour

Scheme Ref.	Sign Ref.	Sign Face	Sign Height
		Letter colour	Black
		Background	White
		Width	400mm
		Height	300mm
		Material	Class P10 Resistant
		Area	0.12 m ²

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Rev	Date	Particulars of revision	Drawn	Checked	Approved

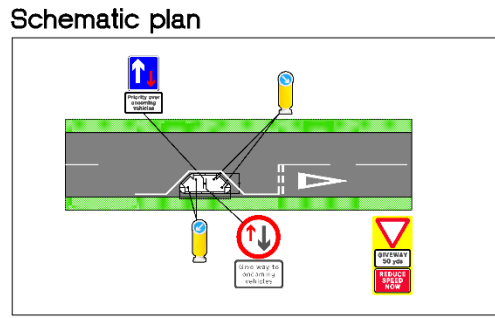
OXFORDSHIRE COUNTY COUNCIL
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 and Regulatory Services
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 Oxford
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 Tel: 01865 200 100

Project No: **CHARLBURY**

Summary: **Proposed amendments to parking restrictions, extension to 30 limit and traffic calming**

Drawn By	Checked By	Approved By
NTB	JEW	
Date drawn	Date checked	Date approved
March 22		

Drawing No: **NTB**



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object to both proposals. Thames Valley Police welcome the opportunity to engage on plans for road safety .</p> <p>Compliance 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.</p> <p>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. 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.</p> <p>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.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • 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 • road environment

	<p>With this scheme I welcome the engineering measures that are included and further measures should not be dismissed . I am not convinced these measures only will make it any safer for pedestrians walking in the road to and from the camp site.</p>
<p>(2) County Cllr, (Charlbury & Wychwood division)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>As a long term resident of the town and local councillor, I am aware of the issues that have been raised by residents. These proposals address their concerns.</p>
<p>(3) Charlbury Town Council</p>	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Concerns</p> <p>The Town Council supports the 1 hour parking restrictions outside the Pharmacy but would like to see the 1 hour parking outside the old Post Office to be removed and just made into to unrestricted parking.</p>
<p>(4) Local Cllr, (Charlbury, The Green)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Road traffic speeds in Charlbury are far too high, despite the new 20 mph limit, with the 40 mph far too high on the B4026. Parking on Nine Acres corner creates a hazard & needs improvement. The build out on the B4022 is particularly important as speeds on this road (proved by Community Speedwatch data) are very high & a hazard to pedestrians, specifically on Enstone Crossroads & crossing to allotments.</p>

<p>(5) West Oxfordshire District Council, (Planning Policy)</p>	<p>No objection - we are generally supportive of the measures which will improve safety and reduce hazards. However, we would like to make the following observations:</p> <ul style="list-style-type: none"> • A considerable amount of double-yellow lining is proposed which will be urbanising but we note that this will be no more urbanising than the cars it would displace so we raise no objections. • There would be parking bay signs in the heart of the Conservation Area which will again be urbanising but we note that these are relatively small and we raise no objections. • The 30 mph limit to the north approach from Spelsbury would be urbanising but the area is well outside the Conservation Area and we raise no objections. • The build-out on Banbury Hill would be in the Conservation Area, and it would occupy a prominent position on a main approach to the settlement. The design of this needs care and bollards (if absolutely necessary) need to be of minimal number and size, and preferably not illuminated. Kerbs need to be of the textured conservation type, or perhaps stone (not harsh smooth concrete). A tarmac surfacing would appear harsh and a greener finish would be preferable.
<p><i>A. Online Responses</i></p>	
<p>(6) As an individual, (Charlbury, The Slade)</p>	<p>30mph speed limit - Object Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Object</p> <p>The speed limit reduction is a ridiculous idea. In a very sparsely populated area, with houses well set back from the road, there is no need to reduce speed.</p> <p>As for parking, it's already difficult enough finding space when visitors come, without them getting tickets for their troubles.</p>

<p>(7) As an individual, (Charlbury, Park Street)</p>	<p>30mph speed limit - Object Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - No opinion</p> <p>I am a resident of Park Street and I have concerns about the proposal to introduce double yellows outside Grammar School Hill. During certain times of the year, particularly in summer it can be very difficult to find an on street parking space on Park Street and so we often have to park on Grammar School Hill near the pre-school. If the restrictions go ahead on the current suggestion this will make parking extremely difficult for residents (especially those like me with young children) and contribute to congestion of parking in the centre of town. It will also lead to cars needlessly driving around Charlbury looking for a space to park, clogging the centre and churning out fumes in the process - hardly good for eco credentials. I would urge the council to review where the double yellows start on Grammar School Hill - I propose that they start at the point where the road bends just up from the pre-school as this is a notable pinch point where visibility can be bad and prohibiting cars from parking there makes good sense. Placing the double yellows outside the pre-school will also make it difficult for parents doing pre-school pick ups, forcing them to find alternative places to park possibly further away from the facility.</p> <p>I do not support the traffic calming measure as proposed for Banbury Hill as I am not convinced that traffic speeding in this area is a problem per se. There is a much greater need in this area for proper pedestrian crossing facilities, because at the moment there are none whatsoever and the road is a much used route for pedestrians on the way up towards Banbury Hill Farm and other walking routes. Trying to traverse the crossroad can be hazardous, especially for people with young children, pushchairs, wheelchairs etc. In my opinion funds would be much better spent on this rather than a traffic calming measure that does not seem to address a particular problem.</p>
<p>(8) As an individual, (Charlbury, Lee Close)</p>	<p>30mph speed limit - Object Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - Object</p> <p>The cost of this consultation as well as the work is not needed. The first group of traffic calming measures - to 20 mph has been a failure. New signs were put up at expense in places where the drivers cant see them. No person is listening to these new speed limits.</p>

	<p>According to the study where the new 20mph limits are, the average speed was only 22 mph.</p> <p>Creating a new speed limit based solely on the people some people walking to Charlbury from the campsite is pointless, there are so few people this seems like a too big expense for so few people.</p> <p>Would be better to spend the money, where new signage would be put up and new paint on the ground to fix the streets we are trying to drive on.</p>
(9) As an individual, (Charlbury , Wychwood Close)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>There should be more 20mph areas in Charlbury. The whole of the Slade</p>
(10) As a business, (Charlbury, Cotswold frames Gallery and gifts)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>as a business in the town centre the biggest customer concern is the trouble in finding a parking space in the town centre if the 1hr parking spaces in market stare adopted then please ensure that they are policed as people will take the mickey and park there all day</p>
(11) As an individual, (Charlbury, Spelsbury Road)	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>The 4026 is dangerous and reducing the speed may help.</p>

<p>(12) As an individual, (Charlbury, Hundley Way)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I particularly support the proposed calming feature on Banbury Hill. For years there has been talk about the need to slow down traffic that flies into the town, often at double the speed limit, straight into an area where children need to cross the road. Only a physical measure will stop this.</p>
<p>(13) As an individual, (Charlbury, Spelsbury road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I fully support the efforts to slow cars down near residences for the safety of children and adults; and, I support the double yellow and parking changes to address problems that have evolved over time.</p>
<p>(14) As an individual, (Charlbury, Spelsbury Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Concerns No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I am supportive of three of the proposals. I have no strong opinion about the B4022 Banbury Hill proposal. If anything, the recently introduced 20mph limit is a bit excessive. On the B4026 Spelsbury Road on the other hand, the proposed extension of the 30 mph limit, which I support, does not go far enough as it will not extend to Cotswold Camping and consequently may fail to meet its stated objective of reducing speeds "where there are vulnerable pedestrians walking to and from the camp site".</p>
<p>(15) As an individual, (Charlbury, Spelsbury Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support</p>

	<p>1 hour permitted parking' - Support</p> <p>I support the proposals listed. However regarding the B4026, Spelsbury Road proposed extension on the 30 mph speed limit ,I believe that this extension should extend to the Cotswold camping site in order to the meet the objective; where there are vulnerable pedestrians walking to and from the campsite. In addition pedestrian signs should be displayed along the route</p>
<p>(16) As an individual, (Charlbury, Lees Heights)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Concerns</p> <p>I am a local resident and am interested in any changes made to our town infrastructure</p>
<p>(17) As an individual, (Charlbury, Church Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Support</p> <p>It is difficult to park in the centre of town and more yellow lines will make things more of a problem. Most of us don't have off street parking.</p>
<p>(18) As an individual, (Charlbury, Ditchley Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Please make the entire town 20mph as the ambiguity of 50/40/30/20 is doing nothing to slow drivers at all, especially as there is no enforcement. The Slade is racetrack 20:00-24:00 with speeds easily in the region of 50-60mph every evening. Can we please have an average speed check system installed. Stonesfield is all 20MPH with better approach traffic calming measures</p>

<p>(19) As an individual, (Charlbury, The Green)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I live on The Green but the front of house backs onto Hundley Way, which is adjacent to Banbury Hill. I also walk to and from the town centre and the railway station, which involves me crossing the Enstone crossroads. Both of these allows me to be a witness as a pedestrian to speeding of vehicles coming to and leaving Charlbury via Banbury Hill. I have lived in Charlbury for 30 years from a small child to now an adult and I can see the increase traffic, the increase in speeding and the increase in dangerous driving. I believe traffic calming measures such as a build out would decrease speeding of vehicles. There are often times I have had to wait for up to five minutes to cross the Enstone crossroads. They has also been times where I have nearly been knocked over by speeding vehicles. I whole heartedly support any measure to reduce vehicle speed and make the roads and the environment safer.</p>
<p>(20) As an individual, (Charlbury, Little Lees)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>There is an issue with car going fast on the B4026 particularly if walking. Traffic on the B4022 Banbury Hill regularly exceeds to speed limit hence the need for traffic calming Cars parked in certain places create a hazard and can be dangerous so parking retriectio is needed. The 1 hour permitted parking will help businesses in the Town centre</p>
<p>(21) As an individual, (Charlbury, Thames Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Concerns generally about the parking and safety issues, and speed that traffic goes through the town The traffic on the Nine Acres corner is very heavy and very dangerous. Please make sure the yellow lines go far enough up the hill. And very important to have the yellow lines opposite the road entrance on Thames Street. I also</p>

	<p>have huge concerns about the traffic speeding up as it leaves Nine Acres and starts going down Pound Hill.....This should also be a 20mph speed limit!</p>
<p>(22) As an individual, (Charlbury, Hixet Wood)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Object</p> <p>The existing double yellow lines are largely ignored and hence largely ineffective. Spending more public money without any increase in the enforcement of parking restrictions is thereby a waste. It would be more cost effective to spend the money on increasing the enforcement presence. Whilst I support the change in speed limits and traffic calming measures the number of physical calming measures will need to be increased if both the existing and the new limits are to be effective; again, enforcement is the key and physical traffic calming measures will be cheaper than intensive policing. Finally, I believe that with the exception of the chemist there are no businesses within the centre of Charlbury that require 1 hr parking slots. The Co-op already has an adjoining car park and the remaining few, small entrepreneurial sites that do not have at least limited on-site parking are not in the centre. Any such 1 hr slots will almost certainly be abused and will be considered worth the chance of being caught. I thus believe that it would be better to retain the status quo and save the money.</p>
<p>(23) As an individual, (Charlbury, The Green)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I support all the proposals, especially the revised speed limit on Banbury Hill. Time after time I have observed vehicles coming from that direction at well over the 30 mph limit when they reach the Enstone Road crossroads. In the last half hour, a car came from that direction travelling at well over the speed limit. That stretch of road is used by children going to school, elderly people who are all vulnerable when traffic ignores the speed limits when they need to cross the road. Extending the limit will hopefully have some impact on speed. Better still a few fines wouldn't go amiss.</p>

<p>(24) As an individual, (Charlbury, Hixet Wood)</p>	<p>30mph speed limit - Support Traffic calming feature - Concerns No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>The proposed traffic calming 'build-out' on the B4022 Banbury Hill is welcome, but I suggest that serious consideration is given to placing it on the other side of the road - that is, outbound from Charlbury, rather than inbound. I appreciate that this may appear counter-intuitive, but I feel that there are good reasons for this suggestion. Firstly, my observations (when working in the allotments close to the proposed site) are that the majority of speeding vehicles are heading outbound, not inbound. People set off from the crossroads, and speed up regardless of the 20- and 30mph signs. Cars and motorbikes doing 40+ outbound are not uncommon at this point. Secondly, the side of the road closest to the allotments is used by people who are walking in to Charlbury (from the Banbury Hill Farm campsite, for instance) since there is no pavement along this stretch of road. Placing the build-out as currently proposed will increase the risk to these people; speeding vehicles will have less room to manoeuvre outwards to avoid them, and once drivers know the layout, the tendency will be to assume that they have a clear run past the build-out. Placing the build-out on the allotments side of the road will 1) place an unavoidable restriction on speeding vehicles, and 2) provide greater protection for people walking along that stretch of road - bearing in mind that they have to walk both to and from Charlbury, the latter with their backs to the traffic.</p>
<p>(25) As an individual, (Charlbury, Thames Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - No opinion</p> <p>Thames Street/ Nineacress Crossroad get blocked a lot of the time, Bus Struggle to get by. there going to be an nasty accident if nothing is done.</p>
<p>(26) As an individual, (Charlbury, Spelsbury Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p>

	All well thought out.
(27) As an individual, (Charlbury , Sturt close)	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>All looks to make venerable people safe however, the traffic calming could hinder emergency services with little benefit to safety</p>
(28) As an individual, (Charlbury, church street)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>traffic needs calming and there are frequent obstructions to buses traveling through the town</p>
(29) As an individual, (Charlbury, Crawborough)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>They all seem like safe measures. The double yellow lines at the bottom of nine acres lane are especially needed as traffic jams are always caused there by cars being parked too close to the junction, especially when a bus is involved.</p>
(30) As an individual, (Charlbury, Marlborough Place)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - No opinion</p>

	<p>I am concerned that the parking restrictions on church street will cause cars to drive very fast through there as the road will be much wider and cars already drive too fast round the corner from park Street but are somewhat prevented from speeding down church street by the parked cars. I have 3 little children and am worried about this as we regularly walk there and if they were to run out into the road it could be fatal if speeds increased. Also I wondered where the residents of church street would park and that they would be forced to park in other parts of Charlbury which would cause problems. I think that removing the parking from church street will only cause significant problems. Thank you for your hard work as a council and for consulting the people.</p>
<p>(31) As an individual, (Charlbury, Marlborough Place)</p>	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Object</p> <p>There is already very limited parking in Charlbury, this would create issues for people who live in the area and don't have a garage.</p>
<p>(32) As an individual, (Charlbury, Elm Crescent)</p>	<p>30mph speed limit - Support Traffic calming feature - Concerns No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>I approve strongly the proposal to calm traffic on the B4022 Banbury Hill, but I have concerns about the siting of the built-out kerb. At present the verge on the West side of the road is regularly used by pedestrians, including family groups with young children, walking to and from the Banbury Hill campsite, the entrance to the Wigwell nature reserve, and the footpath towards Taston. The verge is especially narrow at the point proposed for the built-out kerb. This means that pedestrians and vehicles would come into very close and dangerous proximity at the "pinch-point". If the built-out kerb was sited further to the North where the verge is wider, this would also have the benefit of making it more visible to vehicles approaching Charlbury from the North.</p>
<p>(33) As an individual, (Charlbury, Ticknell Lane)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support</p>

	<p>1 hour permitted parking' - Support</p> <p>I believe they will free up congestion, make it safer for predestinations by slowing traffic down and create some much needed parking whilst discouraging those who travel into Charbury for the station parking their cars in town.</p>
<p>(34) As an individual, (Charlbury, Sandford Rise)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Concerns</p> <p>The 18m spaces to be created in Market Street 58 metres from the junction with Church Street should be unrestricted to provide more residents spaces in that road</p>
<p>(35) As an individual, (Charlbury, Market Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Traffic approaching Charlbury sometimes drives too fast for the safety of pedestrians, in particular children and older people. The extension of the double yellow lines at the bottom of Nine Acres Lane is a good idea. At present there is congestion for traffic turning into Nine Acres Lane from Thames Street or Pound Hill. In addition visibility into Nine Acres Lane is poor, as a result of the parked traffic near the entrance to the road, and that could be dangerous.</p>
<p>(36) As an individual, (Spelsbury, off Church Lane)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>In recent years traffic passing through Charlbury via the B4026 and B4022 has increased significantly. These measures bring Charlbury into line with other similar sized towns in Oxfordshire that have already taken action. As a recreational cyclist I often ride along these two roads and am regularly taken aback by their speed. Even 30 mph</p>

	would seem fast. The fact that people walk two and from the nearby campsites on these roads makes tighter speed restrictions and other measures even more urgent.
(37) As an individual, (Charlbury, Dyers Hill)	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - Concerns</p> <p>Any further restriction to parking within Charlbury will have knock-on effects on Dyers Hill, which is already heavily in demand for parking.</p>
(38) As an individual, (Charlbury, The Green)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Speeding is a problem in Charlbury for pedestrians and wildlife. It would be more environmentally friendly to encourage people to walk instead of driving.</p>
(39) As an individual, (Charlbury, Market Street)	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>I understand that the Charlbury Town Council's original proposal was to have the double yellow lines opposite the old Post Office removed and create some new unrestricted parking spaces, but turn the existing unrestricted parking spaces outside the pharmacy into restricted parking spaces. This would retain the number of unrestricted parking spaces on Market Street but add some restricted parking spaces for shoppers. Parking on Market Street is already very problematic for residents and those who work in the town centre, so reducing the number of unrestricted parking spaces will just exacerbate the issue. A frequent issue is caused by the fact that the current unrestricted parking spaces are not marked out on the road. For example, if a particular parking zone has space for 4 cars, if drivers do not park at the end or the front of a parking zone only 3 cars can then park in the zone, which is highly frustrating.</p>

	<p>Many drivers seem oblivious to the fact that their car is taking up space for 2 cars. A simple solution would be to paint "L" shaped markings on the road at the end and the front of the zone and 3 "T" shaped markings at equal distance between them. This would clearly define the 4 spaces.</p>
<p>(40) As an individual, (Enstone, Oxford Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>As a horse rider who has had multiple near misses on the road with cars /lorries speeding out along the road towards Spelsbury, and more recently having seen the near misses between the huge influx of campsite walkers and cars on that road, it's only a matter of time before a serious accident happens. So I am in huge support of these proposed changes!</p>
<p>(41) As an individual, (Enstone, Oxford Road)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Support</p> <p>Soon to move to Charlbury from Enstone. The 30mph limit extension is crucial to peoples safety particularly walking from the campsite and in my opinion should extend past the cotswold camping campsite, consultation should also begin on the installation of a proper footpath into Charlbury from Spelsbury to support both localities. In my opinion it would be deemed negligent to not make stronger changes to address traffic speed in that area. Children are expected to walk from the campsite to the town and horses also frequent the highway around this area creating two major risk categories for an accident and subsequent fatalities.</p>
<p>(42) As an individual, (Charlbury, Market Street)</p>	<p>30mph speed limit - Support Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Concerns 1 hour permitted parking' - Concerns</p>

	<p>As a current resident of Market Street, I have serious concerns regarding the proposal to remove the current unrestricted parking outside the Pharmacy to be replaced with 1 hour bays. The parking situation in the centre of Charlbury is very challenging and a daily cause of tension for residents. The removal of all unrestricted parking outside the pharmacy removes 4 parking spaces for residents without an alternative parking location being proposed, making an already challenging situation worse. This would be further exacerbated by the addition of the double yellow lines to Nine Acres (outside the garage) which residents of Market Street are frequently forced to use when there is insufficient parking near their homes.</p> <p>I am in full support of the 1 hour bays outside the Old Post Office and, despite the current restrictions, these spaces are largely used by shoppers making short trips to the Pharmacy and Deli. The quantity of spaces is suitable for the demand for parking for shoppers. However, the current proposal does not leave sufficient provision for the residents.</p>
<p>(43) As an individual, (Charlbury, Spelsbury Road)</p>	<p>30mph speed limit - Support Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - No opinion 1 hour permitted parking' - No opinion</p> <p>I fully support the 30mph speed limit on the B4026 on the grounds of safety to residents, pedestrians and horses and riders who use the road on a daily basis.</p>
<p>(44) As an individual, (Charlbury, Dyers Hill)</p>	<p>30mph speed limit - No opinion Traffic calming feature - Support No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>The 1 hour limit will significantly affect Market Street resident and near resident amenity while only suiting shoppers travelling north out of the town centre. It is unproven and unlikely that there is sufficient business demand for the 7-8 spaces being created. A couple of spaces outside the pharmacy and a couple of spaces at the top of Church street and perhaps a space or two on Browns Lane would be more than adequate, spread the loss of amenity and make spaces available to shoppers coming from different directions.</p>

<p>(45) As an individual, (Charlbury, Thames Street)</p>	<p>30mph speed limit - No opinion Traffic calming feature - Object No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - No opinion</p> <p>I live in Thames Street and have no off street parking available to me, the limited parking spaces in Thames Street and Nine Acres are often used by commuters which makes parking very difficult. Currently on many occasions I am forced to park a significant distance from my home because of commuter parking. The proposed double yellow lines will make the situation very much worse unless other measures are taken such as resident parking only or parking time limits which would discourage commuter parking. A one hour limit in either the am or pm would do the trick. Some commuters leave their cars all week from Monday to Friday. Finally the current parking arrangements do actually bring an additional benefit of preventing speeding down Thames Street towards Spelsbury. Parking permit for residents is the way forward, no extra cost for enforcement would be needed for reasons residents would happily police on behalf of the council.</p>
<p>(46) As an individual, (Charlbury, Browns Lane)</p>	<p>30mph speed limit - No opinion Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Object 1 hour permitted parking' - Support</p> <p>'My wife and I live on Browns Lane, which will be directly impacted. I understand the rationale behind the reduction in spaces on Browns Lane but I think the proposal is the wrong solution for the problem. I will explain below:</p> <ul style="list-style-type: none"> - there is clearly a lack of available parking in central Charlbury, particularly on Browns Lane which caters both for residents, and customers of the Bull Inn / Co-Op supermarket. - problems arise when the double-decker S3 bus drives down this narrow street and someone has parked too far from the kerb meaning the bus often becomes stuck. This is never due to a Browns Lane resident and invariably caused by a tourist/visitor to the pub or supermarket. <p>Assuming that the large S3 bus which never seems to be carrying more than 10 people through Charlbury is not going to change, it would appear to me that the obvious common-sense solution would be to convert the identified parking</p>

	<p>bays to resident's bays? The council could even charge a fee for these. However, if these bays are removed, my assumption is that people will simply park on the double yellow line due to lack of any other alternative option.</p>
<p>(47) As a business, (Charlbury, Market Street)</p>	<p>30mph speed limit - No opinion Traffic calming feature - No opinion No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>As of a property on Market Street, I object to the proposed removal of the double yellow lines opposite this building as this gives no consideration to the use of my driveway .</p> <p>Market Street is a narrow, one-way street with traditionally, commercial buildings, that over time, and particularly recently, largely converted to residential use. This has put greater pressure on parking in central Charlbury.</p> <p>The Town Council, and those Market Street residents who stand to gain from this, may have thought that, with the building being unoccupied for a few years, and the post office vans no longer pulling up to collect the post, that this was the obvious place to gain some extra parking in the centre of town. However, it just doesn't make any sense that parking should be allowed directly opposite a busy driveway. It's an accident waiting to happen.</p> <p>Property is currently undergoing refurbishment to provide accommodation and a café-bistro downstairs. We also operate a mobile catering trailer, in the form of a horsebox, which is stored on the driveway. Trying to turn into my driveway with trailer has been problematic due to cars parking on the double yellow lines. The ability to swing slightly left towards the double yellows before turning right allows sufficient room to make this possible.</p> <p>Equally, trying to exit the driveway turning right onto the one-way street, is only possible due to the no parking area being respected. I fear that a solid wall of cars parked in the proposed position will make this extremely difficult. Also, in general, without the trailer, it is not always possible to turn around in the driveway, and reversing onto the road with cars parked illegally can be hazardous</p> <p>The ongoing refurbishment works has required the movement of trades vans and skip lorries into the driveway, much of which would not have been possible if the parking restrictions were not in place.</p> <p>In future, in the coming months, the building will be occupied and have frequent vehicle movements to and from the driveway by residents, restaurant staff and food deliveries. The latter may be forced to block the road temporarily if</p>

	<p>unable to turn into the driveway.</p> <p>Having said all that, as a business owner in the centre of Charlbury, I recognise that having somewhere for customers to park in the centre of town for a limited duration would be beneficial for a café-bistro and other businesses. Although walking to the centre should be encouraged, if the town is to become more vibrant, as the town council supports, then it would do well to make it attractive for visitors from neighbouring villages to have somewhere to park too. The only parking option is the Spendlove centre, which can become overcrowded.</p> <p>What I would object most strongly to is the suggestion that the double yellow lines be removed for permanent parking. Several neighbours have commented that they wish to see unrestricted parking, so they can park their cars there all day. Often each household has more than one car and they work from home.</p> <p>I note, that an the ex- leader of the town council, who happens to live opposite the double yellow lines, on realising that OCC has proposed 1 hour parking, has suggested that OCC has made a mistake and that the change should be for permanent parking. He has requested that residents make this point to the council.</p> <p>There is also the issue of commuters parking on the Market Street, Thames Street and Nine Acres all day, instead of paying for station parking.</p> <p>So, in summary I would prefer my driveway access to be respected. If you insist on allowing parking, then please ensure there are appropriate restrictions supported by more effective parking enforcement.</p>
<p><i>B. Email Responses</i></p>	
<p>(48) As an individual, (Charlbury, Grammar School Hill)</p>	<p>No Waiting at Any Time' (double yellow line) - Concerns</p> <p>We are the only house on Grammar School Hill with no off-street parking - the proposals to introduce parking restrictions for c. 50 meters will have a significant impact upon our ability to park within a reasonable distance of our property.</p> <p>Local parking for residents on Grammar School Hill is already difficult, particularly with Charlbury's increasing popularity for tourists and walkers, resulting in a significant increase in tourist and visitor parking.</p>

	<p>We would like you to consider the possibility of a residents parking bay to be made available. We would be happy to pay for this bay, as I am sure would any other owners on Grammar School Hill who do not have off-street parking.</p> <p>Would like to add the following information if possible about additional parking pressure:</p> <p>1) Parking on Grammar School Hill is also used by residents in Park Street who have no off street parking 2) In addition to being used for tourist parking, Grammar School Hill is also used for parking by commuters who live outside of Charlbury, who choose to park there rather than at the train station</p>
<p>(49) As an individual, (Charlbury, Park Street)</p>	<p>No Waiting at Any Time' (double yellow line) - Support</p> <p>As a resident a few houses down from Grammar School Hill, I am delighted that this proposal is being put forward.</p> <p>With so many parked vehicles, it has long been a scary experience driving around the bend at Grammar School Hill, and clearly is a dangerous situation. Too many drivers ignore the 20mph limit, and it is only a matter of time before a major accident happens.</p>
<p>(50) As an individual, (Charlbury, Market Street)</p>	<p>1 hour permitted parking' - Object Traffic calming feature - Concerns</p> <p>Unfortunately some confusion appears to have arisen re: the Market Street parking, and what's being formally consulted on is not what the (previous) Town Council suggested in its informal consultation (document attached) and which was approved by the majority of respondents.</p> <p>The original proposal was to remove double yellow lines opposite the former Post Office; and to designate an equivalent length area outside the Pharmacy as short-stay. In other words, there would be c. 20m of (new) unrestricted parking, and the existing c. 20m would become short-stay, so the total length of unrestricted parking was unchanged.</p> <p>The formal consultation appears to be envisaging that both areas will be short-stay (plan extract attached as screenshot). The plan is wrong in that it says "DYL convert to parking bay" outside the pharmacy - this area does not currently have double yellows.</p>

	<p>This will be a net reduction in unrestricted spaces and will be problematic for residents and for the staff of town centre businesses who park here during the day, particularly Little Monkeys (day nursery) and Charlbury Deli & Cafe.</p> <p>I'd ask that you revert to the original proposals, which would mean the Order would read something like:</p> <p>insert 2f) Market Street – existing restrictions on the western side to be removed for 18 metres from a point 58 metres north of the junction with Church Street (remove current 3a)</p> <p>Please consider this as a formal objection.</p> <p>For the proposed build-out on Banbury Hill, the adopted Oxfordshire Cycling Design Standards (2017) say "If used, build-outs should have a method for cycle users to bypass them" (p17). This would usually be a gutter allowing cyclists to pass on the verge side of the road; please do ensure that one is included.</p> <p>This is particularly important at this location which is a steep uphill and will be difficult for cyclists to restart from a stop. The gutter needs to be wide enough for non-standard cycles and to dissuade rubbish/vegetation from collecting – the former gutters on Bankside in Banbury were an example of how they can be dangerous if built too narrow.</p> <p>The rest of the proposed order is good; as someone who cycles to Chadlington School regularly I'm particularly pleased to see the 30mph extension on Spelsbury Road, and as a bus passenger I'm glad to see 2d and 2e which will make it less likely that the bus gets stuck!</p>
(51) As an individual, (Charlbury, Church Street)	<p>No Waiting at Any Time' (double yellow line) - Concerns</p> <p>You know that there is already pressure on parking in the centre of Charlbury. Would it help to have a residents' permit system with facility for guests too? We have two cars in our house and the situation is already really difficult. I suspect that there are commuters using the parking spaces in the centre to avoid paying in the station car park and a residents' scheme would stop that?</p>
(52) Local business, (Charlbury, Church Street)	<p>No Waiting at Any Time' (double yellow line) – Object</p>

	<p>There is absolutely no need for the further extended restriction in Church St. The only issue that occasionally arises is when a large service bus, double decker which is totally unsuitable for the narrow streets of Charlbury, is driven by a poor or an inexperienced driver and they claim they cannot get through. I have an HGV Class 1 and when it happens I frequently go out and point out that there is bags of room to pass and that I could get a 40 tonne Wilcox bulk artic rig through the space available - easily.. As this is an essential public parking space to my business why should I lose the amenity because Stagecoach cannot recruit experienced drivers. I will challenge any order made of this kind in the Courts if necessary.</p> <p>While you are at it why not remove the unnecessary lines outside the Churchyard?</p>
<p>(53) As an individual, (Charlbury, Jeffs Terrace)</p>	<p>No Waiting at Any Time' (double yellow line) – Object</p> <p>If the parking restrictions are extended in Thames street and nine acres then the lay by out side jeffs terrace needs to be made residents parking only as we have problems parking at present with new barn garage parking customers cars in the lay by commuters parking as they do not want to pay the parking charges at the station and walkers that park in the lay by so the ones that park in Thames street and the bottom of nine acres will only be able to park out side jeffs terrace and being a blue badge holder i can not park to far from home.</p>
<p>(54) As an individual, (Charlbury, Church Street)</p>	<p>No Waiting at Any Time' (double yellow line) – Object</p> <p>I am a resident of Church St Charlbury and would like to raise an objection to more yellow lines. It is already very difficult to park.</p>
<p>(55) As an individual, (Charlbury, The Green)</p>	<p>1 hour permitted parking' - Concerns</p> <p>In the local consultation last year, there was only one area of this short term parking. In my opinion this should be reinstated. Residents of the town centre have difficulty in parking near their homes and this would remove four spaces.</p> <p>Also as these short stays are geared at shoppers, shouldn't they be available during opening hours only? This would free up these spaces for residents overnight and on Sunday.</p>

<p>(56) As an individual, (Charlbury, Nine Acres Lane)</p>	<p>No Waiting at Any Time' (double yellow line) – Concerns</p> <p>My main concern is where cars will park once double yellow lines are introduced. Being a resident on Nine Acres Lane already comes with parking issues as a result of the garage and people not wanting to pay to park at the train station. We have a lay-by on the road which provides parking for residents however, on a daily basis, this gets taken over by the garage. Everyday they park cars all along the road and in the lay-by, quite often not moving them for weeks at a time. Combining this with people parking their cars to use the train station it is already a nightmare.</p> <p>My concerns are when you make the road double yellows, where will the cars that park along the road go? I can already see the garage will use any space in the lay-by when residents are at work, leaving nowhere to park on return. Whilst I understand, and witness daily, Nine Acres Lane is dangerous with cars blocking the junction, most of the issues are from the garage. Will the lay-by become resident parking only ensuring the issue does not become worse for us?</p>
<p>(57) As an individual, (Charlbury, Browns Lane)</p>	<p>No Waiting at Any Time' (double yellow line) – Object</p> <p>I understand the rationale behind the reduction in spaces on Browns Lane but I think the proposal is the wrong solution for the problem. I will explain below:</p> <ul style="list-style-type: none"> - there is clearly a lack of available parking in central Charlbury, particularly on Browns Lane which caters both for residents, and customers of the Bull Inn / Co-Op supermarket. - problems arise when the double-decker S3 bus drives down this narrow street and someone has parked too far from the kerb meaning the bus often becomes stuck. This is never due to a Browns lane resident and invariably caused by a tourist/visitor to the pub or supermarket. <p>Assuming that the large S3 bus which never seems to be carrying more than 10 people through Charlbury is not going to change, it would appear to me that the obvious common-sense solution would be to convert the identified parking bays to resident's bays? The council could even charge a fee for these. However, if these bays are removed, my assumption is that people will simply park on the double yellow line due to lack of any other alternative option.</p>

<p>(58) As an individual, (Charlbury, Jeffs Terrace)</p>	<p>No Waiting at Any Time' (double yellow line) – Concerns</p> <p>I can understand why this is happening as I live on nine acres lane in Jeffs terrace, the only problem I have is there's a lay-by out side my flat we're I park at the moment, which is already taken up by none residence, like train commuters and other people who live further down the road, so when these yellow lines are put down we will never be able to park when we get home, so is there any chance that the lay by can be made into residential parking only or even the green grass outside our flats taken back to make more parking bays so residents can park there, and most of us have 2 cars these days.</p>
<p>(59) As an individual, (Charlbury, Market Street)</p>	<p>No Waiting at Any Time' (double yellow line) - Support 1 hour permitted parking' - Object</p> <p>There is currently extreme pressure on any available on-street parking spaces in Market Street – these are needed for residents of Market Street and they are also used by residents of Thames Street. Existing spaces are insufficient to meet these combined needs and we would strongly support the provision of additional spaces.</p> <p>We understand that, when reviewing the need to address local parking pressures, the Charlbury Town Council originally proposed that the area outside the former Post Office in Market Street should have the double yellow lines removed (no time restriction) and an equivalent area outside the Pharmacy should get a one-hour restriction. Their intention was to retain the existing amount of unrestricted parking on Market Street while adding new spaces for shoppers outside the Pharmacy.</p> <p>We cannot support the proposals now contained in the Order (which provide for a one-hour restriction opposite the former Post Office as well as outside the Pharmacy) and would press for the double yellow lines opposite the former Post Office to be removed to provide for additional unrestricted parking spaces.</p> <p>If it is felt necessary to introduce a one-hour restriction outside the Pharmacy, we would ask for this to apply between 9.00 am. and 4.30pm. Market Street residents will want to use these spaces for overnight parking on return to the town after work or other activity during the day. 5.30pm. is late in the day for these spaces to become available for</p>

	<p>use by residents rather than by shoppers. We would suggest that the greatest demand for short-stay parking for shoppers and other business users would be between 9.00am. and 4.30pm.</p> <p>We can support this (B4437 Nine Acres Lane existing restrictions on both sides east of the junction with Thames Street to be extended by 23 metres) proposal as currently shown on the Consultation Plan and would not want to see any extension of the restrictions beyond the points indicated. The proposed extent of the restrictions should deal with the immediate problem of obstruction close to the junction with Thames Street but will also allow for some on-street parking, which will be helpful for local residents who cannot find spaces in Market Street or Thames Street.</p>
(60) As an individual, (Charlbury, Church Street)	<p>No Waiting at Any Time' (double yellow line) - Support</p> <p>The first issue is the buses getting stuck directly outside our house (outside the Rose and Crown pub) on Church Street several times a week, creating traffic and regular honking of bus horns at all hours, we see that the 'existing restrictions on the north side' will be extended by 7 metres. This is great, we hope this is on the side of the road nearest the Rose and Crown pub as that is the parking space that currently causes most of the bus issues with a bottleneck.</p> <p>Secondly, we would like to report an issue with speeding on Church Street (and Park Street for that matter), every day we have cars speeding way over 30mph (let alone the new 20mph limit), are there any traffic calming measures that can be considered for Church Street? The single 20mph sign is very small indeed, covered by foliage and very easily missed. I regularly ask drivers to slow down who are flying up the hill at silly speeds, which is a real concern being parents of a small child.</p>
(61) As an individual, (Charlbury, Market Street)	<p>No Waiting at Any Time' (double yellow line) - Object</p> <p>Market Street has become a “rat run” for vans, lorries and horse boxes as well as cars when they discover it is more direct to come through our narrow central road instead of using the “ring road”. It is time that some sort of restriction is put in place at the crossroads at the start of Market Street to cut out this problem. The traffic starts very early in the morning and as our houses are very close to the street it is so noisy. The “ring road” has houses well set back with front gardens so they have less disturbance. In the past ten years in my immediate area I have endured nine houses being completely made or remade with all the aggravations which go with such building work, the almost worst being</p>

the removal of several parking spaces (supposedly to help building lorries).I have parked my car on the street for all this time as there is nowhere else and in the past had no problems, NOW people seem to have two cars and you propose doing away with spaces at the start of Market Street which means more cars come to park at our end of the road, and make it impossible for my one very small car to fit in.

For the whole of last week Market Street was closed off at the beginning end of it for some electricity and gas pipes were being put in place. The road is a one way system so us residents just drove to park our cars outside our houses by coming up the wrong way and on leaving found a turning place and drove out again. The street was quiet, people could walk in the narrow road with no danger and all would be wonderful if no through traffic came along. The pavements are very narrow and the cars drive too fast beside pedestrians (a lot of children walking to school etc.) so if the street was just for residence parking and parking for shoppers it would be GREAT