

Divisions affected: Bicester West; Bicester North; Bicester Town

## **CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021**

### **BICESTER – VARIOUS LOCATIONS – PROPOSED WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is RECOMMENDED to approve:
  - a) waiting restrictions on Chalvey Road, Danes Road, Dryden Avenue, Dryden Avenue Cul-de-Sac, Huxley Close, Isis Avenue, Kennedy Road, Lawrence Way, Ray Road , Severn Close, St Edith's Way, Tubb Close, Tweed Crescent and Villiers Road as advertised;
  - b) a reduced extent of waiting restrictions on the west side of Hemingway Drive at the request of County Councillor Les Sibley as shown at Annex 4.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on proposed waiting restrictions on various roads in west Bicester as shown at Annexes 1-9 to address hazardous and obstructive parking.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided from the Councillor Priority Fund for County Councillor Waine and County Councillor Sibley and, if approved, the installation of the proposals will be funded from the maintenance budget.

#### **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 the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 28 January and 26 February 2021. A notice was published in the Bicester Advertiser newspaper and an

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email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Bicester Town Council and local County Councillors. Notices were placed on site and letters also sent to approximately 550 premises adjacent to the proposals.

7. Forty-seven responses were received. A summary of responses for the parking restrictions in the various roads are summarised in the table below:

<b>Road</b>	<b>Object</b>	<b>Support</b>	<b>Concerns</b>	<b>No opinion / objection</b>	<b>Total</b>
Chalvey Road	1	9	3	34	47
Danes Road	-	9	3	35	47
Dryden Avenue	-	10	6	30	47
Dryden Avenue Cul-de-Sac	-	9	5	33	47
Hemingway Drive	7	7	3	30	47
Huxley Close	4	8	5	30	47
Isis Avenue	2	8	3	34	47
Kennedy Road	1	8	2	36	47
Lawrence Way	1	8	3	35	47
Ray Road	1	1	2	38	47
Severn Close	-	8	2	37	47
St Ediths Way	-	9	4	34	47
Tubb Close	2	9	3	33	47
Tweed Crescent	-	7	2	38	47
Villiers Road	1	11	3	32	47

8. The responses for the Buckingham Crescent proposals are summarised in the table below:

<b>Road</b>	<b>Object</b>	<b>Support</b>	<b>Concerns</b>	<b>No opinion / objection</b>	<b>Total</b>
Double Yellow Lines	2	12	4	29	47
30-minute Parking	4	9	3	31	47
1-hour Parking	4	9	3	31	47
Disabled Persons Parking Place	2	11	3	31	47

9. The individual responses are shown at Annex 10 with copies of the original responses available for inspection by County Councillors.

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10. Thames Valley Police did not object noting that the introduction of civil parking enforcement in the Cherwell District was being actively pursued and, once implemented, would facilitate enforcement of parking restrictions.
11. Bicester Town Council support the proposals.
12. The Fire and Rescue Service and Oxford Bus Company did not object.
13. The remaining responses were from members of the public, with most coming from residents of the area. As will be seen in the above summary tables, other than the proposals at Hemingway Drive and Huxley Close in the vicinity of the junction of these two roads, the balance of opinion expressed by respondents was favourable.
14. Annex 10 provides an officer response to objections and concerns raised, with one of the principal concerns being the loss of parking in areas with high parking demand and also the consequent displacement of parking pressure to adjacent locations. The proposals seek to address the road safety problems and the obstruction of traffic, particularly where parking currently is too close to junctions (and thereby not in accord with the Highway Code). Noting the concerns in respect of Hemingway Drive and Huxley Close, a review of these specific proposals has been carried out and it is now proposed to reduce the length of the restrictions proposed on the west side of Hemingway Drive.
15. As with other waiting restrictions introduced in Bicester as part of the review led by the local members the proposals, should they be approved, will be monitored to confirm they are operating satisfactorily.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annex 1: Buckingham Crescent  
Annex 2: Chalvey Road and Ray Road  
Annex 3: Dryden Avenue  
Annex 4: Hemingway Drive and Huxley Close  
Annex 5: Isis Avenue  
Annex 6: Lawrence Way  
Annex 7: Severn Close / Dryden Avenue  
Annex 8: Kennedy Road, Tubb Close & St Ediths Way  
Annex 9: Villiers Road  
Annex 10: Consultation responses

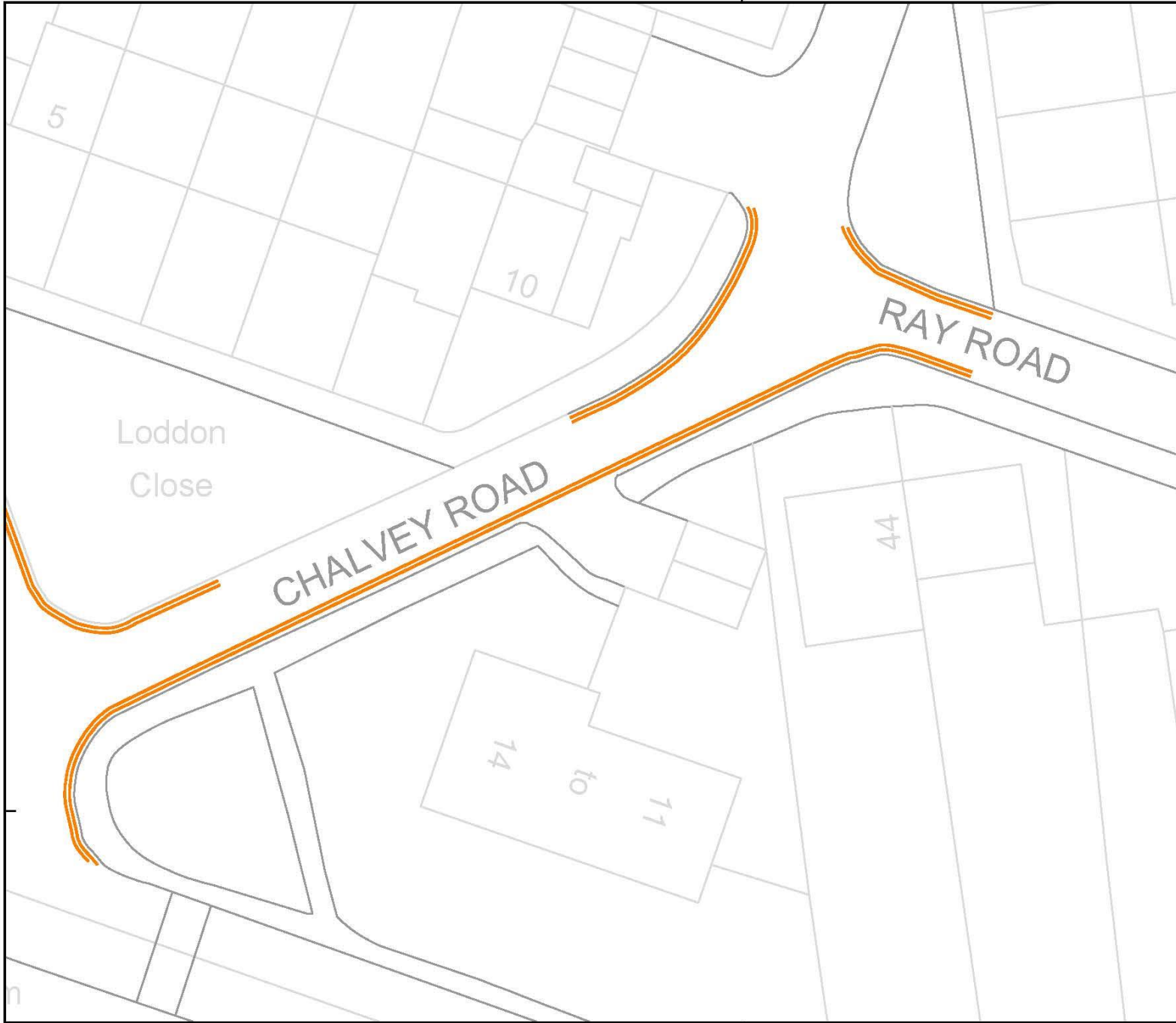
Contact Officers:

Tim Shickle 07920 591545  
Mike Wasley 07393 001045

March 2021

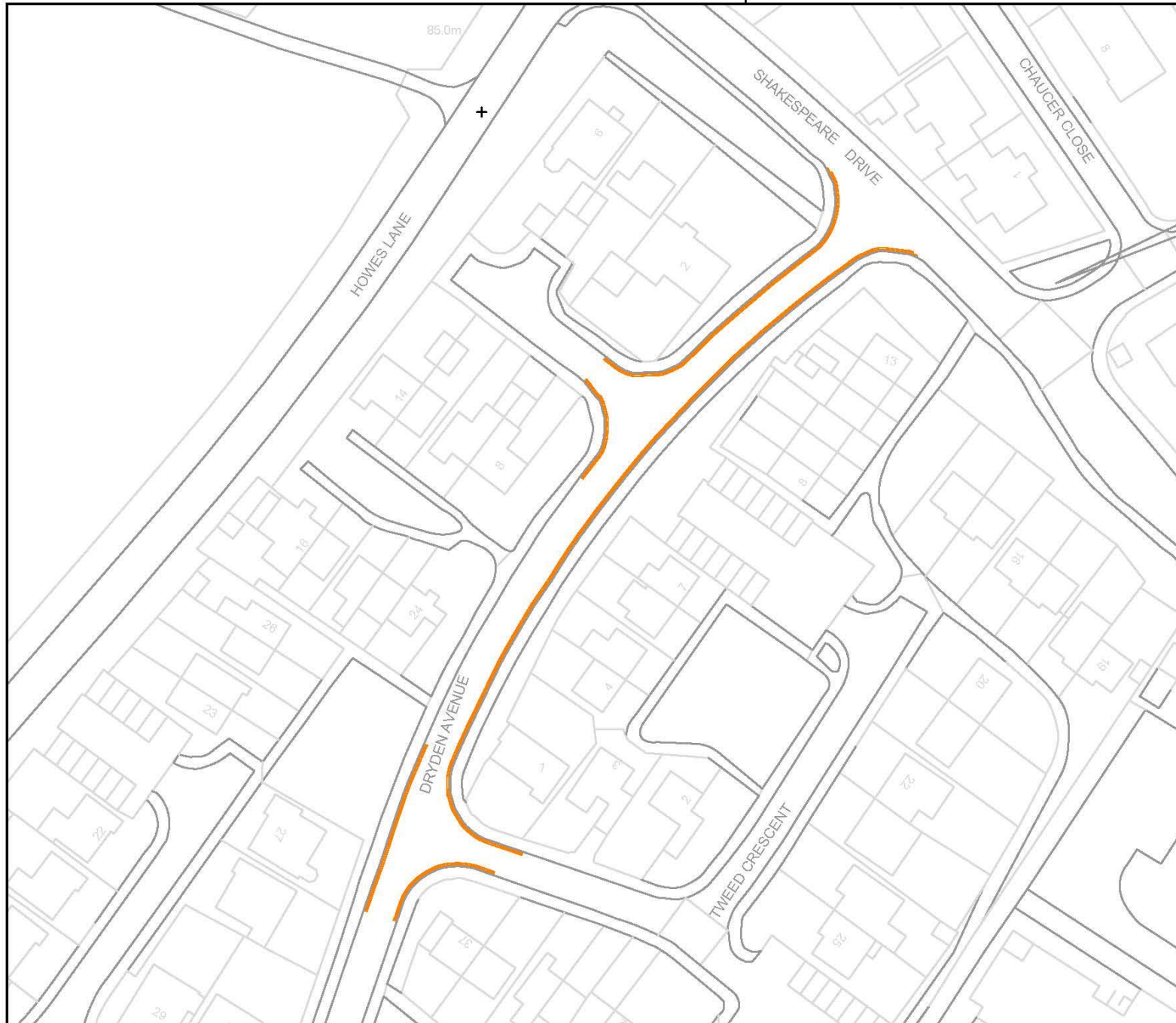


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<b>Drawing No.</b>	<b>Revision</b>				
<b>KEY TO RESTRICTION</b>					
	No Waiting 11am - 12 Noon (Single Yellow Line)				
	No Waiting 12 Noon - 1pm (Single Yellow Line)				
	No Waiting (Double Yellow Line)				
	Bus Clearway				
<b>ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED</b>					
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<b>Rev.</b>	<b>Date</b>	<b>Purpose of revision</b>	<b>Drawn</b>	<b>Checked</b>	<b>Approved</b>
Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
<b>Project title</b>					
Bicester No waiting at any time					
<b>Drawing title</b>					
Chalvey Road- Ray Road					
<b>Drawing Status</b>					
<b>Consultation</b>					
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Date drawn	Date checked	Date approved	Date approved		
23/12/2020	XXXXX	XXXXX	XXXXX		
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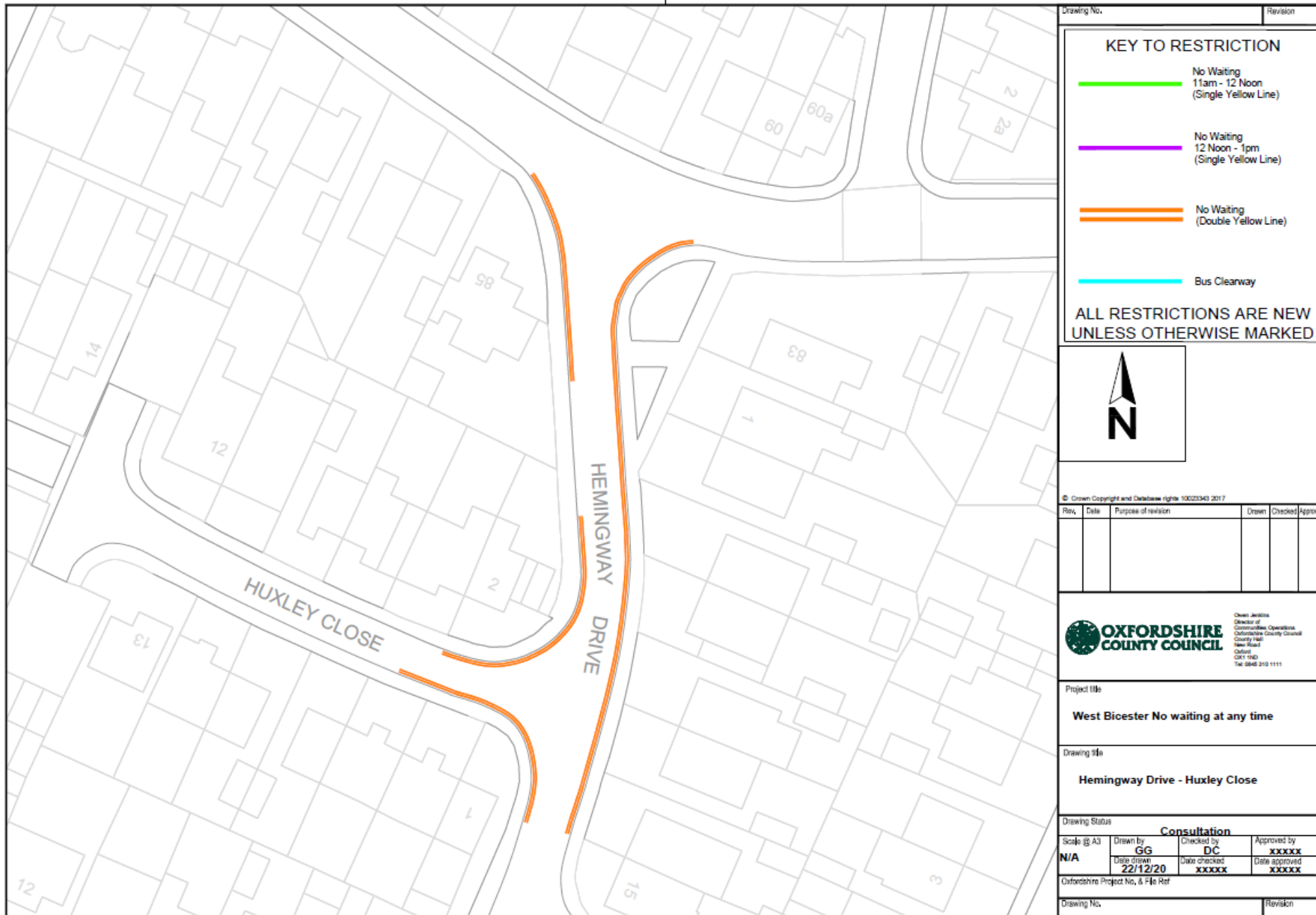
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<b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Owen Jenkins Director of Communications Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>					
<b>Project title</b>					
<b>West Bicester No waiting at any time</b>					
<b>Drawing title</b>					
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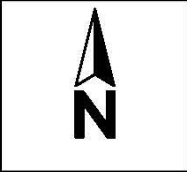
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Project title					
<b>West Bicester No waiting at any time</b>					
Drawing title					
<b>Hemingway Drive - Huxley Close</b>					
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Drawing No. Revision

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Director of  
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Oxfordshire County Council  
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New Road  
Oxford  
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Tel: 0845 310 1111

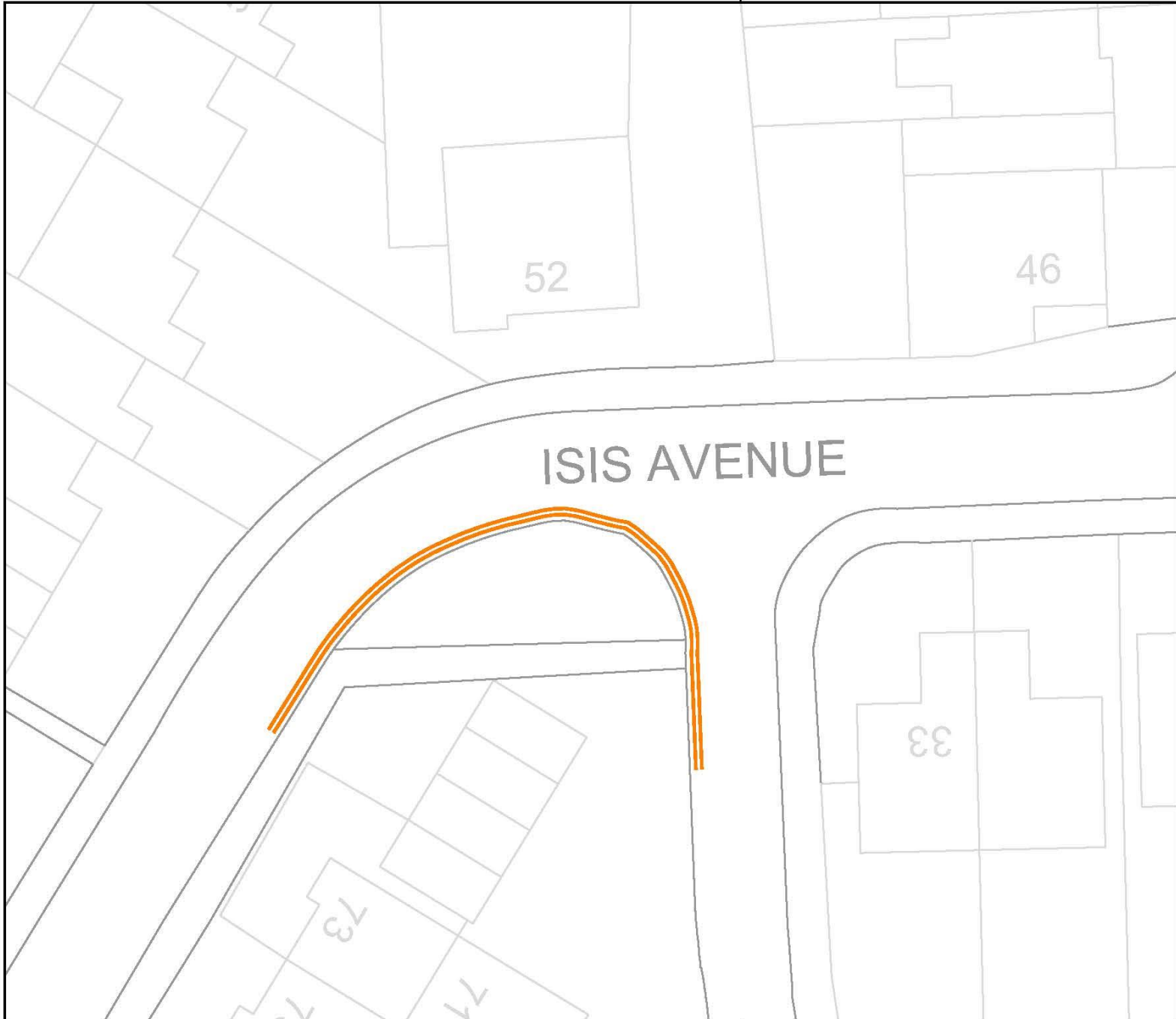
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**Drawing title**  
Isis Avenue

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Oxfordshire Project No. & File Ref

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<b>Project title</b>					
West Bicester No waiting at any time					
<b>Drawing title</b>					
Lawrence Way					
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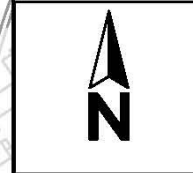
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(Single Yellow Line)
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12 Noon - 1pm  
(Single Yellow Line)
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(Double Yellow Line)
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 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

**Project title**  
West Bicester No waiting at any time

**Drawing title**  
Severn Close - Dryden Avenue

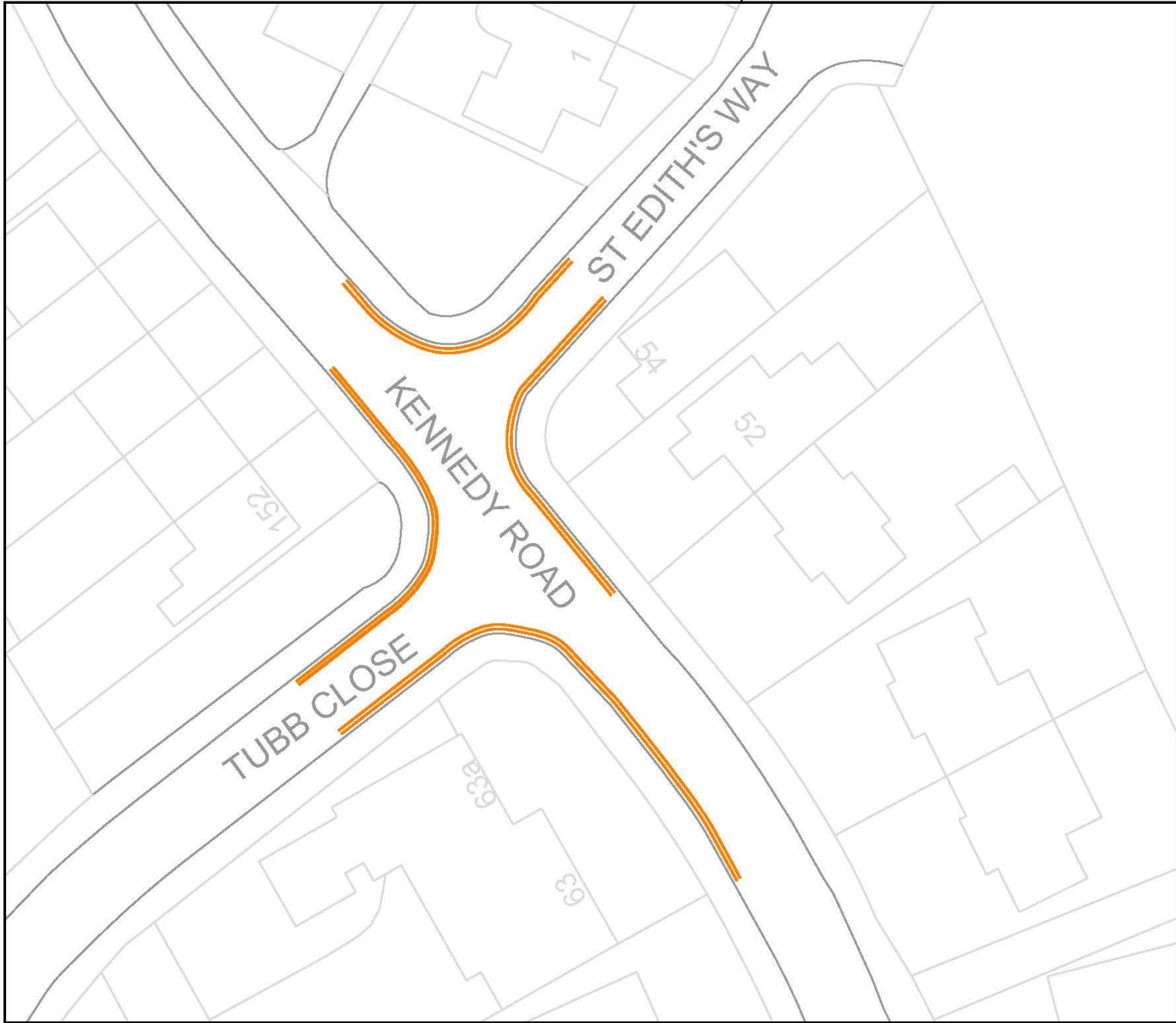
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<b>Project title</b>					
<b>Bicester No waiting at any time</b>					
<b>Drawing title</b>					
<b>St Ediths way and Kennedy Road</b>					
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N/A	GG	DC	XXXXX		
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – The growth of the town requires constant consideration to traffic and control measures where this adds to a substantial already consolidated parking approach. The areas in question may require some supervision where parking control is a low Police priority and increases the burden without any nominal increase in resources. We understand that CDC are in the process of including the District as a whole in a De Criminalised Special Parking Area which would give the local authority control and emphasis on an area of higher priority to them.</p> <p>I know the areas involved and have visited the locations. Thames Valley Police have no objection to the order.</p>
(2) Bicester Town Council	<p><b>Support</b> – Following Bicester Town Council’s planning committee meeting held on Monday 8th February 2021, please see comment below regarding the above consultation.</p> <p>RESOLVED that Committee NOTED the consultation and welcomed the proposals.</p>
(3) Fire & Rescue Service	<b>No objection</b>
(4) Oxford Bus Company	<b>No objection</b>
<i>[A. Objections &amp; Concerns]</i>	
(5) Local Resident, (Bicester, Tweed Crescent)	<p>Parking Restrictions – <b>Concerns</b></p> <p>I agree with the majority of the proposals for the proposed double yellow lines in Dryden Avenue, but would welcome the removal of a short section on the east side to the rear of Nos 8 to 12 or 13 Tweed Crescent, which back onto</p>

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	<p>Dryden Avenue.</p> <p>The reason for this is that parking in Tweed Crescent is currently extremely difficult, and up to full capacity. The owners of some of the properties mentioned above currently make use of this section of Dryden Avenue to park their vehicles and access their properties through gates in their rear fences. If these parking spaces are removed I fear that parking in Tweed Crescent will become absolutely ridiculous and residents will then need to resort to parking on the western side of Dryden Avenue, in conflict with the residents of 8 to 24 Dryden Avenue who currently use this section of road.</p> <p><b>Officer comments:</b> <i>The proposals are designed to prevent nose-to-tail parking on the east side compromising visibility and safety for through traffic approaching or leaving the Shakespeare Drive junction, particularly at busy times e.g. school drop-off and pick-up.</i></p>
<p>(6) Local Resident, (Bicester, Trent Crescent)</p>	<p>Buckingham Crescent – <b>Object</b></p> <p>Any relaxation to yellow lines means people will take advantage and no one will enforce.</p> <p><b>Officer comments:</b> <i>The proposal is to add yellow lines – none of the existing are being removed.</i></p>
<p>(7) Local Resident, (Bicester, Tweed Crescent)</p>	<p>Parking Restrictions – <b>Object</b> Buckingham Crescent – <b>Concerns</b></p> <p>Although I have concerns over the entire proposal mentioned in your letter and the “blanket approach” that seems to be taken with all roads, I will restrict my concern, suggestions and questions to point F. Hemmingway Drive as they affect me personally.</p> <p>I would firstly like to voice my objection to the proposal in its current guise of “F. Hemmingway Drive extend existing restrictions on the west side from Nos. 91 &amp; 93 by 62 metres.</p> <p>Whilst I understand the concerns over safety and agree it is of utmost importance, extending the restrictions using double yellow line for the full extent on the west side of Hemmingway Drive from its junction with Blenheim Drive to Huxley Close will not help local resident or visitors and is, in my opinion overkill and an example of this blanket approach.</p>

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You mention in your letter that “As a result of local concerns being raised over dangerous and inappropriate parking within parts of West Bicester, it is proposed to introduce/extend further restrictions”.

Can I ask specifically for Hemmingway Drive proposal;

- where all of these concerns are arising from?
  - o Residents/businesses/agencies/visitors?
- How many concerns in total have been raised or received and from how many individuals?
- What are the details of those concerns and over what timescale?
- What is the evidence of dangerous or inappropriate parking on the west side Hemmingway Drive specifically along the straight section between Blenheim Drive and Huxley Close?

I presume that a proposal such as this being so wide and likely to cost a substantial amount of money has come about through substantial research, cost analysis and a large number of recorded concerns from not just residents but also other agencies and emergency services?

On this point I would like to ask whether vehicle usage studies have been undertaken on Hemmingway Drive specifically the stretch between Blenheim Drive & Huxley Close and what are those results?

Also, what are the statistics on accidents caused by dangerous or inappropriately parked vehicles on Hemmingway Drive between Blenheim Drive & Huxley Close?

I would be grateful if you could supply to me this data under the “Freedom of Information Act” or send me the links to this data or reports for all of the above questions.

I am fully for a safe environment for both pedestrians and vehicle owners and you would have no doubt noticed that I am not against the latest proposed addition of double yellow lines to the Huxley Close junction, as I agree this is needed and it is proportionate to the issue.

You will also no doubt be aware that I did not object to the original line painting on Hemmingway Drive completed in October 2020 as I agreed this was required and a proportional action to the issue.

Could this proportionate approach not be taken with the junction of Hemmingway Drive and Blenheim drive and placing lines there but retaining an amount of space for several visitors and delivery vehicles to park safely, as it is now on the west side?

Since the lines were painted on the east side stretch of Hemmingway Drive in October 2020 I have not seen nor heard

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	<p>of any accidents along this stretch between Huxley Close and Blenheim Drive.</p> <p>Having been working from home since March 2020 and going for daily walks in the morning afternoon and evening, I again have noticed no inappropriate parking on the pavement or parking away from the curb as to cause an obstruction to passing vehicles on the west side of Hemmingway Drive between Huxley Close and Blenheim Drive. I have however noticed on a number of occasions for a few days at a time, vehicles have parked on the grass verges on the east side of Hemmingway Drive between Huxley Close and Blenheim Drive. Will action be taken to prevent this from taking place? Bollards or fencing?</p> <p>I also fear that by applying this blanket approach of painting double yellow lines specifically on Hemmingway Drive, you will simply move the vehicles that park there occasionally to areas further down Hemmingway Drive or surrounding roads which could cause issues with access to the roads or properties.</p> <p>Where does the painting of yellow lines stop? This is a residential area and as such parking is required. Limiting parking availability is in my opinion simply going to cause more dangerous or inappropriate parking as visitors and residents are forced to fight for space and take chances parking on the pavement.</p> <p>In short, I would like to suggest a more proportional tact be taken where lines are painted on the junctions of Blenheim Drive &amp; Huxley Close as proposed but keeping space free along the straight stretch for vehicles on the west side of Hemmingway Drive between Huxley Close and Blenheim Drive as we have now.</p> <p><b>Officer comments:</b> <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
<p>(8) Local Resident, (Bicester, Ray Road)</p>	<p>Parking Restrictions – <b>Object</b></p> <p>I object to the parking restrictions on Chalvey Road and Ray Road as there is already a lack of parking spaces for residents and this will make it even more complicated to park.</p> <p><b>Officer comments:</b> <i>Only 11 metres of double yellow line each side is proposed in Ray Road, to keep cars from parking on the junction, which is unsafe. Parking on the inside of the bend opposite the junction currently deprives through drivers of adequate forward visibility and can force them onto the offside as they approach the junction from</i></p>

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	<p><i>Villiers Road. The proposed markings at the Villiers Road/Chalvey Road junction are designed to make sure that Chalvey Road is accessible for vehicles pulling in from Middleton Stoney Road. The amount of double yellow lines proposed has been kept to a minimum so as to preserve as much parking as possible.</i></p>
<p>(9) Local Resident, (Bicester, Eden Way)</p>	<p>Parking Restrictions – <b>Concerns</b></p> <p>The reason why I am concerned is the impact parking on other roads. For example, much of Dryden Avenue will have yellow lines where lots of parents park for dropping off/collecting from King's Meadow School. Whilst the yellow lines will improve conditions on these roads, it will however cause problems on other roads where there are no double yellow lines, thereby moving the problem on to other roads.</p> <p><b>Officer comments:</b> <i>The traffic team will be monitoring parking behaviour in the area following the implementation of new restrictions.</i></p> <p>In addition, I am concerned that no double yellow lines are planned for Shakespeare Drive. There is a lot of traffic up and down this road, and many areas where cars park and block traffic.</p> <p>In addition double yellow lines are needed on Wansbeck Drive where it meets Shakespeare Drive. There are cars always parked right next to the junction which prevent cars turning off Shakespeare Drive which is dangerous.</p> <p><b>Officer comments:</b> <i>These areas can be looked at as part of a future review.</i></p>
<p>(10) Local Resident, (Bicester, Huxley Close)</p>	<p>Parking Restrictions – <b>Object</b> Buckingham Crescent – <b>Object</b></p> <p>The space is required to park my car as I live in a HMO which is registered by the council. If the spaces are taken this could cause complaints from the neighbours and potentially cause hassle and time of council members in the future.</p> <p><b>Officer comments:</b> <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>

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(11) Local Resident, (Bicester, Huxley Close)	<p>Parking Restrictions – <b>Object</b></p> <p>Limited parking for the residents that could cause conflict among the neighbours.</p> <p><b>Officer comments:</b> <i>A minimum amount of double yellow lines has been proposed in Huxley Close to protect the junction with Hemingway Drive.</i></p>
(12) Local Resident, (Bicester, Huxley Close)	<p>Parking Restrictions – <b>Object</b></p> <p>There are multiple council registered HMOs in this area who rely on road parking to maintain harmonious relationships in the houses and with neighbours. Removing or limiting road parking is likely going to cause more conflicts with neighbours who also need these spots. Possible conflicts will lead to further drain on council resources. We're in stressful times as is, and people don't need to come home to stress about a parking space.</p> <p><b>Officer comments:</b> <i>See above.</i></p>
(13) Local Resident, (Bicester, Huxley Close)	<p>Parking Restrictions – <b>Object</b> Buckingham Crescent – <b>Object</b></p> <p>It's never been an issue so I don't understand why you would put parking restrictions on now. We are a family of 5 with 3 cars and we've always had one car on the road.</p> <p><b>Officer comments:</b> <i>See above.</i></p>
(14) Local Resident, (Bicester, Hemingway Drive)	<p>Parking Restrictions – <b>Concerns</b></p> <p>I agree that the areas around the corners in Hemingway Drive/ Blenheim Drive/ Huxley Close should be double yellow</p>

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	<p>lines. I would disagree that the side of Hemingway Drive that runs next to 2 Huxley Close and 85 Blenheim Drive needs double yellows. If there are restrictions on the opposite side of the road, between 1 and 15 Hemingway Drive, this would ease any congestion caused by the few cars that would be able to park opposite these houses.</p> <p><b>Officer comments:</b> <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
<p>(15) Local Resident, (Bicester, Villiers Road)</p>	<p>Parking Restrictions – <b>Concerns</b></p> <p>I have concerns about the parking along Villiers Road. I support the introduction of yellow lines, particularly close to the junction of Middleton Stoney Road as there is a big safety problem at that junction. However, I am very concerned about where the vehicles normally parking there are going to then park. They are likely to just park further up the road, creating a knock-on problem. There a small number of residential carparking spaces, but some of these are used by commercial vehicles. Perhaps we should think about having permits in Bicester?</p> <p><b>Officer comments:</b> <i>The proposal is for a minimum amount of double yellow lines to help alleviate the congestion around the Villiers Road/Chalvey Road junction, and on the inside of the bend north of Loddon Close, whilst still preserving parking spaces.</i></p>
<p>(16) Local Resident, (Bicester, Kennedy Road)</p>	<p>Parking Restrictions – <b>Object</b></p> <p>I don't think that the measures proposed will address the key issues and risks down Kennedy Road, and think the measures proposed will simply compound the issues of speeding and limited visibility (with parked cars moving further down the road) elsewhere on the road, putting pedestrians and road users at more risk. In principle i support some form of traffic control down Kennedy Road and its tributary roads.</p> <p>As a resident and regular driver on the road, i can report that vision is not good on the bends in road and you often need to overtake parked vehicles without full vision of what is coming, as the road is too narrow to accommodate street parking passing cars. I am concerned that the focus of the proposed traffic measures will compound the issue</p>



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	<p>further down Kennedy road, particularly opposite our house on 42 Kennedy Road. Currently there are few cars and vans park in our section of the road, but when they do it is hard to see oncoming traffic, particularly when reversing out our driveway and crossing the road, i am concerned that these measures may make this situation worse. I don't think that this will address the key issue of speeding and dangerous driving, whilst it is a quiet road, there is a high proportion of people who drive faster than the 30 mile an hour speed limit (I have witnessed handbrake turns, illegal off road motorbikes etc), i am often concerned with the safety of our child when we walk down the road.</p> <p>As an example, our cat was unfortunately run over early in 2020 directly outside our house, the person who committed this did a hit and run without knocking on the door to inform us. While we will try our best to protect our child from the traffic, i am concerned that this road puts her at risk, and i believe there will be a death by dangerous driving along the road at some point in the future.</p> <p>I would suggest speed limiting measures, such as priority passing places, speed-bumps etc. The issues noted above are not limited to the junctions at Edith Way and Tubbs close, but all the way down Kennedy Road, and particularly on the junction of St Edbergs Close, Ashdene Road and Villers Road and Kennedy Road. This route is often used as a rat run, have the council considered limiting the traffic along Kennedy Road's access to Danes Road i.e. closing the road after Tubbs close, as there is no benefit with this being an open loop, this simply encourages speeding?</p> <p><b>Officer comments:</b> <i>The measures proposed are purely to prevent parking too close to the Tubb Close and St Edith's Way junctions so as to preserve sight lines for drivers pulling out onto Kennedy Road and Danes Road. Other concerns will need to be looked at separately.</i></p>
<p>(17) Local Resident, (Bicester, Huxley Close)</p>	<p>Parking Restrictions – <b>Object</b></p> <p>I would like to object to the proposal for Hemmingway Drive to extend existing restrictions on the west side from Nos. 91 &amp; 93 by 62 metres.</p> <p>I understand the concerns over safety and agree it is of utmost importance, extending the restrictions using double yellow lines but doing so for the full extent on the west side of Hemmingway Drive from its junction with Blenheim Drive to Huxley Close will not help local resident, visitors or delivery drivers. The picture/diagram shows that these yellow lines will be painted all the way from Blenheim drive junction with Hemmingway Drive all the way down Hemmingway drive and into Huxley Close.</p> <p>I am concerned by painting double yellow lines specifically on Hemmingway Drive will simply move the vehicles that</p>

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	<p>park there to areas further down Hemmingway Drive or surrounding roads which could cause issues with access to the roads or properties. For instance more people may try and park up Huxley Close instead, which is already a crowded road, this would cause numerous issues such as - emergency services and bin men not being able to get up the road. I completely understand the need to keep corners clear of parking so that vision is not restricted when turning into or out of a road but putting yellow lines all the way along that stretch on Hemmingway Drive is excessive. I am also wondering whether there are enough resources to ensure people aren't parking on these yellow lines - I have noticed since the yellow lines have been painted on Blenheim Drive that several people are still parking on these yellow lines with seemingly no repercussions.</p> <p><b>Officer comments:</b> <i>An adjustment to the proposals for the west side of Hemmingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
<p>(18) Local Resident, (Bicester, Derwent Road)</p>	<p>Parking Restrictions – <b>Concerns</b> Buckingham Crescent – <b>Concerns</b></p> <p>I am not opposed to the double yellow line layout on Dryden Road and Dryden cul-de-sac as they are merely enforcing the highway code. I do have concerns that it doesn't tackle the issue that was highlighted during the original lockdown when this road was relatively free of cars. This suggests that the majority of vehicles parked along this area are in fact non-residents, especially so during the school run.</p> <p>Unfortunately my household on Derwent Road and several others do not have viable off street parking, I am concerned that we will be negatively impacted with the reduction in parking space by vehicles that are not necessarily associated with the properties they are parking near. This especially impacts my family as both my wife and I are critical key workers who work shifts so cannot be assured favourable parking due to the nature of our jobs and times we finish.</p> <p>I appreciate that it is a public road and we are not entitled to have guaranteed parking but it is frustrating that there are vehicles parked along there that were absent during the original lock down in March.</p> <p><b>Officer comments:</b> <i>OCC will continue to monitor this location and patterns of parking behaviour.</i></p>

<p>(19) Local Resident, (Bicester, Huxley Close)</p>	<p>Parking Restrictions – <b>Concerns</b> Buckingham Crescent – <b>Concerns</b></p> <p>My concerns/objections are premised on several fronts;</p> <p>FIRST. Whilst parking is generally becoming more of a problem with increasing multi-vehicle/household ownership, particularly where this spills out from private land - and Huxley Close is by no means immune, never-the-less the proposed restrictions do (in my opinion) represent overkill for any perceived issue.</p> <p>SECOND. The existing parking within the close presents issues which for the most part are tolerable at the moment. Any removal of parking amenities outside the three directly affected properties (#2, #3 &amp; #5) may have the unintended consequence of forcing (particularly, visitor) parking related to these properties further into the close, precipitating potential obstruction to residents parking access onto their own property and thus severely exacerbating any problems.</p> <p>THIRD. There is the question of enforcement. The Highway Code already provides for any parking concerns the authorities may have; specifically, rule 243 bullet point 5 "DO NOT stop or park... opposite or within 10 metres (32 feet) of a junction..." One has to ask if remedies so provided have been enforced by the legally empowered bodies - if so claimed (we) are not aware of any attempts to advise residents or 'offenders' accordingly. Have you really exhausted all enforcement potential thus already provided? Do you have the resources to enforce compliance against BOTH those directly offending with their parking AND those obstructing access to residents off-road parking further into the Close. Or is this another example of wishful thinking on the part of planners?</p> <p>FOURTH. Have all means of "educating" offenders been exhausted first? Surely it would be better to take this route (even at the expense of providing personnel and/or resources to such means) than to alienate a number of households by use of the 'nuclear' option?</p> <p>FIFTH. If planning deems this move to be an absolute necessity (evidence PLEASE), then the deprivation of on-street parking amenities - particularly for visitors to the close (which currently PRE-EXIST - even if not strictly in compliance with the Highway Code) for the affected properties, should be replaced by commensurate facilities elsewhere. For example, a parking bay at the opposite end of Huxley Close accessed from Shakespeare Drive in the same manner as that in front of Osbourne Close. THIS SHOULD BE PROVIDED IN ADVANCE OF THE PROPOSED RESTRICTIONS BEING PUT IN PLACE.</p>
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	<p>SIXTH. The County Council planning authorities - yet again - do not seem to be acting in a "joined up manner" - particularly where co-responsibility for a geographical area is shared with another authority. Cherwell District Council has allowed multi-occupancy dwellings in the affected areas with the consequent disproportionate increase in parking needs, two in particular affect Huxley Close; #2 Huxley close and IMMEDIATELY opposite the close entrance, on Hemmingway Drive.</p> <p>SEVENTH. Has consideration been given to the effect that these restrictions (both in Huxley Close and Hemmingway Drive will have in moving the problem on to neighbouring streets? This has been demonstrated by parking issues now present on Shakespeare Drive, either side of its junction with Blenheim Drive. While the issue may be very localised, one car extra parked inappropriately is one too many for affected residents. Or will the response to such issues be to impose even further restrictions (this is the second tranche of parking restrictions in twelve months)? Another case of 'kicking the can down the road' without thought for those whose life may be so blighted. EIGHTH. Will the Council undertake to review the effects of such proposals (if carried out) and consult in one year to redact the legislation if it proves to be counter-productive TO THE AFFECTED RESIDENTS IN THE AREA?</p> <p><b>Officer comments:</b> <i>Whilst acknowledging the above concerns OCC does have a duty in the short term to make safe the approaches to both Huxley Close and Blenheim Drive junctions.</i></p>
<p>(20) Local Resident, (Bicester, Isis Avenue)</p>	<p>Parking Restrictions – <b>Object</b></p> <p>I'm writing to you with my objection to the proposed double yellow line program in Bicester. In particular the case of the proposed lines being placed in "H", Isis Avenue, Bicester of the letter sent out to residents.</p> <p>From what I can make out these double yellow lines will on the bend in the Avenue forcing any residents that park there to seek alternative parking in a road which now has seen increased parking with residents children now grown up and owning their own vehicles and these times where they are finding it increasingly more expensive to live are staying longer with their parents in order to get themselves in a better position to go forward with their lives.</p> <p>Isis Avenue is a Cul-De-Sac a no through road so the only vehicles coming into it are either residents, delivery services or visitors so no through traffic, and as far as I'm aware there have been no accidents where you plan to put the yellow lines. Also during any working day there is even fewer vehicles parked so the road is normally clear. I cannot see what purpose putting these yellow lines would serve only to give the people living here stress in finding suitable places to park where they would not impose an issue with emergency services getting through</p>

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	<p><b>Officer comments:</b> <i>The proposed lines are to prevent parking on the inside of the bend, which presents a hazard to drivers travelling in each direction. The length of line has been kept to a minimum and there are no frontages where the lines are proposed.</i></p>
<p>(21) Local Resident, (Bicester, Isis Avenue)</p>	<p>Parking Restrictions – <b>Object</b></p> <p>I rely heavily on parking outside of where I live for many reasons:</p> <ul style="list-style-type: none"> <li>- in order to get the kids in and out of the car safely and to get accessories for the children into and out of my car (car seats, bikes, scooters, etc)</li> <li>- when they fall asleep it is easier to carry them/get them into the house (which will be much harder when heavily pregnant)</li> <li>- when I go shopping and have to carry multiple heavy bags into the house (I can't do this with children if my car is parked roads away from where I live)</li> <li>- I will need to get them in and out as well as the buggy in and out of the back of the car, doing this when parked far away is an absolute ball ache with 2 other children, at least if I'm outside I can take each one in safely and I can still see them while doing so.</li> </ul> <p>I rent this property. I have always parked outside of my address. Attached to it is a garage but it is positioned behind my address and the reason I never park outside of it is because:</p> <ul style="list-style-type: none"> <li>- it is incredibly tight and it is not possible to park there without driving all over the side lawn of the neighbour who lives behind me.</li> <li>- There isn't sufficient room to park there.</li> </ul> <p>It's a nightmare getting both kids out safely on either side without potentially hitting the car door into the neighbour's van (which is parked outside his garage to the left) or the side of his house which is to the right of my vehicle.</p> <p>I have multiple items/storage within the garage but even if I had to clear the garage and get rid/sell everything that I</p>

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have in there, it's just not practical for me with children to drive around there and open up a garage door then reverse in then get all kids out from all sides and manage them all around the garages and into my home.... it would be a nightmare having to do this multiple times a day with 2/3 children on my own when doing school runs, nursery runs, working, shopping, etc.

If I was a single person living here I would not feel so strongly about this because I'd be perfectly capable of driving and parking elsewhere then walking back to my address/ and/or parking in the garage behind but the reality is I'm not a single person. How am I going to manage on a daily basis doing everything that I do if I can't park outside of the address?

I would agree that sometimes it does get very busy down Isis Avenue when it comes to parking but that is due to people who live here having multiple cars per one address.

Some residents park 1 or 2 Vehicles outside of their home on their drive (if they have one... most who have garages do not use their garage to put their Vehicle in) and still have other cars that they park on the street! That's too much I would agree, I would at least request that I am entitled to a permit or something equal to that so I am able to park outside where I live because it helps me greatly with managing my children and all matters relating to them!

It's been hard enough through the lockdowns, not being able to get online shopping deliveries, having to go shopping and offload it with children at the same time.... it's very stressful and difficult especially if raining or poor weather conditions.

I am please asking that you take this into consideration because I am a mother of children and I rely heavily on being able to park outside my address.

it is vital to me and going about my every-day life that I'm able to park outside with young children living at my address. Until I am in a position to move I would kindly ask that I am still able to park outside at least until I move because I was always able to before this proposal was made and it makes a huge difference to me and my children.

**Officer comments:** *The proposed lines are to prevent parking on the inside of the bed, which presents a hazard to drivers travelling in each direction. The length of line has been kept to a minimum and there are no frontages where the lines are proposed.*

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<p>(22) Local Resident, (Bicester, Buckingham Crescent)</p>	<p><b>Buckingham Crescent – Concerns</b></p> <p>Would like to voice a concern. Whilst I absolutely applaud the introduction of this scheme I am also afraid that this does not go far enough as it will just push even more people to park further round and actually along Buckingham Crescent. I have constant problems with parking along the entire street by non-residents. People park here to use the train station, Oxford to Cambridge bus route and even the shops on the other side of Buckingham Road. The Domino Pizza delivery people and people collecting pizzas seem to think that it is perfectly fine to park wherever they like and also people using the Pharmacy.</p> <p>All I am asking is that any intended new parking restrictions should be extended to include Buckingham Crescent to help alleviate the current problem for all residents.</p> <p><b>Officer comments:</b> <i>This is something that could be looked at as a potential future project, though all residents would again need to be consulted.</i></p>
<p>(23) Local Resident, (Bicester, Derwent Road)</p>	<p><b>Parking Restrictions – Concerns</b></p> <p>Regarding double yellow lines being put in place along Dryden avenue, I reside on Derwent and currently park my car across the green on Dryden, just outside of tweed crescent, all the free spaces in the street are taken up so we have nowhere else to park. Would a resident parking scheme allocated to residents be of benefit? Or an allowance on the double yellow line you intend to install to allow for us very close residents? A lot of the cars parked along outside Derwent road and the houses on the little green on Dryden are residents of those particular houses.</p> <p>Within certain hours of the day it is hectic with the school run, then clears again. Having lived in greenwood for 30 plus years a lot of the problem is parents driving children when they live a 5-10 minute walk away.</p> <p>I'm not opposed to anything, just a little bit of thought or a survey? For us residents that live in the houses with no driveways or spaces would be great.</p>
<p>(24) Local Resident, (Bicester, St Ediths Way)</p>	<p><b>Parking Restrictions – Concerns</b></p> <p>I am a resident in St Edith's Way from Danes road/Kennedy road opposite Tubbs Close. I have no issues with the</p>

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	<p>restrictions going ahead my one huge concern is that as the lay-by in front of the field is a public one it will become over used and I will have nowhere to park my car as this has already become more difficult within each lockdown. Public use the lay-by when using the field and also there are households with more than one car per family. I am in and out all day long due to my Key Worker job and need my car to be parked safely and near to my house as possible.</p> <p>So I propose in return for the restrictions that numbers 1-5 St Edith's Way receive an allocated marked parking bay within the lay-by from the start of the lay-by on the right as you drive in to St Edith's Way.</p> <p>If this is not possible I need to ask you for one disabled parking spot at the beginning of the lay-by as my foster daughter and I both have disabilities, struggling with walking far and also carrying shopping from car to house.</p> <p><b>Officer comments:</b> <i>The amount of double yellow lines proposed has been kept to a minimum so as to preserve the maximum number of parking spaces. Unfortunately, it is not possible to allocate individual parking spaces on the highway.</i></p>
<p>(25) Local Resident, (Bicester, Isis Avenue)</p>	<p><b>Parking Restrictions – Concerns</b></p> <p>I agree to the parking restrictions, although this has been an issue for over 20 years it's nice to think that someone is actually looking at this. I would look at making some amendments to your plan. I would say that the double yellow lines should extend past no.73 and the house next door. The residents for these properties have off street allocated parking but they choose to park outside of the property creating a dangerous situation. As for the other end of the double yellow line I'm not aware of people parking in that section however on the opposite side of the road (down the side of 33) lots of vehicles park on this section, parking on to foot path restricting use of the foot path. I would also consider double yellows out the front of no.52 to down the side of no.46 people often park or dump cars here even though they have driveways. Sometimes when coming down the road if cars are parked outside the side of no.46 then cars coming out of that cul-de-sac cannot see you and pull out thinking the road is clear.</p> <p>To make matters worse some people visiting No.60 &amp; 62 often park on the corner on the path outside the houses. This makes it difficult to get past with children as you either need to walk across peoples' gardens or walk on the road which some residents treat as a race track. I think that to ensure this area is safe enough then double yellow lines should be on both sides of the road otherwise you will only end up with cars parked on the public foot path used by many residents.</p>



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<p>(26) Local Resident, (Bicester, Chaucer Close)</p>	<p><b>Parking Restrictions – Concerns</b></p> <p>Can these restrictions be extended to include Browning Drive and Chaucer Close? During school drop off and collection, this area is dangerous.</p> <p>I live in Chaucer Close and am unable to get out of my drive, other residents, some elderly are unable to get their support services as unable to access the houses. Kings Meadow Primary School, Shakespeare Drive. Cars are abandoned rather than parked, double parked, on pavements, on junctions. The council would raise significant income in parking charges, this area alone.</p>
<p>(27) Local Resident, (Bicester, Dryden Avenue)</p>	<p><b>Parking Restrictions – Concerns</b></p> <p>We live at number on Dryden Avenue (Dryden Avenue Cul-de-Sac) and would like to know the relevance of the double yellow lines that will be behind our house.</p> <p>We have two cars and would like to know where we are supposed to park our second vehicle as the yellow lines will affect our present parking behind our house. Will residents be issued with parking permits and extra permits for when we have family visit us?</p> <p>We are just concerned as the parking on Dryden Avenue is very limited and most of us who back onto the Cul-de-Sac have more than one vehicle and have family/friends visit and have never had any trouble with the parking situation in the Cul-de-Sac.</p> <p>The notification states the restrictions will be behind numbers 2-6 on both sides. Does that mean the whole Cul-de-Sac will have double yellow lines? There are white markers on the pavement, is that where the double yellows will end in the mouth of the Cul-de-Sac? Apologies but we're not quite sure where the lines will be and how it will affect us.</p> <p><b>Officer comments:</b> <i>The lines proposed extend 10 metres into the cul-de-sac on both sides to prevent parking on the junction with Dryden Avenue.</i></p>

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<p>(28) Local Resident, (Bicester, Loddon Close)</p>	<p><b>Parking Restrictions – Concerns</b></p> <p>I wish to make the following comments on the proposed parking restrictions for Loddon Close (East). My Position – I occupy a property Loddon Close, am 65+ years old and although find difficulty walking, own a car, which I park in Loddon Close as I do not possess a garage. The car is required as I have a disabled daughter who looks to me for transport and I have occasionally to attend her in emergencies. I have underlying entitlement to Carers Allowance. Another resident of Loddon Close has a Mobility vehicle and parks in Loddon Close (East).</p> <p>My Concerns - If the proposal to double yellow line Loddon Close (East) is carried, I should have difficulty finding an alternative on-road parking space, sufficiently near my property without a difficult walk to it. It appears that the nearest location for such parking would then be the south end of Chalvey Road and outside another property, who would propose that as their normal parking space.</p> <p>I understand the need to keep the highway free, to allow the passage of Emergency Vehicles, and the need not to hinder safe turning into and egress from Loddon Close, from Middleton Stoney Road. I do object to the proposal to extend the double yellow lining more than say thirty (30) feet from the junction with Middleton Stoney Road. This would then leave sufficient space for residents of Loddon Close to park safely and not cause an obstruction. It would also give parking access for Health and Social Care visitors to some elderly residents of Loddon Close.</p> <p>As an alternative – Would you be prepared to provide some parking bays along Loddon Close (East) using a Residents Parking Permit Scheme?</p>
<p>(29) Resident, (Oxford)</p>	<p><b>Buckingham Crescent – Object</b></p> <p>Visibility and road safety is a priority over private use of public space for parking.</p>
<p>(30) Resident, (Woodstock)</p>	<p><b>Parking Restrictions – Object</b></p> <p>I would like to object to the proposal for Hemingway Drive to extend existing restrictions on the west side from Nos. 91 &amp; 93 by 62 metres.</p> <p>I understand the concerns over safety and agree it is of upmost importance but doing so for the full extent on the west</p>

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	<p>side of Hemingway Drive from its junction with Blenheim Drive to Huxley Close will not help local residents, delivery drivers or visitors such as myself. It appears that the yellow lines will be painted all the way from Blenheim drive junction with Hemingway Drive all the way down Hemmingway drive and into Huxley Close. I park on this stretch myself as a regular visitor to the area. I have never seen any inappropriate parking or dangerous parking along this stretch. There are always cars parked along here as there is seldom room anywhere else if visiting or resident in the surrounding area. I completely understand the need to keep the corners of Huxley Close clear of parking so that vision is not restricted when turning into or out of a road, but putting yellow lines all the way along that stretch on Hemmingway Drive seems excessive and unnecessary and will result in actual inappropriate and dangerous parking.</p> <p><b>Officer comments:</b> <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
<p>[A. Support]</p>	
<p>(31) Local Business, (Bicester, Buckingham Crescent)</p>	<p>Parking Restrictions – <b>Support</b> Buckingham Crescent – <b>Support</b></p> <p>I object to the proposals for the wooden bollards, as they will be blocking our staff car park and the replacement dropped curve needs to be provided to Dominos too as the single dropped curve for both shops on our side will mean that Dominos staff will be accessing their shop front via our land. This will impact our terms of the lease as our lease shows parking in front.</p>
<p>(32) Local Resident, (Bicester, Thames Avenue)</p>	<p>Parking Restrictions – <b>Support</b> Buckingham Crescent – <b>Support</b></p> <p>Parking around Bicester is getting so bad that these restrictions will help with parking problems that occur at these locations at the moment. When Shakespeare drive is double yellows at the junction of Blenheim drive it will be even better hopefully in the future as this area is an accident waiting to happen.</p>

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<p>(33) Local Resident, (Bicester, Kennet Close)</p>	<p>Parking Restrictions – <b>Support</b> Buckingham Crescent – <b>Support</b></p> <p>Can be difficult to drive safe with cars parked all over on bad parts of Bicester. However, it does make me wonder where the cars will park after its done, possibly making another road hard to drive on safely</p>
<p>(34) Local Resident, (Bicester, Isis Avenue)</p>	<p>Parking Restrictions – <b>Support</b></p> <p>I support the proposal of double yellow lines on Isis Avenue. It is a dangerous bend in the road. I also find it difficult to get off my driveway as my view is blocked. Myself and my family have had some very near missies. The other problem is that one-bedroom houses have been converted to two bedrooms and families are living in them.</p>
<p>(35) Local Resident, (Bicester, Isis Avenue)</p>	<p>Parking Restrictions – <b>Support</b></p> <p>I am a resident of Isis Avenue and support the painting of lines on the roads to reduce the amount of parking that restricts the view of leaving the cul-de-sacs along the Avenue. From my exit I have a very restricted view to the left and a car parked opposite my junction making it very unsafe. Some vehicles are also parking on pavements preventing walking in a safe manner.</p> <p>My concern is that the vehicles currently parking in these inconsiderate ways will move into the already crowded cul-de-sacs blocking existing driveways and causing residents parking issues.</p>
<p>(36) Local Resident, (Bicester)</p>	<p>Parking Restrictions – <b>Support</b></p> <p>I support the parking restrictions at Tubb Close/ Kennedy Road/ St. Edith's Way and Danes Road. I also support parking restrictions at Villier's Road and Chalvey Road. There are numerous cars parked on or too close to the junctions, causing them to be dangerous as we frequently have to pull out onto the wrong side of the roads.</p>

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<p>(37) Local Resident, (Bicester, Buckingham Road)</p>	<p><b>Buckingham Crescent – Support</b></p> <p>I am pleased to see at last the local residents of Buckingham Crescent are hopefully getting this bad situation of parking sorted out. It has gone on for far too long. I hope you will be able to Police it with all the cuts to authorities I do not have much faith. Yellow lines and time limits are all very well if they are policed. The main offenders here causing problems are Lewis Motors who rents the garage opposite. Domino Pizza who triple park and commuters to Bicester North who do not want to pay the extortionate car park fees. Furthermore, I read in your letter you are concerned about obstructing visibility at junctions and restricting the passage of Traffic. This also applies to the Bus stops on Buckingham Road sitting in the middle of the Buckingham Crescent entry/exit and Cedar Drive and a pedestrian crossing outside 107/109 Buckingham Road where a child was knocked down by a motorist a couple of years ago. Peak times pre Covid there is an Oxford tube coach which sits on stop for up to 5 mins heading south. Also in this time X5 and S5 buses stop to pick up or drop off. At 7.30 in the morning road users are not patient.</p> <p>Unfortunately there will be a death. These bus stops are in a dangerous place. 50 years ago the volume of traffic was much less with much less passenger transport. I am asking please at your next meeting that you discuss that these bus stops are moved to the North between the 2 entrances to the Crescent. The grass areas outside the Coop and opposite could be made into proper bus bays enough to get 2 buses in off the road safely.</p>
<p>(38) Local Resident, (Bicester, Buckingham Crescent)</p>	<p><b>Buckingham Crescent – Support</b></p> <p>While supporting what you are trying to do. What do you intend to do with the rest of Buckingham Crescent as we already suffer from people using our road for parking for the station or parking to work locally no concern for dropped kerbs, we also already have people using the road for parking for the fast food outlets. Is there going to be any form of parking restrictions for us (such as the single yellow you put in other roads locally with no parking for a one hour period in the day, seems to do the job in Brashfield road)</p> <p>Also where you intend to put the one hour parking is used by all the domino drivers and they sometimes double even triple park where they can along there.</p> <p>Who is going to police it as I don't think they are going to take any notice they already park on double yellow lines without a care.</p> <p>I also notice in the plans to do kerbside repairs where cars have been parking on the verges, will that also be</p>

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	<p>extended down the Crescent?</p>
<p>(39) Local Resident, (Bicester, Buckingham Road)</p>	<p><b>Buckingham Crescent – Support</b></p> <p>I wanted to say what a wonderful idea your proposed parking Restrictions in Bicester, on the Buckingham Road, opposite the Gulf garage, KFC and Pizza Hut and on the corner especially, Domino’s pizza, where the parking is often 4 deep. The garage Luis Motors which uses the front of my house to park its own vehicles and its customers, is also a nightmare, I have a driveway outside my house which has a white line across it but it doesn’t stop people from parking on it. I have often spoken to Mr Waine about the grass verge which is frequently damaged by Luis Motors vehicles, often large 4 x 4 and vans. I welcome your parking restrictions with open arms and really hope you will be successful in your efforts.</p>
<p>(40) Local Resident, (Bicester, Buckingham Crescent)</p>	<p><b>Buckingham Crescent – Support</b></p> <p>As residents of Buckingham Crescent my partner and I, are in favour of all of the proposed parking restrictions in Buckingham Crescent/Road for the following reasons:</p> <ul style="list-style-type: none"> <li>- Some of the local businesses in the area have been using the access road as a place to store vehicles, which combined with the vehicles from both staff and customers of other business, restricts access and visibility of the junction(s) thus making it dangerous for drivers and pedestrians.</li> <li>- It is common place to see vehicles parked 3 a breast on the service road, and on occasions totally blocked access to the Buckingham Crescent cul-de-sac.</li> </ul> <p>I have the following questions/concerns:</p> <ul style="list-style-type: none"> <li>- What proposals are there to prevent vehicles being parked further into the already crowded Buckingham Crescent cul-de-sac or further north along the service road towards Toad Hall Day Nursery if the proposed restrictions are put in place?</li> <li>- How are the proposed restrictions going to be enforced?</li> </ul> <p>What measures will be put in place to stop the restrictions from simply being ignored, which commonly happens, for</p>

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	<p>example, on the double yellow lines on sheep street (between The Bell and The Angel public houses) and around the perimeter of market square?</p>
<p>(41) Local Resident, (Bicester, Hemmingway Drive)</p>	<p><b>Parking Restrictions – Support</b></p> <p>With regards to the parking restriction for Lawrence Way, Hemingway Driver and Huxley Close: I would just like to add my approval for the proposal.</p> <p>I live on the corner of Hemingway Drive and Blenheim Drive, where the new traffic restrictions have already been implemented. What I have found recently is where the traffic restrictions end, there has been a mad frenzy to park cars along the side of my house in a tight and compact manner, all the way down to the corner of Hemingway Drive and Huxley close.</p> <p>When reversing off my driveway, I have found it invariably more difficult of late, as the line of cars parked along this area, make it extremely difficult for me to see what is coming in my direction, as the cars approaching me will be on the wrong side of the road, and it is hard for me to see between the parked cars, exactly what danger is approaching.</p> <p>I believe the new restrictions proposed will make it more safe, not just for me, but also the countless children that cross over this area to attend the local school. With the cars parked in a tight and compact manner along this road, the children face difficulty in finding a suitable location to physically cross.</p>
<p>(42) Local Resident, (Bicester, Dryden Avenue)</p>	<p><b>Parking Restrictions – Support</b></p> <p>I live on Dryden Avenue, which backs onto the cul-de-sac at the top of the road near the junction with Shakespeare.</p> <p>Generally, I welcome the proposals - parking is often dangerous on Dryden and visibility is low when pulling out of the cul-de-sac due to cars parked on the corner.</p> <p>However, I would appreciate it if the situation could be monitored after the changes are implemented. The roads are very busy with parked cars at the start and end of the school day, and I'm concerned that double yellows everywhere else will push more parked cars into the Dryden cul-de-sac.</p>

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<p>(43) Local Resident, (Bicester, Kennedy Road)</p>	<p><b>Parking Restrictions – Support</b></p> <p>Following complaints from myself and residents who use these roads on a regular basis regarding the lack of safety due to parking problems, particularly in the Villiers Road and Chalvey Road areas.</p> <p><b>ON STREET PARKING IN VILLIERS ROAD AND CHALVEY ROAD, BICESTER</b></p> <p>I live in Kennedy Road and as Bicester has grown obviously traffic flow has increased substantially. Access to our estate, known as Weston Development, from the Middleton Stoney Road through Chalvey Road and Villiers Road has also increased, not only with residential vehicles but supermarket and building supply delivery lorries.</p> <p>Parking in Villiers Road, and in particular from the garages next to Number 1 along to the junction with the Middleton Stoney Road, continues to cause a serious safety hazard</p> <p>The problem is that vehicles travelling from the estate along Villiers Road towards the Middleton Stoney Road junction cannot see vehicles coming in the opposite direction due to cars parked outside Number 5 Villiers Road, until they are committed to moving into the oncoming lane.</p> <p>The owners of all the parked cars in Villiers Road have been allocated either garages or driveways so their parking on the highway is laziness and causes a dangerous obstruction. However, the owner of Number 2 is running a vehicle breakdown service with sometimes more than 6 vehicles parked on the roads, including a breakdown recovery vehicle and car.</p> <p>Hazard 1 - All cyclists and small wheeled motor bikes cannot travel near the kerb (shown in blue) as the carriageway continues to break up with very large holes appearing on a regular basis.</p> <p>Hazard 2 - When St Edburg's School is fully operational this area is used by parents to take their children to school. The young children cross the road between the row of parked cars and their safety is seriously at risk.</p> <p>Hazard 3 – because the driver didn't see me until he/she came out from behind the parked vehicles, they had to brake violently stopping very close to my front wheel. I would add that this is not the first time that I have had a near miss along this section of highway.</p> <p>I have spoken to my neighbours in Kennedy Road who use this route regularly and they agree that this parking has become one of their major safety concerns when driving in and around Bicester.</p>
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<p>(44) Local Resident, (Bicester, Derwent Road)</p>	<p>Parking Restrictions – <b>No objection</b></p> <p>Having reviewed the proposed changes to the road markings on Dryden Avenue/Tweed Crescent and Severn Close , I have no objections to the proposed new yellow lines.</p> <p>Parking around the school has always been an issue at the start and close of the school day and hopefully this will go a long way to allievating the parking problem,</p>
<p>(45) Local Resident, (Bicester)</p>	<p>Parking Restrictions – <b>Support</b></p> <p>I hope that the addition of double yellow lines will be approved for the areas marked on the attached two maps and are to be implemented. I would also strongly suggest that double yellow lines are also approved and applied to the section of Dryden Avenue opposite Severn Close from Dove Green through to the existing double yellow lines close to Derwent Road (except for the layby between Trent Crescent and Derwent Road). This will then keep the entire 's' bend section of Dryden Avenue clear of parked vehicles at all times, thus making it much safer for pedestrians and vehicles to negotiate this section of Dryden Avenue and the various side turnings safely and with unrestricted views at all times. The new restrictions would obviously need to be strictly enforced at all times but particularly during school drop off and pick up times.</p> <p>Please let me know when these measures have all been approved and implemented or if you require any further information to achieve this important road safety improvement measure.</p> <p>In summary, the health and safety of all local residents, schoolchildren and road users will, in my view, be undoubtedly improved by the application of double yellow lines throughout these potentially very dangerous sections of Dryden Avenue.</p>
<p>(46) Local Resident, (Bicester)</p>	<p>Parking Restrictions – <b>Support</b></p> <p>Please note that I am in favour of the new parking restrictions for Dryden Ave, Tweed Cres &amp; Severn Close as it's</p>

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	<p>becoming increasingly dangerous to drive between Shakespeare Drive &amp; Severn Close at school finishing times. I believe however that these restrictions will literally drive these motorists into nearby roads, which doesn't solve this problem permanently.</p> <p>There is a large grassed area in front of Kings meadow School contained within the perimeter gates. With some thought could this be utilised as a drop off &amp; pick up point for children driven to school?</p>
<p>(47) Local Resident, (Bicester)</p>	<p>Parking Restrictions – <b>Support</b></p> <p>I support the parking restrictions at Tubb Close, St. Edith's Way and Danes Road. I also support parking restrictions at Villiers Road and Chalvey Road.</p>