

Division(s) affected: *Grove and Wantage*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY 2023

WANTAGE – CENTRAL AREA: PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to remove the proposed Taxi Bay in Newbury Street and to approve the remaining measures as advertised:
 - a) the proposed 'Resident Permit Parking Areas' in Grove Street & Stirlings Road,
 - b) the proposed 'No Waiting at Any Time' (Double Yellow Lines) on Grove Street, Church Street, Maryfield, Mill Street, Portway, Stirlings Road, and Post Office Lane,
 - c) the proposed 'Limited Waiting' parking on Church Street, Mill Street, and Wallingford Street, and
 - d) the proposed 'Disabled Persons Parking Bay' on Wallingford Street.

Executive summary

2. In October 2021, The Council, carried out extensive advertising that Civil Enforcement would be undertaken in the District of Vale of White Horse from 1 November 2021.
3. Once enforcement commenced in November it became apparent that residents in Grove Street were being issued with PCNs for parking near their homes. Grove Street and Stirlings Road are subject no waiting at any time and a single yellow line that operates Monday to Saturday 9am to 5pm. As a result, enforcement of the single yellow lines was suspended until a review could be undertaken.
4. A review of the area was undertaken in 2022 along with some other requests received in roads within the town. The County Council has worked with the town council and local councillors to develop proposals (as shown in **Annex 1**), which aim to better manage the demand for retail and residential parking in the centre of Wantage.

5. This report presents responses received to a statutory consultation on the proposals to introduce changes in Wantage, which include the provision for:
 - Resident Permit Parking Area
 - Limited Waiting
 - Disabled Parking Places
 - Taxi Bay

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

7. Funding for the proposed CPZ programme has been provided from the County Council's Capital Programme and from developer contributions.

Equalities and Inclusion Implications

8. No equalities on inclusion implications have been identified in respect of the proposals.

Formal Consultation

9. A public notice was placed in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Wantage Town Council, Vale of White Horse District Council, the local District Councillors, and the two local County Councillors representing the Grove & Wantage division.
10. A letter was sent directly to approximately 1,055 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
11. A total of 21 responses were received via the online survey during the course of the formal consultation, and these are summarised in the tables below:
 - a. New 'Residents Permit Parking Areas' by road of respondent location (Wantage based only):

Proposal	Support	Object	Concerns	No opinion	Total
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Church Street	-	-	1	1	2
Grove Street	3	-	2	-	5
Haywards Close	-	-	1	-	1
Market Place	-	1	-	-	1
Naldertown	1	-	-	-	1
Portway	-	1	-	1	2
Priory Road	1	-	-	-	1
St Marys	-	-	1	-	1
Stirlings Road	1	-	-	-	1
Wallingford Street	1	-	2	-	3
Warmans Close	1	-	-	-	1
Wedmore court	-	-	1	-	1
Wantage Total	8 (40%)	2 (10%)	8 (40%)	2 (10%)	20

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

Proposal	Support	Object	Concerns	No opinion	Total
Grove Street	12	2	1	6	21
Church Street	7	2	5	7	21
Maryfield	4	2	2	13	21
Mill Street	10	1	1	9	21
Portway	8	3	2	8	21
Stirlings Road	8	1	2	10	21
Post Office Lane	5	2	5	9	21

c. New 'Limited Waiting' parking restrictions:

Proposal	Support	Object	Concerns	No opinion	Total
Church Street (M-S/8-6/1hr)	7	4	3	7	21
Mill Street (M-S/8-6/30 mins)	8	3	1	9	21
Wallingford Street (M-S/8-6/30 mins)	8	3	2	8	21

d. New parking restrictions:

Proposal	Support	Object	Concerns	No opinion	Total
Wallingford Street (Disabled parking bay)	4	3	5	9	21
Newbury Street (Taxi bay)	6	1	3	11	21

12. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.
13. Additionally, a further 22 emails were received, with Thames Valley not objecting, Wantage Town Council submitting comments, and the local Parish Church raising concerns. two members of the public objected, 12 raised concerns, and five offered their support.
14. The individual responses are shown in **Annex 2**; copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

15. Thames Valley Police expressed no objection to the proposal.

Grove Street & Stirlings Road:

16. Overall there was support for a scheme in Grove Street and Stirlings Road but there are a number of concerns which can be addressed. One of the main concerns was about some areas where the single yellow lines are to be removed to allow parking by residents. Grove Street and Stirlings Road is to become a Permit Parking Area which is signed at its entry points. The idea of a Permit Parking Area is that residents will manage the parking themselves as it is only the residents and their visitors. Overall the residents have been doing this already outside of the operational hours of the single yellow lines. It is proposed to review the scheme after 6 months and should parking not be managed by the residents we can introduce further yellow lines. In Grove Street and Stirlings Road limited waiting cannot be provided and given the nature of the roads in the area there is no possible location for any bays.
17. Concerns have been raised regarding parking space within the area and costs of the permits. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse. Unfortunately due to the nature of the roads parking space is limited and having a permit does not guarantee a parking space. A basic principle is the costs to operate permit schemes must be met

by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.

Church Street:

18. The proposals for Church Street have support and the controls look to stop inappropriate parking caused by vehicles parking both sides of the road and across accesses outside of the hours of operation for the single yellow lines.
19. A number of concerns were raised around parking in the remaining section of Church and nearby Priory Road. A number of comments were made about the Priory Road becoming residents parking.
20. Priory Road is a narrow residential road that is partly controlled by double yellow lines. Priory Road is outside of the scope of this scheme and would need further work to identify who is parking in the area. The road has little free space due to current parking levels meaning that the changes in Church Street are not likely to affect Priory Road. Priory Road will be considered in future reviews of the town.
21. The remaining section of Church Street will remain as single yellow lines. The Council has not had any reports of traffic movement issues in this area that may have been caused by parking.
22. Some comments were made regarding the closure of Market Place and Church Street's junction with its eastern arm. The proposals have taken into consideration the future plans Market Place. In particular the eastern arm is to become no waiting at any time as it is too narrow to allow parking.
23. The Parish Church raised concerns about parking near to the church and in particular for the elderly. As mentioned the proposals seek to eliminate inappropriate parking particularly as Church Street is not of sufficient width to allow parking on both sides. Single yellow lines which are currently in place in Church Street are kept where it is possible to allow overnight and Sunday parking. The proposals in Church Street also include a limited waiting parking bay close to the museum and church which will allow short term parking for this area. The church is also only a short walk from two car parks. Blue badge holders can park on the yellow lines for 3 hours if it is safe to do so.
24. One objection mentioned that they were concerned about exiting The Cloisters. The parking bay is close to this private access however this should not cause any issues due to the road layout and light traffic.

Mill Street and Wallingford Street:

25. Concerns/objections for the limited waiting bay proposals in Mill Street and Wallingford Street were generally regarding traffic flows. Both locations where the bays are proposed have seen vehicles parked in these locations on a regular basis. These vehicles are blue badge holders or drivers who are popping into a local business. Officers have observed traffic flows in these

areas and no issues were observed with the current parking. The proposals allow for short term and disabled parking which will serve the local businesses. The parking bay will also be available for residents and visitors to stay overnight. No comments or concerns have been raised by the bus operators.

26. Some feedback received suggests that the proposed disabled bays in Wallingford Street should be located outside the post office. This has been considered when the plans were drawn up however it was felt that the disabled bays would be abused if located in this position either by drivers popping into the post office or by deliveries to the post office. The disabled bays are therefore located a short distance away from the post office to ensure that disabled drivers can gain access.

Maryfield:

27. Two comments were received regarding Maryfield with one of the comments asking why Partridge Close has not been included. The Council has not received any reports that the existing controls are not working in Partridge Close. Maryfield is too narrow to accommodate parking on both sides of the road and parking has been taking place on the grass verge which has caused damage. The no waiting at any time is to be implemented along the side of the grass verge to stop inappropriate parking on the verge.

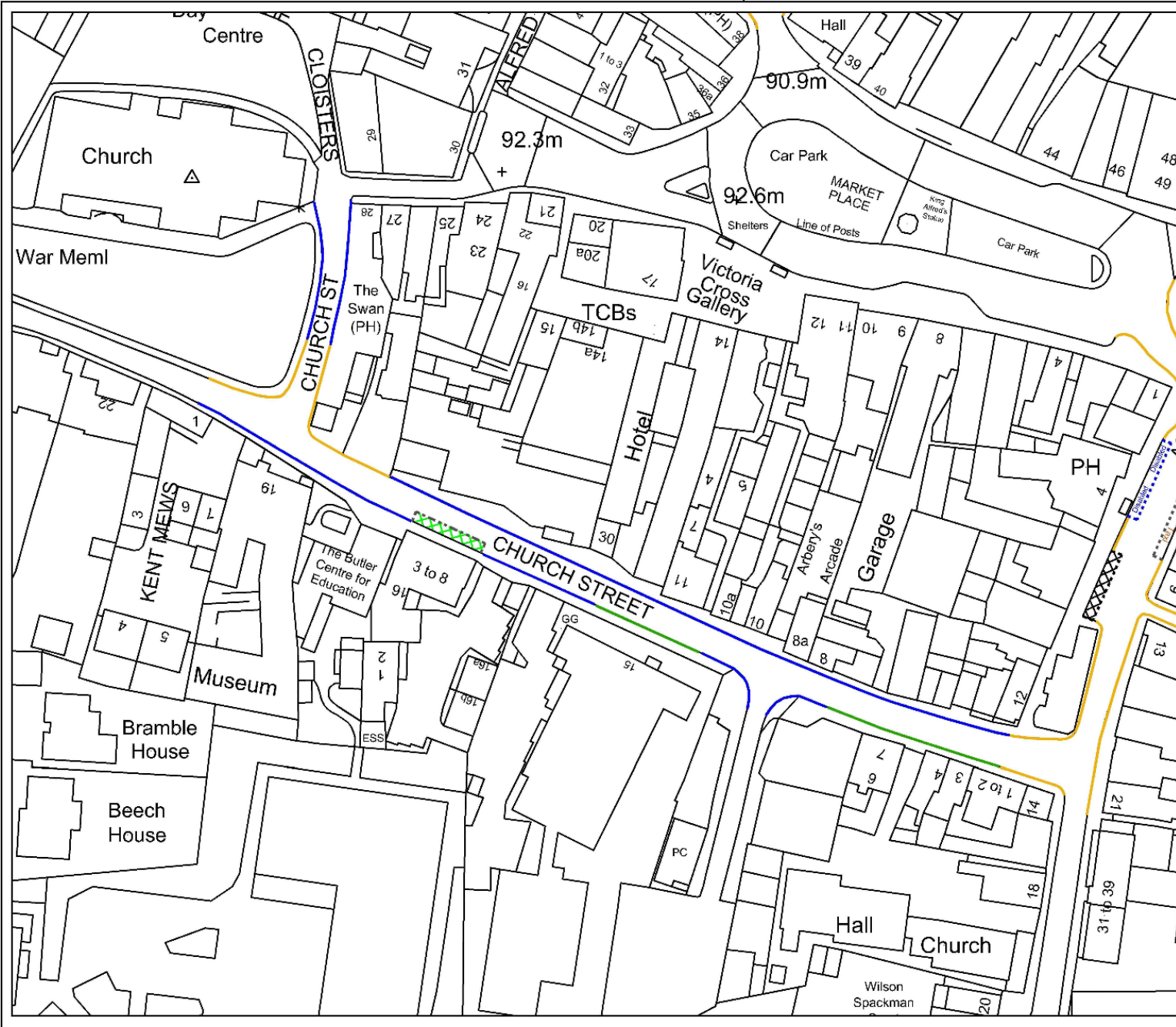
Portway:

28. A response suggests that residents of Portway should have more parking provided rather than curtailed. A scheme similar to Grove Street should be considered. The proposal for Portway is to add a stretch of no waiting at any time to improve access to the Town's car park. No previous requests have been received regarding residents parking in this area and is outside of the scope of these proposals.


Newbury Street:

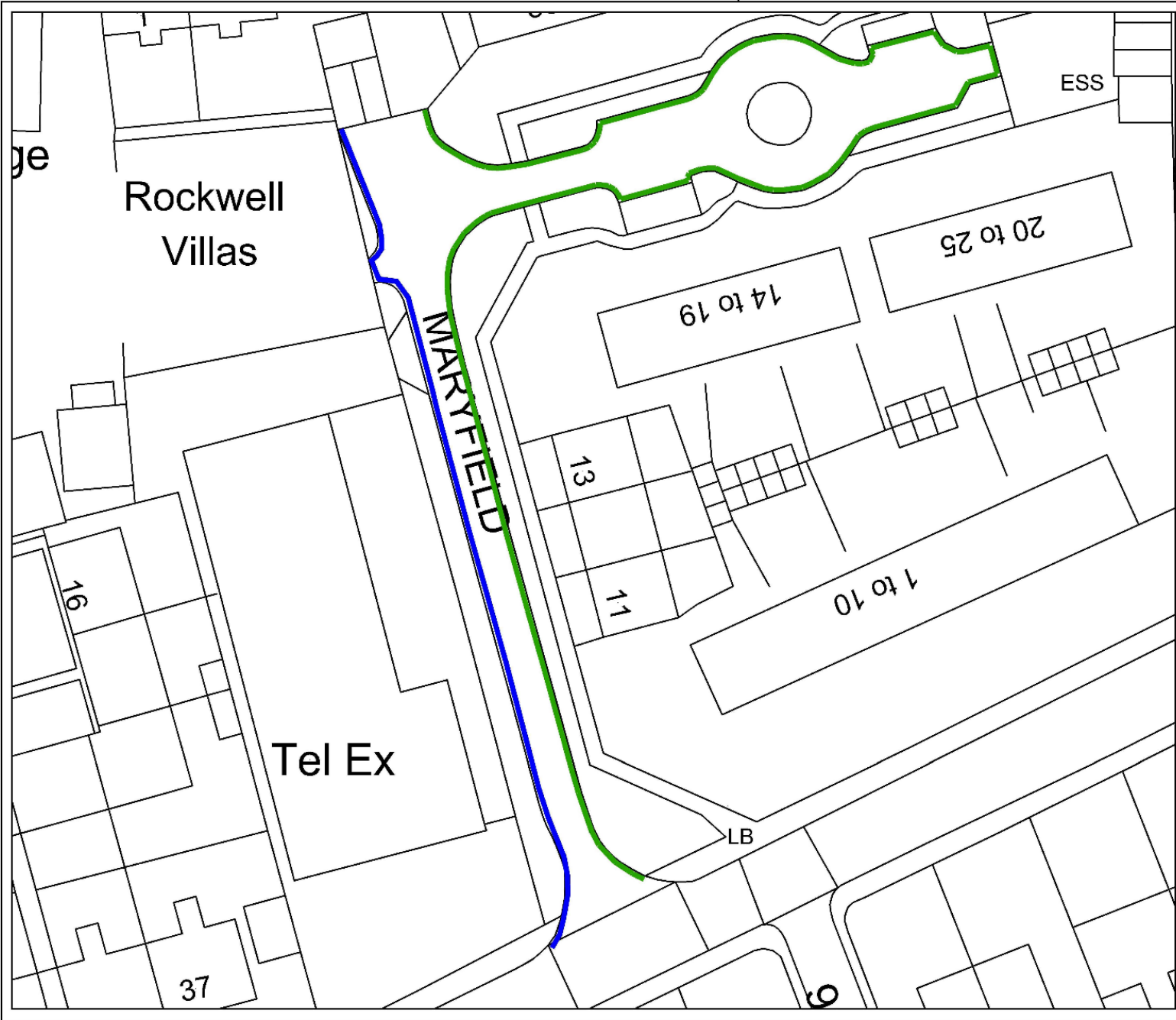
29. A request was received from the Town Council for a taxi bay in Newbury Street. The proposal was agreed with the Town Council prior to the Order being published.
30. A number of other comments were made by respondents who were concerned about the availability of the bay due to people picking up food from the local take aways.
31. In the Town Council's response, they have asked for this taxi bay to be located in a different location in Newbury Street. This change would not be considered as minor and a new Order would need to be advertised.
32. As a result of the comments received and the Town Council's request it is recommend that the proposed taxi bay is removed from this Order. A revised location can be considered and consulted upon once the proposals for Market Place are finalised.

Drawing No.	WA/2022/04	Revision	0		
<p>Key</p> <p>Existing</p> <p>No Waiting At Any Time</p> <p>Proposed</p> <p>No Waiting Mon to Sat 8am to 6pm</p> <p>No Waiting At Any Time</p> <p>Limited Waiting Mon to Sat 8am to 6pm 1 hour no return for 1 hour</p>					
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IF APPLICABLE TO THE ABOVE, PROVIDE THE FOLLOWING INFORMATION IN THE TABLES BELOW. DETAIL ON THE DRAWING, NOTE THE FOLLOWING SIGNIFICANT TRIGGER RISKS</p> <p>CONSTRUCTION [ENTER 'NONE' IF APPLICABLE]</p> <p>MAINTENANCE/CLEANING [ENTER 'NONE' IF APPLICABLE]</p> <p>USE [ENTER 'NONE' IF APPLICABLE]</p> <p>DECOMMISSIONING/DEMOLITION [ENTER 'NONE' IF APPLICABLE]</p> <p>© Crown Copyright and Database rights 10023945 2017</p>					
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<p>Project title</p> <p>Wantage Waiting Restriction Proposals</p>					
<p>Drawing title</p> <p>Proposed Waiting Restrictions Church Street</p>					
<p>Drawing Status</p> <p>Proposed</p>					
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1:1000	JC	JW	JW		
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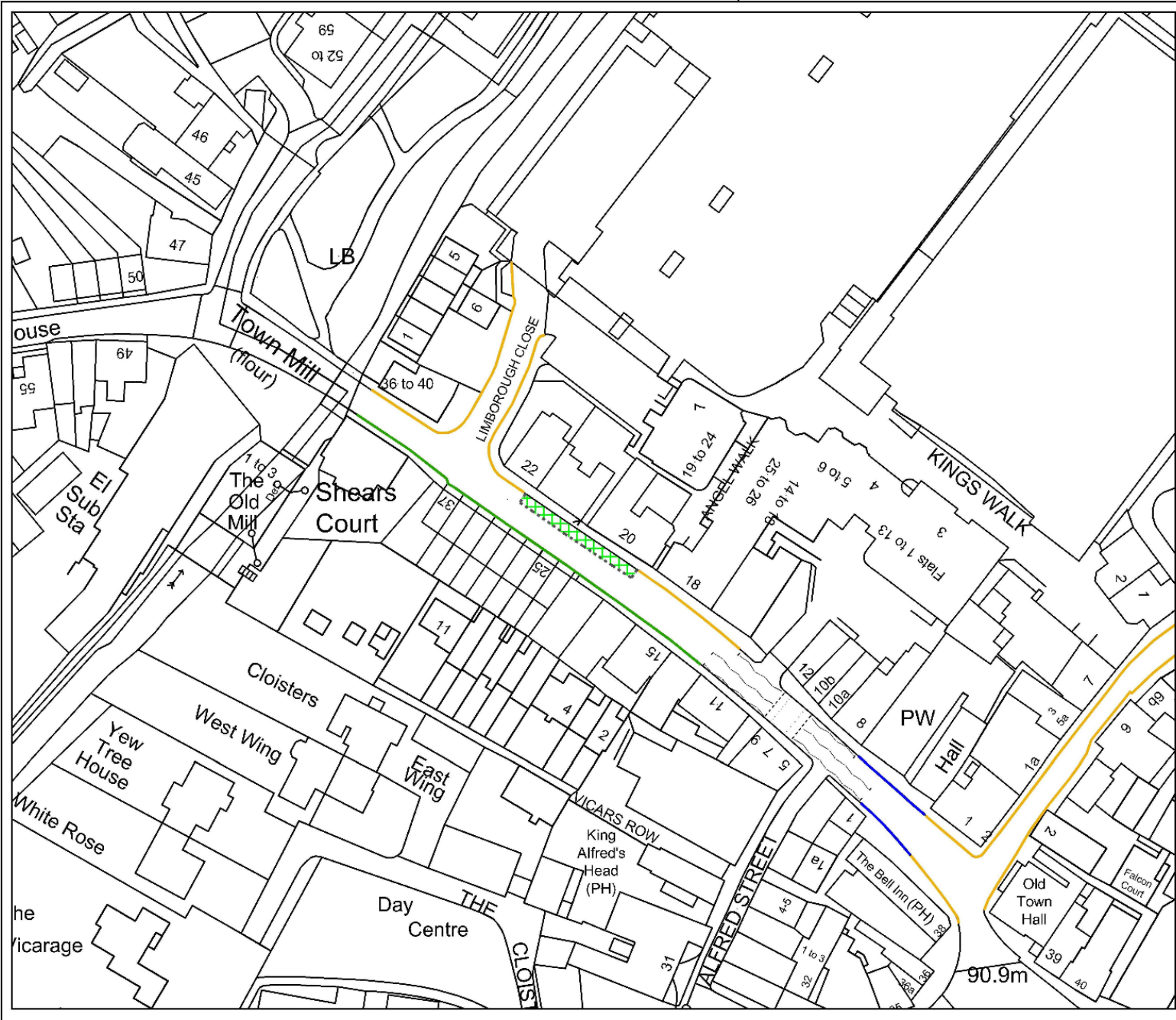
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Proposed No Waiting At Any Time			
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Project title Wantage Waiting Restriction Proposals			
Drawing title Proposed No Waiting at Any Time Maryfield			
Drawing Status Proposed			
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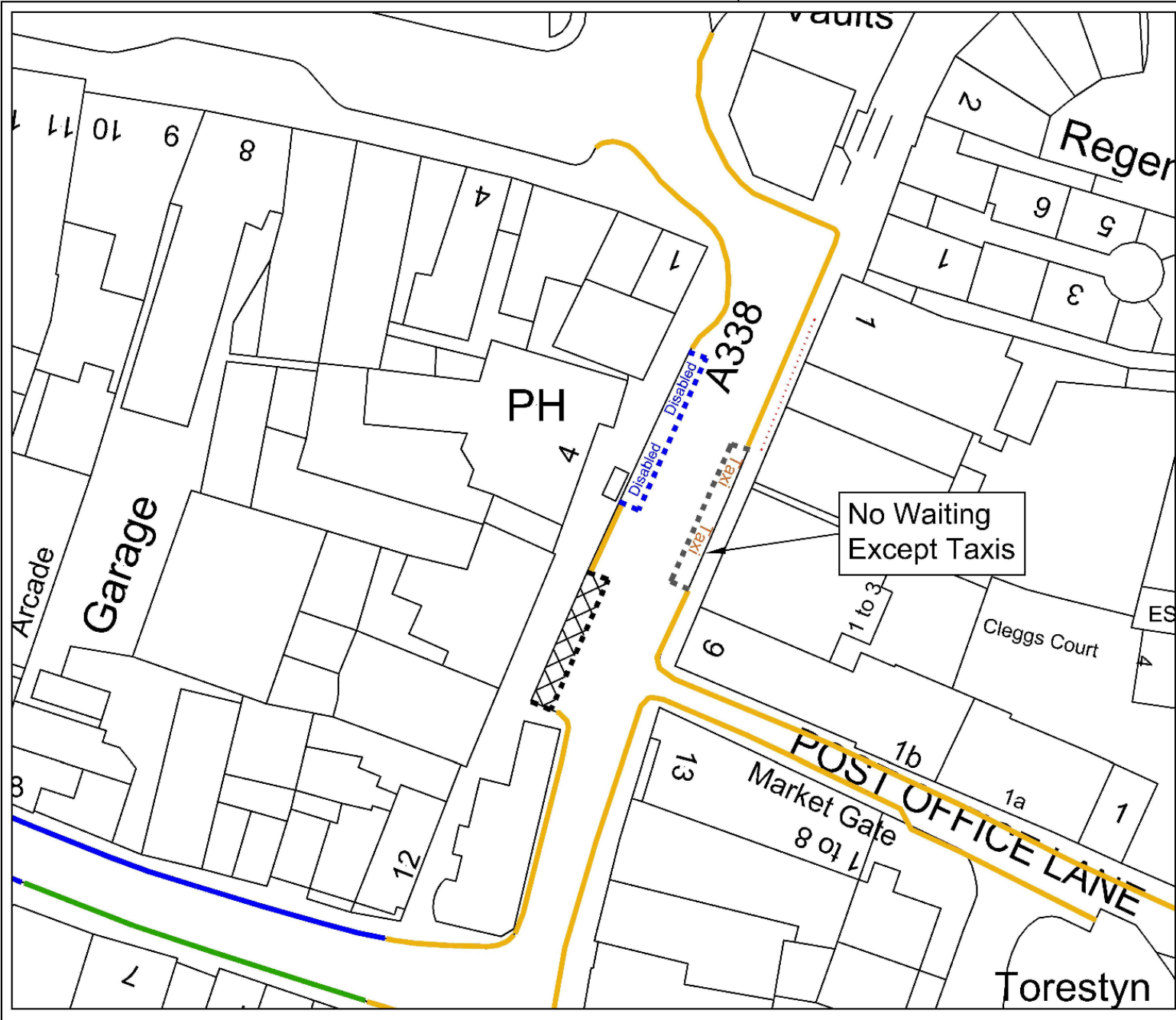
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Drawing No.	WA/2022/08	Revision	0		
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	No Loading At Any Time				
	Limited Waiting Parking				
Proposed					
	No Waiting Except Taxis				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
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Project title					
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Drawing title					
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Drawing Status					
Proposed					
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Revision 0					



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Drawing No. WA/2022/06 Revision 0

Key

-  Existing
No Waiting
At Any Time
-  No Waiting
Mon to Sat
8am to 6pm
-  Limited Waiting
Parking Bay
-  Proposed
No Waiting
At Any Time

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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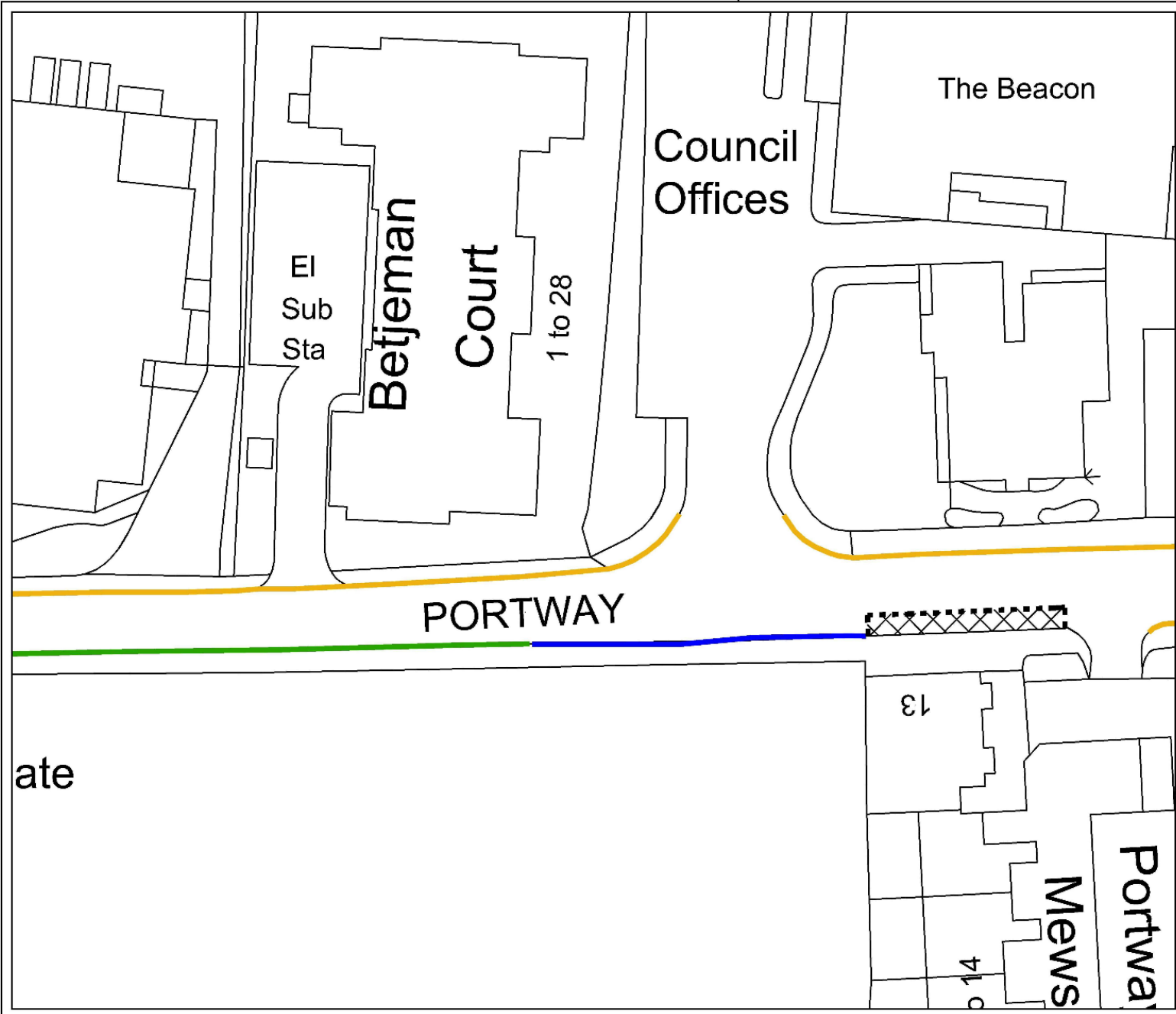
Project title
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Drawing title
Proposed No Waiting At Any Time Portway

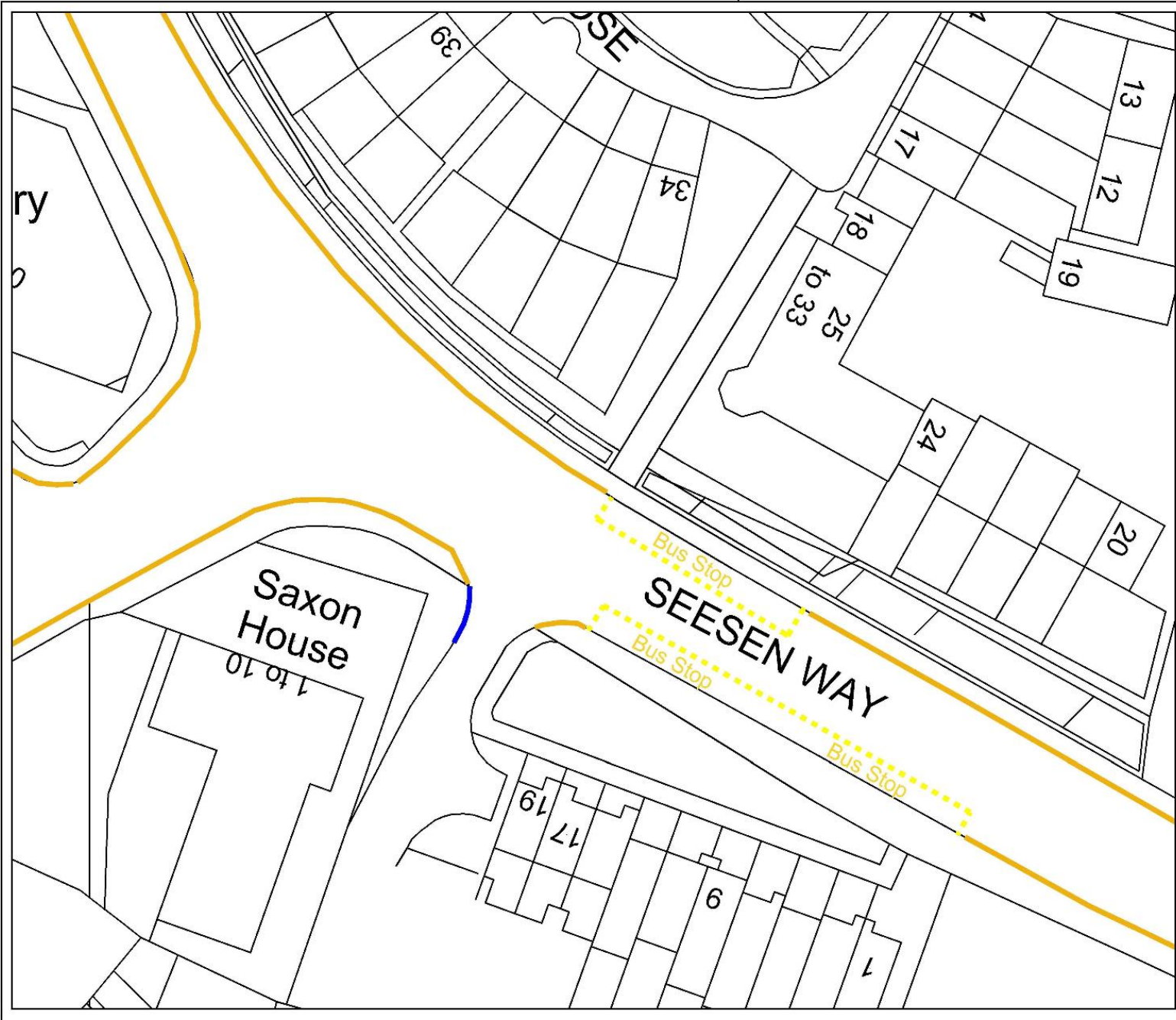
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Date issue: 3 Oct 2022	Date checked:	Date approved: 3 Oct 2022	

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Drawing No. WA/2022/06 Revision 0



Drawing No.	WA/2022/07	Revision	0
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A. Statutory consultees

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – As this area is now subject of Civil Parking Enforcement these new restrictions place no burden on the Police.
(2) Wantage Town Council	<p>Comments</p> <p>Grove Street - Residents without off street parking should be given priority to permits.</p> <p>Maryfield - Agree to the changes. Especially the extension of no waiting to garages behind Rockwell Villas as the car showroom currently use this area to wash vehicles creating problems for residents as well as noise, flooding and foul water into drains.</p> <p>Mill Street - Limited waiting area should extend to the boundary of the Zig-Zag pedestrian crossing lines.</p> <p>Newbury Street - Could the taxi rank be located in the limited waiting marked bays?</p> <p>Portway - Agree with the proposal</p> <p>Stirlings Road - Agree with the proposal</p> <p>Wallingford Street - Disabled spaces would be better located at the opposite end of the limited waiting area to be nearer the post office.</p>

B. Online responses

RESPONDENT	COMMENTS
(3) Local resident/Member of public, (Wantage, Market Place)	<p><u>Residents Permit Parking Area:</u> Object</p> <p>The plan contains no allowance for residents of Market Place to be able to park their cars.</p>

	<p>Often people on the mention streets, who are being catered for, park in Market Place but under these plans we would be unable to park there. Please include allowances for Market Place residents to be able to park.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Object, Church Street: Object, Maryfield: Object, Mill Street: Object, Portway: Object, Stirlings Road: Object, Post Office Lane: Object</p> <p>Does not provide Market Place residents with parking</p> <p><u>'Limited Waiting':</u> Church Street: Object, Mill Street: Object, Wallingford Street: Object</p> <p>Market Place residents need a place to park also</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Object, Newbury Street (Taxi bay): Object</p> <p>Market place residents need parking</p>
<p>(4) Local resident/Member of public, (Wantage, Portway)</p>	<p><u>Residents Permit Parking Area:</u> Object</p> <p>Resident's parking along Portway should be improved rather than curtailed. A model similar to that proposed on Grove Street and Stirlings Road would be appropriate.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: No opinion, Church Street: No opinion, Maryfield: No opinion, Mill Street: No opinion, Portway: Object, Stirlings Road: No opinion, Post Office Lane: No opinion</p> <p>Resident's parking along Portway should be improved rather than curtailed. A model similar to that proposed on Grove Street and Stirlings Road would be appropriate. Traffic calming measures should also be applied as vehicles are constantly exceeding speed limits.</p> <p><u>'Limited Waiting':</u></p>

	<p>Church Street: No opinion, Mill Street: No opinion, Wallingford Street: No opinion</p> <p>None</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p> <p>None</p>
<p>(5) As a business, (Wantage, Wallingford Street/ Partridge Close)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>I am chairman of Wantage Chamber and local business owner. Some aspects are good but double yell lines in proposed MARYfield and others will not work</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: Support, Maryfield: Object, Mill Street: Support, Portway: Support, Stirlings Road: Support, Post Office Lane: Support</p> <p>Maryfield is a quiet area not congested and regular workers carefully park there. If this is ticketed some people will be forced to move areas to work</p> <p><u>'Limited Waiting':</u> Church Street: Object, Mill Street: Support, Wallingford Street: Support</p> <p>Wallingford Street and Mill Street can cope with limited waiting as currently cars are parked there all day. This will allow n=more footfall to the town centre and local businesses.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Object, Newbury Street (Taxi bay): Support</p> <p>We have too many empty disabled bays in Wantage already</p>

<p>(6) Local resident/Member of public, (Wantage, Grove Street)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>I support most of the proposal but I see a serious practical problem in proposing parking on BOTH sides of Grove Street between Nos. 47 & 61 because the street is not wide enough for parking on both sides: I measured it at 485cm wide from kerb to kerb.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: No opinion, Maryfield: No opinion, Mill Street: No opinion, Portway: No opinion, Stirlings Road: No opinion, Post Office Lane: No opinion</p> <p>I support the no waiting at any time parking restriction in Grove Street because it is a narrow street that needs these areas for vehicles to turn and manoeuvre.</p> <p><u>'Limited Waiting':</u> Church Street: No opinion, Mill Street: No opinion, Wallingford Street: No opinion</p> <p>There is no limited waiting proposed in Grove Street so I have no concerns.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p> <p>I do not live in either Wallingford Street or Newbury Street so I give no opinion.</p>
<p>(7) Local resident/Member of public, (Wantage, Grove Street)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>Resident parking is desperately needed on Grove Street and I am generally in support of the proposals. I have a couple of concerns with regards to the proposal drawing WA/2022/01 as follows:</p> <ol style="list-style-type: none"> 1. The keep clear area at the junction with Stirlings Road (by The Wheatsheaf) is shorter than the current road markings which stop outside number 41. The current keep clear area is only just big enough to allow a large car to turn the corner - larger vehicles still struggle to get round the corner and so there is really no room to reduce the current size of the keep clear zone.

	<p>2. The plan indicates that parking will be permitted into the parking head at the end of the road. This end of the road is a dead end and space is required to turn around. Allowing parking into the parking head will make this difficult.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: No opinion, Maryfield: No opinion, Mill Street: No opinion, Portway: No opinion, Stirlings Road: No opinion, Post Office Lane: No opinion</p> <p>I am in support of this as long as it going to be fully enforced. Cars often park on the double yellow lines outside number 21 (where the road narrows) making it difficult for traffic to drive up the road.</p> <p>The driveway entrance between Cartridge UK and The Cutting Bar is often obstructed by vehicles parking on the existing double yellow lines - there are occasions where vans are parked directly opposite the entrance, with another directly adjacent to The Cutting Bar, leaving no room to swing round the corner. Because of the buildings either side, a large area is needed to swing round into the gap. This area is often also used as a stopping zone for people to use the cashpoint on the side of Sainsbury's or 'pop to the shop'. As the existing double yellow lines are not seen as a deterrent, I wonder if it would be worth considering hashing this area.</p> <p><u>'Limited Waiting':</u> Church Street: No opinion, Mill Street: No opinion, Wallingford Street: No opinion</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p>
<p>(8) Local resident/Member of public, (Wantage, Haywards Close)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>GROVE STREET AND STIRLINGS ROAD I Cannot understand why the No Waiting at any time (NWAAT) has been retained on the cul de sac road to the right of the former Wheatsheaf PH (28 & 28A) and outside nos 24.26,30. The road is one way and not been accessible since Seesen Way was opened! In STIRLINGS ROAD and LITTLE LANE, no waiting yellow lines have not been correctly painted and finished , making the law un-enforceable in their present state.</p> <p>PORTWAY. OK</p>

MILL STREET. OK

CHURCH STREET OK, but may be impacted should there be a decision to pedestrianise the West end of the Market Square.

PRIORY ROAD. No mention in the plan, and the yellow lines need repainting.

WALLINGFORD STREET. OK although the disabled parking is at the furthest point (32-36) from Rowes/Post Office. There is no inclusion of Partridge Close in this map even though there are single yellow lines and resident only signs in the road. (which are used by people dropping off and picking up from the nursery school at on the corner.

MARYFIELD Why has this been included at the exclusion of Partridge Close (which is closer to the town than Maryfield)?

NEWBURY STREET The proposed taxi rank outside no 7 (Domino Pizza) could be problematical as currently delivery drivers for Domino's are regularly parked there. Also the proposed planning application for the former NatWest Bank (No 1) to be converted to another Pizza Takeaway is going to present problems.

GARSTON LANE. Not included in this order but parking restrictions are still in force with the yellow lines needing repainting. I am also concerned about the number of in town workers cars now starting to park in Haywards Close. Once the parking restrictions are (if ever) enforced where are the displaced cars in the centre of Wantage going to park?

SPRINGFIELD ROAD & MARY SHUNN WAY - PROPOSED WAITING RESTRICTIONS. On 13 October 22 the Cabinet Member for Highways recommended the approval of NWAAT in Springfield Road and Mary Shunn Way. This is an example of the lack of forethought by the planning dept. as it was obvious this was going to be a problem from the outset. Of course the only support for this plan were the residents In Mary Shunn Way (who have only recently moved in on completion) at the expense of the residents of Springfield Road where the houses have been since Edwardian times.

Monitoring of car parking in Wantage. I have been monitoring the car parking in Wantage since March 2021 and there is a shortage of parking in town further reduced with the introduction of the EV charging points in the Beacon car park (12 EV points which reduces the overall parking by 18 spaces, as you can only park in the EV points while charging your vehicle). There are only 180 council controlled parking spaces in Wantage. There has been a nett loss since the Kings Park development (39 spaces) given up by VOWHDC at the time to allow the development to proceed. At the

time when Kings Park opened there was no time limit for parking in Kings Park. Now there is a time limit for shoppers use only. Since then the population of Wantage and Grove has increased by 14%. It appears to me that the problem is just being kicked down the road and we will reap the rewards of this policy in the years to come!

No Waiting at Any Time' (Double Yellow Lines):

Grove Street: Concerns, Church Street: Support, Maryfield: Concerns, Mill Street: Support, Portway: Support, Stirlings Road: Concerns, Post Office Lane: Concerns

GROVE STREET AND STIRLINGS ROAD I Cannot understand why the No Waiting at any time (NWAAT) has been retained on the cul de sac road to the right of the former Wheatsheaf PH (28 & 28A) and outside nos 24.26,30. The road is one way and not been accessible since Seesen Way was opened! In STIRLINGS ROAD and LITTLE LANE, no waiting yellow lines have not been correctly painted and finished , making the law un-enforceable in their present state.

PORTWAY. OK

MILL STREET. OK But THE WHARF is not included so assume the restrictions there will remain in force.

CHURCH STREET OK, but may be impacted should there be a decision to pedestrianise the West end of the Market Square.

PRIORY ROAD. No mention in the plan, and the yellow lines need repainting.

WALLINGFORD STREET. OK although the disabled parking is at the furthest point (32-36) from Rowes/Post Office. There is no inclusion of Partridge Close in this map even though there are single yellow lines and resident only signs in the road. (which are used by people dropping off and picking up from the nursery school at on the corner.

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SPRINGFIELD ROAD & MARY SHUNN WAY - PROPOSED WAITING RESTRICTIONS. On 13 October 22 the Cabinet Member for Highways recommended the approval of NWAAT in Springfield Road and Mary Shunn Way. This is an example of the lack of forethought by the planning dept. as it was obvious this was going to be a problem from the outset. Of course the only support for this plan were the residents in Mary Shunn Way (who have only recently moved in on completion) at the expense of the residents of Springfield Road where the houses have been since Edwardian times.

MONITORING OF CAR PARKING IN WANTAGE. I have been monitoring car parking in Wantage since March 2021 and there is a shortage of parking in town further reduced with the introduction of the EV charging points in the Beacon car park (12 EV points which reduces the overall parking by 18 spaces), as you can only park in the EV points while charging your vehicle. There are only 180 council controlled parking spaces in Wantage. There has been a nett loss since the Kings Park development (39 spaces) given up by VOWHDC at the time to allow the development to proceed. At the time when Kings Park opened there was no time limit for parking in Kings Park. Now there is a time limit for shoppers use only. Since then the population of Wantage and Grove has increased by 14%. It appears to me that the problem is just being kicked down the road and we will reap the rewards of this policy in the years to come!

LACK OF ENFORCEMENT. From the monitoring I have been carrying out since March 2021 the parking enforcement to date has been erratic and inconsistent. On the majority of days there has been a nett deficit of parking spaces available if all the illegally parked cars were to use the council controlled parking. This begs the question as to where these cars are going to park? Already there is a creep in cars parking in other residential roads away from the town centre. Many of these cars are parked by people who work in the town centre. The introduction of parking restriction in Springfield Road highlights this problem. Overall it will affect the vitality and viability of the town.

'Limited Waiting':

Church Street: Support, Mill Street: Support, Wallingford Street: Concerns

WALLINGFORD STREET. The disabled parking spaces allocated to 32-36 would be better placed nearer Rowses/Post Office (no 20).

	<p>PARTRIDGE CLOSE. Not included although there are parking restrictions in force (although the lines need repainting.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Concerns, Newbury Street (Taxi bay): Concerns</p> <p>WALLINGFORD STREET. As previously commented the disabled parking bays would be better suited nearer (no 20) Rowes/Post office rather than the proposed location (no 32-36)</p> <p>NEWBURY STREET. The proposed taxi rank outside no 7 (Domino Pizza) could be problematical as currently delivery drivers for Domino's are regularly parked there. Also the proposed planning application for the former NatWest Bank (No 1) to be converted to another Pizza Takeaway is going to present problems.</p>
<p>(9) Local resident/Member of public, (Wantage, St Marys)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>Areas where permit parking is required should have 30 minutes to 1 hour non-resident parking available as well Areas such as Mill St and Newbury St before Post Office Lane where parking could cause blockages, should be set down/pick up only (limited to 10/15mins, so that people can run into a shop e.g the mix/dominos to collect their order but not park there for a long period of time)</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Object, Church Street: Support, Maryfield: No opinion, Mill Street: Concerns, Portway: Support, Stirlings Road: Support, Post Office Lane: Concerns</p> <p>Areas where there are businesses should have pick up/drop off parking so that customers can enter the business quickly to pick up orders If there was 'no waiting' limits in Grove St, where would the residents park? If this becomes the case they should be allocated a local space (e.g. in the car park under Sainsbury's)</p> <p><u>'Limited Waiting':</u> Church Street: Support, Mill Street: Support, Wallingford Street: Support</p> <p>If the limited waiting is for the use of the local businesses that is great</p>

	<p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Concerns, Newbury Street (Taxi bay): Support</p> <p>Wallingford street seems a bit unsafe for disabled parking, maybe it would be better to have a bay open one of the side streets around there instead</p>
<p>(10) As a business, (Wantage, Wallingford Street)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>My concern is to the potential congestion on Wallingford Street. Motorists ignore the current restrictions in place on this street and this already causes a problem with the flow of traffic into the town square in particular with the buses. It is hard for them to navigate the street with the vehicles parked on the left hand side of the street. There is often altercations between bus drivers and other vehicle owners. And sometime damage to vehicles parked along the street due to the drivers squeezing along the road.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: Support, Maryfield: Support, Mill Street: Support, Portway: Support, Stirlings Road: Support, Post Office Lane: Support</p> <p>These areas are for residents and need to be available for them. Also these are often areas of high traffic therefore need to be kept clear to allow a free flow.</p> <p><u>'Limited Waiting':</u> Church Street: Concerns, Mill Street: Object, Wallingford Street: Object</p> <p>See previous comments</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Object, Newbury Street (Taxi bay): Support</p> <p>Taxi rank is needed. The town centre disable parking in place is enough to support the town</p>

<p>(11) Local resident/Member of public, (Wantage, Wedmore Court)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>I have concerns regarding congestion and potential conflict in Newbury street if the taxi rank proposal goes ahead. This area is already suffering with congestion from cars being illegally parked for collection or delivery of food from the local restaurants. If the council can solve this issue first, then I will have no objection to the taxi rank.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: Support, Maryfield: Support, Mill Street: Support, Portway: Support, Stirlings Road: Support, Post Office Lane: Support</p> <p>Nuisance parking needs to be stopped, this is a good start. Let's hope it can be policed.</p> <p><u>'Limited Waiting':</u> Church Street: Support, Mill Street: Support, Wallingford Street: Support</p> <p>A good idea</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Concerns, Newbury Street (Taxi bay): Concerns</p> <p>These areas are prime parking spots for people collecting their dinner in the evening. Although I agree with the proposals, I fear these spots will continue to be used for this purpose. There is a blatant disregard for parking restrictions in this town and motorists do not care about what's right or wrong. For many years there has been a very limited amount of parking fines handed out, so drivers continue to park irresponsibly. I can see potential conflict with taxi drivers attempting to go about their business when the rank is being used by lazy diners collecting their dinner. Let's create a zero tolerance attitude to illegal parking first? The longer these drivers get away with blocking the road the more they will feel that they are entitled to do it.</p>
<p>(12) Local resident/Member of public, (Wantage, Church Street)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p>

	<p>We live on the South side of Church Street opposite the Church. It is the narrowest part of the road by far and it is often difficult and sometimes impossible for larger vehicles to pass because cars park on the single yellow line on this section of the road. The proposals appear not to address this issue as they only refer to restrictions on the North side of Church Street. This is a concerning and irrational proposal for this end of Church Street as no car would ever park on the North side on this section as that would either be against the churchyard wall and therefore</p> <p>Impossible for the driver to leave the car or else by the time the car left sufficient space to open the drivers door the entire road would be impossible to pass by any road vehicle even if it mounted the pavement. I do not understand why this section of road is not made “no waiting at any time” on both sides of the road. I apologise if I have misunderstood the proposal but my wife and I have read it several times to clarify our understanding.</p> <p><u>No Waiting at Any Time’ (Double Yellow Lines):</u> Grove Street: No opinion, Church Street: Concerns, Maryfield: No opinion, Mill Street: No opinion, Portway: No opinion, Stirlings Road: No opinion, Post Office Lane: No opinion</p> <p>As above.</p> <p><u>‘Limited Waiting’:</u> Church Street: Concerns, Mill Street: No opinion, Wallingford Street: No opinion</p> <p>We live on the South side of Church Street opposite the Church. It is the narrowest part of the road by far and it is often difficult and sometimes impossible for larger vehicles to pass because cars park on the single yellow line on this section of the road.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p>
<p>(13) Local resident/Member of public, (West Hanney, St James Way)</p>	<p><u>Residents Permit Parking Area:</u> Concerns</p> <p>My understanding is that there is a plan to introduce double yellow lines in Church Street on the South Side outside the retirement home. This would be a mistake I feel as many of the residents are infirm and need to be collected as close to the entrance as possible when going out by car. At least a few disabled spaces could be practice?</p>

	<p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: No opinion, Church Street: Concerns, Maryfield: No opinion, Mill Street: No opinion, Portway: No opinion, Stirlings Road: No opinion, Post Office Lane: No opinion</p> <p>See response to part Part 3</p> <p><u>'Limited Waiting':</u> Church Street: Concerns, Mill Street: No opinion, Wallingford Street: No opinion</p> <p>As above.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p>
<p>(14) Local resident/Member of public, (Wantage, Grove Street)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>It's a difficult situation where custom and practice has built up over decades which conflict with the actual parking restrictions that are in place. The local residents are very good at understanding the challenges and work with each other to facilitate parking for as many as possible. The introduction of a residents' parking scheme will change that, not least by reducing the number of spaces that are available but it seems a pragmatic and realistic way of addressing the challenges and the plans look good. It will be important to regularly enforce the scheme when in place.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: No opinion, Maryfield: No opinion, Mill Street: No opinion, Portway: No opinion, Stirlings Road: No opinion, Post Office Lane: No opinion</p> <p>Resident of Grove Street and the idea of removing parking from this residential street is very concerning for everyone here - a resident's parking scheme seems the only way to solve this.</p> <p><u>'Limited Waiting':</u> Church Street: No opinion, Mill Street: No opinion, Wallingford Street: No opinion</p> <p><u>Parking restrictions:</u></p>

	<p>Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p>
<p>(15) Local resident/Member of public, (Wantage, Grove Street)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>I live in Grove Street and I have to rent a parking space which is costly as I am unable to park due to people using the street for free parking</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: Support, Maryfield: Support, Mill Street: Support, Portway: Support, Stirlings Road: Support, Post Office Lane: Support</p> <p>There is plenty of parking in shop/council car parks</p> <p><u>'Limited Waiting':</u> Church Street: Support, Mill Street: Support, Wallingford Street: Support</p> <p>To help the flow of traffic</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Support, Newbury Street (Taxi bay): Support</p> <p>To stop people parking wherever they feel like it</p>
<p>(16) Local resident/Member of public, (Wantage, Grove Street)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>Parking in central Wantage will be greatly simplified, particularly for residents. The proposals should also ensure better traffic flow in the covered streets.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u></p>

	<p>Grove Street: Support, Church Street: No opinion, Maryfield: No opinion, Mill Street: Support, Portway: No opinion, Stirlings Road: Support, Post Office Lane: No opinion</p> <p>The narrow sections of Grove Street and Stirlings Road should be kept clear for emergency vehicles, and Mill Street for traffic flow.</p> <p><u>'Limited Waiting':</u> Church Street: No opinion, Mill Street: Support, Wallingford Street: Support</p> <p>Many cars use parking in these streets to collect food from local takeaway restaurants. This usage should be covered by the proposal.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p>
<p>(17) Local resident/Member of public, (Wantage, Naldertown)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>I am in full support of the applications to place road marking for restricted parking in Wantage. However i would point out that it doesnt matter how many lines you paint if the enforcement is not there. We only see a parking enforcement office once every 2-4 weeks, disabled parking in particular is abused by non blue badge holders which causes severe issues to those drivers in particular, non blue badge holders seem to feel that blue badge holders dont go out at night as almost all of these parking spaces are taken up by vans and cars not displaying blue badges.</p> <p>Enforcement is the key to parking control and should be done on a daily basis, i am concerned in particular with the disabled parking as my wife is a blue badge holder and requires the extra space provided for getting her mobility wheelchair and scooter out of the vehicle, regularly we have to wait for the non blue badge holders to arrive and rather than apologies my wife will tend to get abuse.</p> <p>Please enforce on daily basis and this would also bring much needed revenue to you.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: Support, Maryfield: Concerns, Mill Street: Support, Portway: Concerns, Stirlings Road: Concerns, Post Office Lane: Concerns</p>

	<p>the roads as listed above are busy roads, we now have buses coming down some of these roads with the obvious issues caused.</p> <p>there is plenty of car parking parks in Wantage so to block the key roads is not required</p> <p><u>'Limited Waiting':</u> Church Street: Object, Mill Street: Concerns, Wallingford Street: Concerns</p> <p>Church street is a nightmare especially when the postal workers illegally park their cars on the pavements outside the post office, the road narrows at this point and becomes a single track road, mill street and wallingford street are busy roads most of t</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Support, Newbury Street (Taxi bay): No opinion</p> <p>as explained earlier i have a personal interest in disabled parking so the more spaces the better, with regards to taxi parking i dont have an opinion</p>
<p>(18) Local resident/Member of public, (Wantage, Priory Road)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>The proposals (as long as there is effective enforcement) will help to improve traffic flow as well as making life easier for residents in the proposed areas of residents parking.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: Concerns, Maryfield: Support, Mill Street: Support, Portway: Support, Stirlings Road: Support, Post Office Lane: Support</p> <p>On the south side of Church Street, from the entrance to the Beacon car park to outside the Butler Centre for Education, I think that the proposed stretches of no waiting at any time should be no waiting Mon-Sat 8am-6pm. This would allow parking for those attending the Methodist Church and Parish Church on Sundays, and for evening events at these churches and the Beacon. The no waiting at any time should be continued on both sides of Church Street from outside the Museum to the end of the road where it becomes Priory Road. Evening parking outside Kent Mews and 22 Church Street, where the road is narrow, can cause access difficulties, including for emergency vehicles.</p>

	<p><u>'Limited Waiting':</u> Church Street: Support, Mill Street: Support, Wallingford Street: Support</p> <p>A good compromise allowing some short-term parking for those on quick errands. Adequate enforcement will be key.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Support, Newbury Street (Taxi bay): Support</p> <p>Facilities for the disabled and for those without their own car are important</p>
<p>(19) Local resident/Member of public, (Wantage, Stirlings Road)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>Very limited parking exists for residents currently, whereas there is plenty of parking for retail customers, albeit time limited. There is adequate road space to create a RPA and it seems sensible to formalise this and create some revenue for the Council by doing so. I would hope that this additional revenue will help increase the frequency of parking enforcement operations.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: No opinion, Maryfield: No opinion, Mill Street: No opinion, Portway: No opinion, Stirlings Road: Support, Post Office Lane: No opinion</p> <p>As a resident of Stirling Road, provision of an RPA will help greatly with day to day life and for visitors to come and see me.</p> <p><u>'Limited Waiting':</u> Church Street: No opinion, Mill Street: No opinion, Wallingford Street: No opinion</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p>

<p>(20) Local resident/Member of public, (Wantage, Warmans Close)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>Although the road we live in isn't one of the areas involved in the changes we do suffer from non-residents parking in it for long periods so I would support the proposed changes for residents of the roads in question.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: No opinion, Church Street: Concerns, Maryfield: No opinion, Mill Street: Support, Portway: Support, Stirlings Road: No opinion, Post Office Lane: No opinion</p> <p>Driving through these streets can at times be a nightmare. For example at 8.30 this morning there were three vehicles parked on the left of Mill Street adjacent to the cut through to Sainsburys and the queue of cars coming from the Ham Road crossroads started at Reeds Court. Even outside peak times there is often a problem caused by vehicles parked there.</p> <p>I have concerns about the proposals for Church Street. Unlike Mill Street and Portway it is not subject to such heavy traffic and given that there is such limited parking around the town centre to reduce even short term parking is going to cause parking problems elsewhere.</p> <p><u>'Limited Waiting':</u> Church Street: Support, Mill Street: Object, Wallingford Street: Object</p> <p>Please see previous comments regarding Church Street. As for Mill Street and Wallingford Street, in my view the parking restrictions should be 'No Waiting at Any Time' (Double Yellow Lines) and Wallingford Street and Newbury Street should also be included</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Concerns, Newbury Street (Taxi bay): Concerns</p> <p>As above.</p>
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<p>(21) As a business, (Wantage, Wallingford Street)</p>	<p><u>Residents Permit Parking Area:</u> Support</p> <p>We have a business down Wallingford street and i have long been emailing people in requesting a 30 min parking zone outside the shop, this will enable our customers to shop without fear of a parking ticket. I do however have an objection to the Disabled bays. Whilst i understand the need for disabled bays i feel the proposed 2 bays would be better suited outside NO 14 Wallingford Street, this is a much safer location as the parking is set back from the main highway for wheelchair access whilst your proposed 2 locations is on a busy main road with not great access to get a wheel chair out of a vehicle safely.</p> <p>We have a parking area at the rear of our shop that is private land and we always struggle with cars parking down postoffice lane so having restrictions would be beneficial. I do however have no issues with parked cars up to a certain point where the road starts to get Narrow so for the people living down this road i dont feel they should have to pay £100 a year to park outside their house.</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: No opinion, Church Street: No opinion, Maryfield: No opinion, Mill Street: No opinion, Portway: No opinion, Stirlings Road: No opinion, Post Office Lane: Concerns</p> <p>As above.</p> <p><u>'Limited Waiting':</u> Church Street: No opinion, Mill Street: No opinion, Wallingford Street: Support</p> <p>As above.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Concerns, Newbury Street (Taxi bay): No opinion</p> <p>As above.</p>
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<p>(22) Local resident/Member of public, (Wantage, Portway)</p>	<p><u>Residents Permit Parking Area:</u> No opinion</p> <p>Not a resident in the proposed area</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: Support, Church Street: Concerns, Maryfield: No opinion, Mill Street: Support, Portway: Concerns, Stirlings Road: No opinion, Post Office Lane: Concerns</p> <p>Support Grove Street and Mill Street proposals to avoid congestion in busy thoroughfares. Concerns:</p> <p>Portway already has single yellow restrictions to avoid congestion during peak daytime hours and the proposed measures would remove overnight parking space for residents who do not have any at their property. There are a small number of permit parking spaces on the road that would still remain a source of congestion, since they would not be affected by the proposed measures.</p> <p>There are many houses around the town centre that do not have any parking available on the property and there seems to be a lack of availability of residents parking permits in Wantage in general. Will parking be made available to residents whose property has no driveway or parking space, who may be affected by the proposed double yellow restrictions?</p> <p><u>'Limited Waiting':</u> Church Street: Support, Mill Street: Support, Wallingford Street: Support</p> <p>Would help to ease congestion in certain high traffic areas</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): Support, Newbury Street (Taxi bay): Support</p> <p>Will improve accessibility for disabled people.</p>
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<p>(23) Local resident/Member of public, (Wantage, Church Street)</p>	<p><u>Residents Permit Parking Area:</u> No opinion</p> <p>Doesn't affect me</p> <p><u>No Waiting at Any Time' (Double Yellow Lines):</u> Grove Street: No opinion, Church Street: Object, Maryfield: No opinion, Mill Street: No opinion, Portway: Object, Stirlings Road: No opinion, Post Office Lane: Object</p> <p>We live on the corner of Newbury Street and Church Street. We do not have access to any dedicated on or off-street parking, except for the Beacon/Portway car park, which we have to pay for on an ad hoc basis. With the introduction of EV charging points in that car park, the number of residents' parking permits appears to have been reduced, since there is now a significant waiting-list for places. At busy times, ie when there is an event on in the Beacon or market place, it is very difficult to find a parking place - even in the evening. By introducing no waiting zones in the areas around Portway, Church Street and Post Office Lane will only make this situation worse. We only have one vehicle, but my wife may have to park the car some distance away from the house, which she is not at all comfortable with.</p> <p><u>'Limited Waiting':</u> Church Street: Object, Mill Street: No opinion, Wallingford Street: No opinion</p> <p>As above.</p> <p><u>Parking restrictions:</u> Wallingford Street (Disabled persons parking): No opinion, Newbury Street (Taxi bay): No opinion</p>
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C. Email/Letter responses

RESPONDENT	COMMENTS
(24) Local resident/Member of public, (Wantage, Newbury Street)	<p>Object – specifically the introduction of 'No Waiting at Any Time' in Church Street, Portway and Post Office Lane. I live on the corner of Church Street with no off-street parking, there are no parking permits currently available for residents in this section of Wantage in the Beacon carpark, with a wait list for them now running over a year.</p> <p>I would suggest that the best solution would be to offer the parking spaces in these locations as residents parking as is proposed in Grove Street and Sterlings Road.</p>
(25) Local resident/Member of public, (Wantage, Grove Street)	<p>Object – I live on Grove Street and have done for the past several years, but I intend to stay much longer as it is a lovely place to live! However, I am strongly opposed to the introduction of any parking permits or further restrictions. I own a car and I can always find parking, we make it work in this street and it actually gives it more of a community feel to make it work. Parking permits will not improve anything and will only cost us all money (frankly I think it's a very ill-timed and insensitive proposal given the cost of living crisis and this is essentially just an additional £100 annual bill). I have lived in other areas where they have introduced parking permits and it just makes everything more stressful, less friendly and more expensive.</p>
(26) Wantage Parish Church	<p>Concerns – we at the Parish Church wish to make the following points.</p> <p>1. The Parish Church (and our friends at the Methodist Church, also in Church Street) have a significant number of older worshippers who still drive, but are able to walk only a limited distance on leaving their cars. Being required to park in The Beacon or even further afield would:</p> <ul style="list-style-type: none"> • Reduce older/disabled parishioners' access to worship and fellowship, increasing their isolation; and • Impact the Parish Church in its obligation to provide an accessible place of worship for the community. <p>Therefore, please ensure that on Sundays, the maximum possible amount of parking continues to be freely available in Church Street.</p> <p>2. We have ongoing issues with Funeral access, which can be difficult both for the Parish Church and our neighbours. It would be valuable in enabling us to fulfil our obligations to the community if you could:</p>

	<p>Instigate one hour limited weekday parking on Church Street, in an area close to the Parish Church; and even better if this could be designated "funerals only".</p>
<p>(27) Local resident/Member of public, (Wantage, Church Street)</p>	<p>Concerns – I am a resident of Church Street, Wantage and am concerned that you are now proposing to allow parking for one hour at a time.</p> <p>I would like to point out that I do not think that this is going to work unless there is a traffic warden every day of the week. People at the moment have realised now what day the warden comes around once a week and so therefore park in the street in the afternoons and often in the morning when it is not the warden's day.</p> <p>I would like to ask if you could extend the area of double yellow lines at the top of Church Street because when cars turn into church Street it is very difficult to for cars going out because there are cars parked just beyond the double yellow line . I feel this line should be extended up until the turning that goes into the Beacon Car Park. This has been made more difficult since cars are now not allowed to go through town past the church.</p>
<p>(28) Local resident/Member of public, (Wantage, Maryfield)</p>	<p>Concerns – I am very concerned that £100 a year parking permit that I will not be able to afford, as my husband passed away, I am already struggling with extra costs with electric gas and food, I just find this one more extra worry for me. Would be most grateful if you could look into this for me, I am also on universal credit.</p>
<p>(29) Local resident/Member of public, (Wantage, Church Strete)</p>	<p>Concerns – My family and I welcome the restrictions, as Wantage grows more and more congested. However, regarding Church Street we believe you should have gone further. Once past the Church, Church Street becomes Priory Road which is one way all the way to Portway, and 2 way down an already "tight" Locks Lane.</p> <p>If Church Street becomes more restricted, those who park illegally now on Church Street will seek space elsewhere and Priory Road is the next stop.</p> <p>We are already plagued with opportunistic parking by pupils of King Alfred's, workers in the town centre and vans of contractors working in the area.</p> <p>It is not uncommon to have key service vehicles (bin lorries, ambulances, school food deliveries) hampered by this and it is only a matter of time before a serious incident occurs.</p>

	<p>I would suggest that the whole of Priory Road becomes resident parking only AND that steps are taken to enforce the regulations, as opposed to the anarchy which currently prevails.</p>
<p>(30) Local resident/Member of public, (Wantage, Priory Road)</p>	<p>Concerns – I have no reservations about the Proposed changes in fact they are long awaited but I do wish to express concern about Priory Road not being included in these measures, I have lived in Priory road for ten years plus and the parking availability is the bane of everyone's life living here the main reason for this is people working in the town (estate agents/ building society employees and shop employees to name a few) park in Priory road so not to have to pay a parking fee in the car parks around the town and I can only see this getting worse for us residents as other options for them to park elsewhere will have been reduced when these measures come into force this will result in residents not being able to park outside their own homes and often having to go to the local car park at the Beacon and causes great difficulty if you return home with heavy goods only to be unable to park to unload without obstructing the highway, I have previously made contact with Oxfordshire County Council regarding this issue but unfortunately at that time it was impossible to police parking in Wantage thus it went no further.</p>
<p>(31) Local resident/Member of public, (Wantage, Angel Walk)</p>	<p>Concerns – I live at Angel Walk and am concerned about the Mill Street undercroft parking becoming short stay. When I have family and friends to stay this is very convenient for them to be able to park overnight. I know that my grandparents need to be able to park as close as possible as walking can be tiring for them. Can you confirm if this car park is outlined in the plans to become restricted? I was a little confused by the different proposals for Mill Street.</p> <p>Additionally, I feel that the proposed “no waiting at any time” on Mill Street would be immensely helpful as it is frustrating sometimes trying to get out of the turning when people park on the double yellow lines.</p>
<p>(32) Local resident/Member of public, (Wantage, Priory Road)</p>	<p>Concerns – I live in Priory Road and as you can imagine it is not always possible to find a parking space as people who work in Wantage park here. As restrictions get more stringent parking inevitably will get worse. Is there any chance that we might get residents parking in the future ?</p>
<p>(33) Local resident/Member of public, (Wantage, Priory Road)</p>	<p>Concerns – I live in priory road in Wantage and am quite worried about your proposals with various areas around the town. Firstly why is Priory road not being included in a residents parking scheme as we have to put up with the postal workers / shop workers taking all our spaces every day (its free parking and they wont pay to park in car parks) and</p>

	<p>what will happen with your proposed plans will cause a knock on effect for us in priory road as more people who are then not able to park in the areas your restricting will try and park down our road. Please consider the effect this will cause to us and other areas of wantage, ideally consider priory road for residents parking scheme</p>
<p>(34) Local resident/Member of public, (Wantage, Priory Road)</p>	<p>Concerns – When we moved into Priory Road some 20 years ago we were told that yellow line opposite no 42-48 Priory Road had been installed some years before to enable buses to park for King Alfred’s school. As this no longer occurs would it be possible to add at least 3 additional weekday parking spaces in this section of Priory Rd?</p> <p>The yellow line is still needed for 2 car lengths from the school driveway for turning purposes and for HGV.s turning the corner out of Priory Road.</p>
<p>(35) Local resident/Member of public, (Wantage, Priory Road)</p>	<p>Concerns – Whereas any of the proposed restrictions and amendments to parking in; Grove Street, Maryfield, Mill Street, Portway, Stirlings Road and Post Office Lane do not have any direct effect upon the residents of Priory Road, the amendments to CHURCH STREET most certainly will.</p> <p>For many years, the residents of Priory Road have had to compete for parking spaces with shop workers, business owners, post office workers and visitors to the town.</p> <p>Vehicles have often been left for extended periods of time whilst the, non- resident, owners have been on holiday or are not using their vehicles for extended periods of time.</p> <p>This has caused much inconvenience and frustration over many years and, this frustration, has recently been compounded by the arrival of a traffic warden who’s perfectly appropriate actions, has caused considerable irritation to some residents who have been ticketed whilst unloading their shopping!</p> <p>No one denies the need for regular and effective traffic management but when one is denied a ten- or fifteen-minute opportunity to unload one’s vehicle parked closer than half a kilometre to one’s house, a few adverse comments have, understandably, been voiced.</p>

There has been a very noticeable increase in the number of people complaining that trades people are reluctant to attend properties along the length of the road due to their inability to find a parking space within a reasonable distance.

Over several years, application has been made, by the residents, to have residents parking in Priory Road; each application was thwarted by the intransigent attitude of successive council officers and officials proffering many and varied suggestions and excuses EG;

Cannot afford to provide proper enforcement,

The police wouldn't have the manpower to cope,

Would have to install ticket machines,

Could only be provided between the hours of 08.00 and 06.00

It would cost residents money.

A few years ago, at a council meeting attended by a considerable number of residents asking for consideration of residents parking, a CC Traffic Management Officer commented "I could actually install double yellow lines along the entire street if I so wished"

I would ask that the following facts might be considered for further consideration and consultation:

1. The proposed restrictions in Church Street will, inevitably, see more people seeking parking in Priory Road.
2. No traffic management suggestions for Church Street addresses the very dangerous vehicle movement created by the closure of the west end of the Market Place, no signage indicating that vehicles exiting Church Lane will be into the path of equally unadvised traffic in Church Street, this is a highly dangerous situation and has already led to a number of near collisions.
3. Whilst considering the movement of traffic in church Lane, I would ask what provision has been made in respect of attendance at the Parish Church for weddings and funerals? I would hope that the Parochial Church Council will have made their own representation to yourself, as the current proposal will exclude the parking Hearses and Bridal cars. It should be noted that waiting or parking at the eastern end of the church entrance path will further obstruct movement within the, now closed, Church Lane. No proposals for traffic management within Church Lane are included in this proposal.
4. There is no mention of better control over the daily occurrence of very large HGVs entering Church Street and exiting via the very restricted Priory Road.
5. Priory Road is a designated conservation area with beautiful stone kerbs, unique to the town, which, together with, legally parked vehicles, footpaths, walls and buildings are being damaged and destroyed by the constant and unnecessary passage of these large vehicles.

	<p>6. Easing the passage of these vehicles along Church Street will increase the frequency of these movements because, the current congestion in Church Street does act as something of a deterrent, to those HGV drivers who would, otherwise, proceed without any consideration of the damage they may cause by doing so.</p> <p>7. Having canvassed opinion from the residents the overwhelming majority are firmly in favour of residents parking, a fact that applies to even those few properties that enjoy off street parking and residents without need to park a vehicle themselves.</p> <p>8. Interestingly the majority residents cite safety and the protection of their shared environment over convenience.</p> <p>9. Much as the resident's welcome consideration being applied to a shared problem, these proposals, as they stand, will have a seriously adverse effect on an already difficult situation.</p> <p>I thank you for the opportunity to respond to your proposals and would hope that consideration may be given to consulting the residents of Priory Road in moving forward with their long-standing wish that, like those areas detailed in your proposal, Priory Road may also enjoy the benefits of residents parking and an easing of the problems caused by the passage of HGVs.</p>
<p>(36) Local resident/Member of public, (Wantage, Grove Street)</p>	<p>Concerns – Parking in Grove Street is a little fraught and car ownership could increase with time, so it is important to get this proposal as efficient as possible. My wife and I have been more involved in this than others, attending council meetings and corresponding with those involved. Just considering Grove Street my thoughts are these:-</p> <ol style="list-style-type: none"> 1. Parking cannot take place on both sides between nos. 47 & 69. The road is too narrow and it has never been the practice to attempt to park on both sides. 2. Parking has always taken place on the east side (even numbered house side.) 3. A layby on the east side at the moment accommodates up to 5 vehicles. The use of this valuable parking would be impossible if someone parked on the side opposite 4. The top turning space beyond no.69 can accommodate some vehicles if not reserved as a turning space. The proposal doesn't mention this area and it is questionable if this area should be fully retained as a turning area once the scheme is adopted. 5. I have counted the parking spaces available and the number of households and there is not enough spaces for 1 per house (resident) if all residents wanted to use the spaces at the same time. 6. If you allocate a maximum of 2 spaces per house(resident) 2 vacant spaces could materialise during the day whilst others are at work. However, if the 2 cars remained in those locations working residents would find no available parking for even 1 vehicle when they returned in the evening. 7. I would suggest just 1 space and if the take up of the scheme is not great then a second space could later be made available.

	<p>I hope these thoughts help in establishing a good working scheme. We are badly in need of a residents parking scheme. The close proximity of the town centre means that a lot of cars use grove street parking who are not residents of the street.</p>
<p>(37) Local resident/Member of public, (Wantage, Grove Street)</p>	<p>Concerns – Previous correspondence with OCC has always rejected parking in the area marked blue (on the attached plan) as it is a registered highway from Stirlings Road onto Grove Street and so parking there would be blocking a highway. On the plans provided however, a line has been introduced from the northern end of 28a to 32 Grove Street inferring that Stirlings Road is a no-through road, being blocked off; is this the case and therefore parking would be legitimate?</p> <p>If indeed that branch of Stirlings Road is being blocked, would it not be possible to allow parking at the end of that road (marked green on the attached plan), which is currently used as parking and has been for the last 10 years. For example, could the ‘no waiting at any time’ extend only as far as the southern end of numbers 28a and 30?</p> <p>On a more general basis, we would like to know how many parking spaces on Grove Street that you foresee being made available? Furthermore, how many cars are registered to Grove Street and how many permits do you expect to sell? We see these as separate questions, which links into another – how will you prevent the sale of permits by a householder to an outsider?</p> <p>For instance, if a homeowner does not have a car, but is allowed 2 permits, that homeowner could sell the 2 permits (undoubtedly for a profit) to outsiders who work in town. In this way, no cars are registered to an address, but in fact you sell 2 permits, putting strain on available parking. This would lead back to the situation that we already have, but we would be poorer for the purchasing of a permit. Will you therefore only allocate permits for the number of cars registered to an address, to a maximum of 2?</p> <p>Will any spaces be made available to businesses on Grove Street and if so, on what basis?</p> <p>Finally, will motorcycles be treated the same as cars?</p>
<p>(38) Local resident/Member of public, (Wantage, Stirlings Street)</p>	<p>Concerns – I believe that the parking restrictions proposed don't go far enough. The eastern side of Stirlings Road [what.three.words ref: achieving.contracts.funny] is already overcrowded by motorists parking to work at Waitrose, the</p>

	<p>town centre, or by those going shopping. If the surrounding area is subject to residents only parking and the Eastern part of Stirlings Road is not, it will simply push people to parking in an already congested small area.</p> <p>My neighbour's carers already struggle to park, as do residents receiving visitors, and, moreover, it leads to people parking dangerously: either blocking our car park, or poking out into the road. I believe that making the Eastern part of Stirlings Road residents only parking will help this.</p>
(39) Local resident/Member of public, (Wantage, Grove Street)	<p>Support – I will happily support the proposal of residents' parking permits in Grove Street and hope this will be introduced very shortly.</p>
(40) Local resident/Member of public, (Wantage, Stirlings Road)	<p>Support – I have no objection to your proposals for car parking in the town of Wantage can't come soon enough. The parking in Mill Street I find completely unacceptable.</p>
(41) Local resident/Member of public, (Wantage, The Cloisters)	<p>Support – The proposals look practical and sensible, and the combination of increased double yellow lines at points of congestion and danger, with the provision of more time-limited parking, looks potentially effective.</p> <p>We and our neighbours in The Cloisters are particularly affected by the daily illegal parking in front of the Museum, despite the yellow lines and 'Keep Clear' signs on the road. This is an issue because of the Covid-related closure of the exit from The Cloisters to the Market Square, requiring us to exit the 'wrong' way out of the Cloisters.</p> <p>Parking in front of the Museum can make the road very narrow, making it nearly impossible to turn out of The Cloisters. It is also dangerous, because cars heading west along Church Street are forced by the parked cars to the wrong side of the road, meaning that we are in their paths as soon as we nose out, blind, from The Cloisters.</p> <p>I'm pleased to see that this area will become double yellow, and would ask that the Keep Clear signage is repainted in order to reinforce the message.</p> <p>None of this plan will be effective, though, unless the rules are more strongly enforced. Things have improved slightly in the past year, but drivers are already aware of the few days of the month when the streets will be patrolled, and the level of illegal parking on other days has not changed.</p>

<p>(42) Local resident/Member of public, (Wantage, St. Michael's)</p>	<p>Support – The proposed tightening of parking restrictions for vehicles in wantage is most welcome. I would add the following recommendations;</p> <ul style="list-style-type: none">* traffic officers' visits to Wantage should be on random days, because the current rigid rota has led to synchronous violations of parking restriction in the town.* add Priory Road and Locks Lane to proposals for Church Steet.* ramp-up enforcements of parking restrictions in Newbury Street and Wallingford Road (outside the Post Office).
<p>(43) Email response, (unknown)</p>	<p>Support – I'd like to register my support for the residents parking proposal in Grove Street.</p>