

Division(s) affected: *Didcot West*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT  
27 APRIL 2023**

**DIDCOT: CENTRAL (WEST) AREA - PROPOSED PARKING  
MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME**

Report by Corporate Director, Environment and Place

**Recommendation**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for:
  - i. 'Resident Permit Only Parking (past this point)' spaces on; Cronshaw Close, Station Road, and White Leys Close,
  - ii. 'Shared-Use Parking' spaces on; Haydon Road, and Lydalls Road,
  - iii. 'No Waiting at Any Time' (Double Yellow Lines) restrictions on; Haydon Road, Lydalls Road, and White Leys Close.

**Executive summary**

2. Following the introduction of Civil Parking Enforcement (CPE) across Cherwell, South Oxfordshire and The Vale of the White Horse districts in November 2021, many requests have been received to review existing parking restrictions. One of these requests was received for the section of Lydall Road in these proposals, where parking restrictions that had received little enforcement prior to CPE were causing problems for residents. Other roads are included in these proposals either because they are even closer to the generation of commuter parking at Didcot Parkway Rail Station, or 2 roads (closer to the Orchard Centre Shops) where s.106 Developer funding is in place to provide a residents parking scheme.
3. As funding was available, and a review of restrictions had the potential to assist residents, the decision was taken to suspend enforcement of some of the restrictions in the area. Although enforcement was retained for safety and access issues, elsewhere this has led to non-enforcement of all-day parking, whether by rail commuters or town-centre workers for example, taking up limited parking space to the detriment of residents' parking needs. It has also led to a perception that enforcement isn't working effectively which can be addressed if the proposals are approved and implemented.
4. This report presents the consultation responses to the advertised Traffic Regulation Order (TRO) that reviews the existing restrictions, mainly focussed on a residents' permit parking scheme.

## Introduction

5. Civil Parking Enforcement (CPE) was introduced across Cherwell, South Oxfordshire and The Vale of the White Horse districts on 1st November 2021. There was an expectation that a review of existing parking restrictions would be needed and publicity, in advance of CPE starting, made reference to the process for reviewing restrictions and that the County Council's Parking Team would suspend enforcement of restrictions where a commitment to undertake a particular review had been agreed.
6. When enforcement started in 2021, Penalty Charge Notices were issued to illegally parked vehicles, including those owned by residents, when previously enforcement by the police had been minimal. Consequently, enforcement of many of the existing parking restrictions was suspended in the area, because funding was available from 2 separate 's.106' developer agreements, D114 and D183, to fund a review of existing parking controls in the area.
7. The area covered by the proposals is attractive to 'non-residents' as it offers free on-street parking compared to some nearby off-street car parks which charge for parking. There are two significant generators of parking by non-residents – the 'Parkway' rail station and the town centre shops; this is predominantly for all-day parking by commuters but also some short-stay parking by shoppers. Hence these residential streets suffer pressure upon the limited number of spaces available, and the existing restrictions (if enforced) make no allowance for residents' parking needs.
8. Subsequently officers have designed and consulted informally upon proposals to alter the restrictions in the area, mainly for the benefit of local residents. The proposals consist of three areas, with differing types of control, and are as illustrated in **Annex's 1-3** as follows...
  - i. Haydon Road & Lydalls Road:  
The proposals in this area replace the existing mixture of '2-hour' limited waiting (parking spaces) and '1-hour' single yellow lines with a 'shared' parking space arrangement of parking for permit-holders only or 30 minutes parking for others.
  - ii. Cronshaw Close:  
The proposals in this close replace the existing '1-hour' single yellow lines with a permit-holders only 'past this point' arrangement. This system is in place elsewhere in Oxfordshire, has the benefit of not needing to mark out individual parking spaces, and reduces the impact of upright signs as well as minimising lining. Essentially, motorists would see signs upon entry into the close and note that parking is only available if you have a permit.
  - iii. Station Road & White Leys Close:  
The proposals in this (currently unrestricted) area are similar to the permit-holders only 'past this point' arrangement described at ii. above, but the existing double yellow lines would be retained on Station Road

(which is a bus route) and new double yellow lines would be introduced in both White Leys Close and the section which runs west-east alongside the Orchard Centre car park.

9. Residents parking permit schemes throughout Oxfordshire also offer facilities for residents' visitors, for tradesman/contractors working at properties, for carers visiting clients and allow deliveries (loading/unloading) in line with many parking restrictions nationally. However, there is not an unlimited supply of on-street parking spaces, and a scheme can never guarantee any or a particular space. The schemes in Oxfordshire currently therefore only allow applications for 1 permit per resident and a maximum of 2 per property.

### **Sustainability Implications**

10. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives which are currently being considered as part of the 'Didcot Central Corridors' study.

### **Financial and Staff Implications (including Revenue)**

11. Funding for the proposals, including design and consultation fees and implementation costs has been provided by 2 separate 's.106' developer agreements, D114 and D183.

### **Equalities and Inclusion Implications**

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

### **Formal Consultation**

13. The Formal consultation was carried out between 8th March and 31st March 2023. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Didcot Town Council, South Oxfordshire District Council, local District Cllrs, and the local County Councillors representing the Didcot East & Hagbourne, Didcot Ladygrove, and the Didcot West divisions.
14. A letter was sent directly to approximately 200 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 and around the area, and the documents deposited at Didcot library to allow members of the public to view hard copies of the consultation materials.

15. A total of 44 responses were received during the course of the formal consultation - with 27 received via the online consultation survey, and these are summarised in the table below:

i. Residents permit parking places:

Proposal	Support	Object	Concerns	No objection or opinion	Total
Cronshaw Close	10 (37%)	2 (7%)	8 (30%)	7	27
Station Road	12 (44%)	-	8 (30%)	7	27
White Leys Close	13 (48%)	-	6 (22%)	8	27

ii. Shared-use parking places:

Proposal	Support	Object	Concerns	No objection or opinion	Total
Haydon Road	10 (37%)	2 (7%)	10 (37%)	5	27
Lydalls Road	12 (44%)	2 (7%)	8 (30%)	5	27

iii. 'No Waiting at Any Time' (double yellow lines):

Proposal	Support	Object	Concerns	No objection or opinion	Total
Haydon Road	15 (56%)	1	7 (26%)	4	27
Lydalls Road	14 (52%)	4 (15%)	5 (18%)	4	27
White Leys Close	12 (44%)	1	8 (30%)	6	27

16. Additionally, a further 17 responses were received via email, with Thames Valley Police (TVP) and Stagecoach Bus Company raising no objection, nine residents raising concerns, one objecting, and five submitting comments in support.

17. The full responses are shown at **Annex 4**, and copies of the original responses are also available for inspection by County Councillors.

## Officer response to objections/concerns

18. These officer comments are in the light of all the responses received, but are simplified into subject headings to ease analysis, with one heading at the end covering specific responses about individual streets.

Possible displacement of commuter parking and the need for further controls:

19. The proposals focus on a relatively small area, where some of the roads already have existing parking restrictions which protect against all-day parking, but the same restrictions also impact upon residents, such as single yellow lines operating for 1-hour periods or parking spaces subject to a 2-hour limit, and the residents have little alternative off-street parking of their own.
20. In nearby areas, outside of the proposals, such as sections of Lydalls Road and Haydon Road, there are also some existing parking restrictions but, in the main, residents are able to park on their own private driveways and so the impact of those existing restrictions upon them is less. Although anticipated displacement of non-resident (especially commuter) parking into those areas will add pressure onto the limited availability of unrestricted parking for local residents, it is important that full enforcement should recommence in this area of Didcot generally as soon as possible, and so that the impact of these proposals (if approved) can be assessed in the light of effective enforcement, and options for extending controls further out can then be considered.
21. Notwithstanding that, it is acknowledged that some of those nearby areas would also benefit from a resident permit-style parking scheme. Officers are currently liaising with the 'Didcot Central Corridors' study that is also looking into ways of encouraging more sustainable forms of transport and there is also a pending planning application for the 'Gateway' site opposite Didcot Parkway station that would impact significantly upon parking due to the possible removal of the St Julian's car park. All of these issues would have a role to play in formulating a parking strategy for the areas not covered by the current proposals.
22. It is recommended that officers monitor the impact of the proposals, if approved and after being implemented, with a view to developing parking scheme options to discuss further with local stakeholders, including the Town and District Councils, with views from local residents being gleaned through representatives invited to the local 'Traffic Advisory Group' meeting (a sub-committee of the Town Council).

Inadequate enforcement – both previously and concern for the future:

23. As mentioned earlier in this report, because the parking enforcement has been suspended pending the outcome of this project, there is some concern that parking restrictions have been abused widely in the past and so will not work in the future. To the contrary, if these proposals are approved, then once they are implemented, full enforcement can recommence and bring the restrictions into effect. Experience from operating schemes elsewhere suggests this will be effective because there is then a knock-on effect of displacing parking to nearby areas, where they are unrestricted, discussed above in paragraph. Enforcement could also be undertaken overnight, as the proposed scheme operates at any time, and so there is flexibility to target resources to times of day/days of the week if problems persist.

Why should residents have to pay for permits?

24. There are many reasons for levying a charge for residents parking permits. Chief amongst these is the need for on-street parking schemes to be self-funding, and not be a burden on the public purse. To that end, income from permits for residents and their visitors helps to cover the costs of enforcing the restrictions, managing the applications for and issue of permits and also ongoing management costs. In the case of Didcot, there is developer funding to pay for the initial design, consultation and implementation costs. Other schemes may need to recoup those costs from permit or pay & display charges. One respondent has asked for clarification of the price for permits and it is confirmed this would be £70 p.a. for both the first and any second permits per property.

25. Other reasons for charging for permits include:

- i. To reflect the improvement a scheme offers to those residents compared to roads that don't have a scheme where residents have to compete with others for limited parking space. It should always be remembered that, without such schemes, there are no implied 'rights' for residents to park on the highway outside their homes over and above other motorists.
- ii. To maintain uniformity for parking charges across the Towns, Districts and ultimately Oxfordshire overall. Free permits in one town would soon lead to a clamour for the same elsewhere.
- iii. The suggestion of free permits could mean every resident would apply for one even if they did not need one. Some residents are fortunate in having alternative off-road parking and this helps reduce the pressure upon the limited supply of on-street spaces. In some ways, parking charges act as a form of rationing for a limited supply of roadspace.

Concerns that insufficient visitor permits will be issued:

26. The proposed scheme would operate in accordance with rules elsewhere across Oxfordshire, so initially 25 permits (or 25 day's-worth of parking) is available per adult resident, and so multiplies of 25 are available if there are more adults at a particular property. These initial first block of 25 visitors permits are free of charge but a second block would cost £1 per permit (so £25). Visitors permits for residents aged 70 or over would be free of charge. There is a limit of 50 visitors permits per resident per year. This equates to almost 1 days' worth of parking a week and it should be noted that there is an option for residents who have their own drive (or other off-street parking) can always allow their visitors to use that whilst they avail themselves of an annual residents' permit at £70 p.a.

Parking pressure from a new development replacing St Julian's car park:

27. There is a pending application for a new 'Gateway' residential development on the site of this car park (east of Haydon Road / north of Lydalls Road). It is understood that the proposed development would be 'car free' i.e. no car parking spaces would be provided, reflecting its proximity to the rail station. Officers have advised colleagues in the Development Control team that a highways condition should be placed on any planning consent that removes

any new residential properties from eligibility for residents parking permits, thus preventing any increased pressure upon limited parking spaces on-street. Furthermore, discussions are ongoing to seek a financial contribution from any developer towards the cost of additional parking schemes, in anticipation of displaced parking from the old car park site.

Why does the scheme need to provide shared use i.e., short-stay parking?

28. The existing restrictions along the section of Lydalls Road that is within the proposals allow for short-stay parking up to 2 hours. Also, this reflects a historical approach to parking controls (without permit schemes) to dissuade all-day parking. There are other local factors that require a short-term parking facility, including parents dropping off children to a local nursery school and visitors to the local Housing Association (SOHA) office. This is an aspect of the proposed scheme that would be monitored and, if there is inadequate parking supply for permit holders then a change could be made to reduce the amount of shared parking or remove it altogether.

Why aren't separate permit zones being proposed?

29. Permits are allocated to specific zones, and this allows some control over the number of permits issued versus spaces available. If zones were limited to individual streets, there is a danger that some streets would be oversubscribed whereas others might be underutilised. This is particularly the case with smaller-sized zones and is the reason why it is proposed to operate the Didcot scheme as one overall zone allowing the flexibility for permit-holders to use whichever roads have spaces available.

What about disabled persons blue badge holders, especially those visiting residents?

30. In Oxfordshire, all the residents parking schemes contain an exemption that allows blue badge holders to park without time limit, in common with the national exemption for parking in on-street parking spaces generally.

Concerns raised about particular local issues in certain roads:

31. Compton Close (accessed off Lydalls Road) isn't included in the scheme because it is not an adopted highway and there are private parking spaces allocated within the close.
32. In White Leys Close one respondent is concerned that parking would block access to the private area opposite the terraced houses. Under the proposed scheme, it would only be residents or their visitors who would be allowed to park there and so, as the area concerned belongs to each of those properties, it is anticipated this problem won't arise in practice.
33. Station Road already has a 'prohibition of motor vehicles' (except for access) restriction, and currently this remains enforceable by the police as it is a 'moving traffic' restriction, not subject to CPE. However, this could change in

the future as 'Regulation 6' aspects of the Traffic Management Act are extended to cover these restrictions.

34. There is a section of 'end-on' (or echelon) parking along Lydalls Road, and one respondent is concerned would be altered to parallel parking, which is not the case. Another respondent is concerned that new double yellow lines in Lydalls Road should only be provided if there are dropped kerbs, and this is the case.

## **Monitoring and evaluation**

35. It is suggested that a review of the scheme is carried out approximately 12 months after its implementation, should it be approved. As mentioned at paragraph 19, it is also recommended that officers monitor the impact of any displaced parking, with a view to developing options to further extend residents parking controls.

Bill Cotton  
Corporate Director, Environment and Place

Annexes    Annex 1-3: Consultation plans  
    Annex 4: Consultation responses





Contact Officers:                                  Mike Horton 07912 474356

April 2023



Drawing No. PRD/2022/008/1

**KEY**

-  Existing No waiting at any time (double yellow lines)
-  Proposed No waiting at any time (double yellow lines)
-  Shared parking place for Permit Holders Only at any time (without time limit) or for parking up to 30 minutes no return for 30 minutes
-  Zone Boundary

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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

<b>CONSTRUCTION</b>	CENTER 'NONE' IF APPLICABLE
<b>MAINTENANCE/CLEANING</b>	CENTER 'NONE' IF APPLICABLE
<b>USE</b>	CENTER 'NONE' IF APPLICABLE
<b>RECOMMISSIONING/DEMOLITION</b>	CENTER 'NONE' IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	Feb 2023	Reduced time limit on shared spaces	MDH	JW	JW



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**Project title**  
Didcot: Parkway Station area  
Proposed resident permit parking scheme

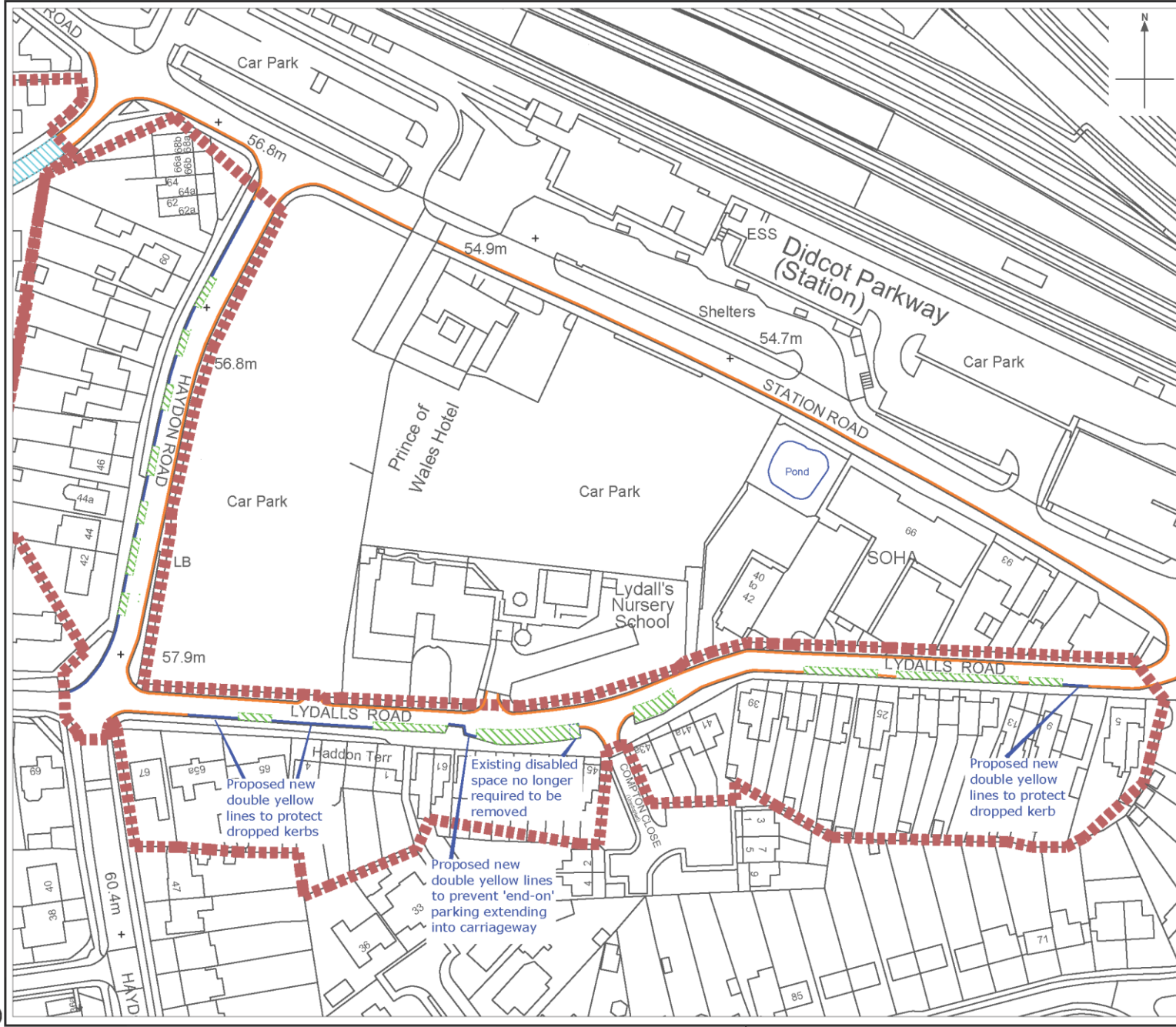
**Drawing title**  
Formal consultation  
1. Lydalls Road & Haydon Road

**Drawing Status** Draft

Scale @ A3	Drawn by MDH	Checked by JW	Approved by JW
1:1,250	Date drawn JUN 22	Date checked JUN 22	Date approved JUN 22

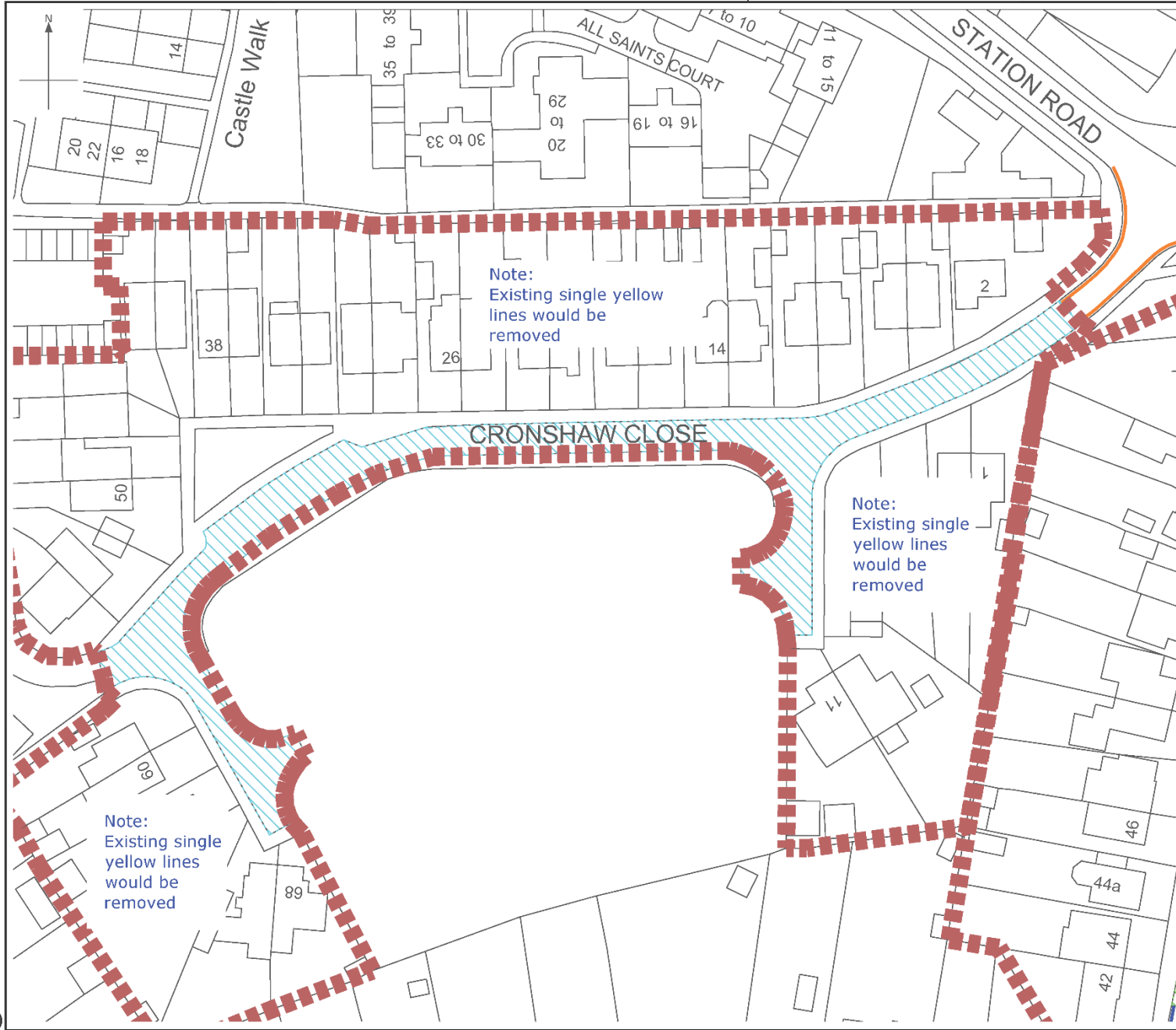
Oxfordshire Project No. & File Ref




Drawing No. PRD/2022/008/1	Revision 1
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Drawing No. PRD/2022/008/



- KEY**
-  Existing No waiting at any time (double yellow lines)
  -  Zone boundary
  -  Permit Holders Only 'Past This Point' at any time



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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

<b>CONSTRUCTION</b>	CENTER 'NONE' IF APPLICABLE
<b>MAINTENANCE/CLEANING</b>	CENTER 'NONE' IF APPLICABLE
<b>USE</b>	CENTER 'NONE' IF APPLICABLE
<b>DECOMMISSIONING/DEMOLITION</b>	CENTER 'NONE' IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	Feb 2022	Key corrected	MDH	JW	JW



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**Project title**

Didcot: Parkway Station area  
Proposed resident permit parking scheme

**Drawing title**

Formal consultation  
2. Cronshaw Close

**Drawing Status** Draft





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Drawing No. PRD/2022/008/2      Revision 1

Drawing No. PRD/2022/008/3

KEY

-  Existing No waiting at any time (double yellow lines)
-  Proposed No waiting at any time (double yellow lines)
-  Zone boundary
-  Permit Holders Only 'Past This Point' at any time



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

(IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESidual RISKS)

CONSTRUCTION	CENTER 'NONE' IF APPLICABLE
MAINTENANCE/CLEANING	CENTER 'NONE' IF APPLICABLE
USE	CENTER 'NONE' IF APPLICABLE
DECOMMISSIONING/DEMOLITION	CENTER 'NONE' IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	Feb 2023	Boundary altered to as not to overlap	MDH	JW	JW



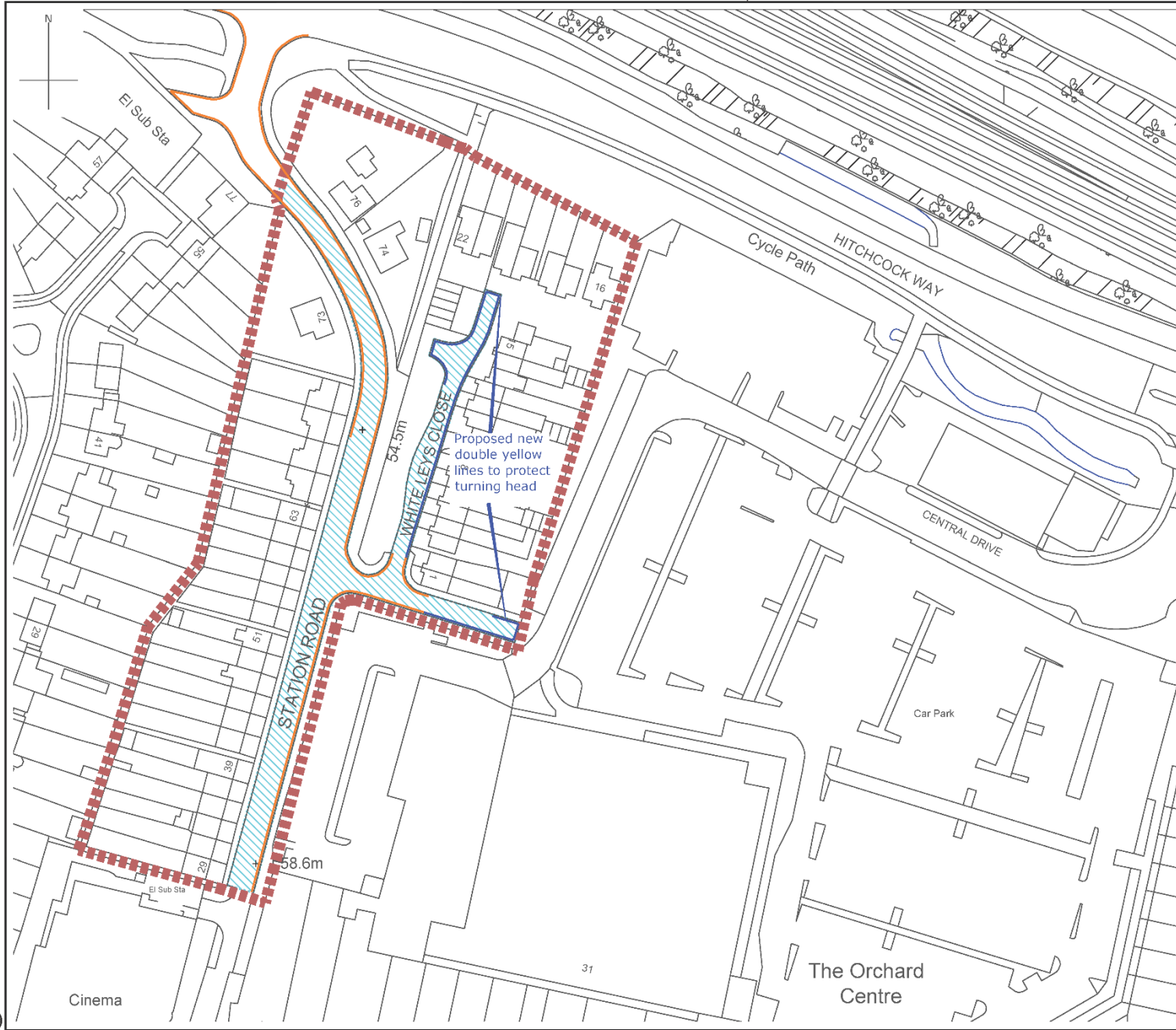
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Project title  
**Didcot: Parkway Station area  
 Proposed resident permit parking scheme**

Drawing title  
**Formal consultation  
 3. Station Road and White Leys Close**

Drawing Status	Draft		
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1: 1,000	Date drawn JUN 22	Date checked JUN 22	Date approved JUN 22

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 Drawing No. PRD/2022/008/3      Revision 1



**ANNEX 4**

<b>RESPONDENT</b>	<b>COMMENTS</b>
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – All of these areas have in the past suffered parking issues relating to the Railway Station, placing a constant burden on the Police.</p> <p>As this area is now subject of Civil Enforcement that burden has been removed. Has displacement been a consideration as it is inevitable Rail commuters will look for other means of free parking?</p>
(2) Didcot Town Council, (Planning and Development Committee)	<p><b>Support</b></p>
(3) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p><b>No objection</b> – Again, this is another locality where Stagecoach are not operating. There are probably some implications for the operation of buses in this town centre locality and I trust that the Council will give and comments or objections from other operators due weight.</p> <p>Otherwise, we have no other comments to make.</p>
(4) Local group/organisation, (OXTRAG)	<p><b>Concerns</b> – People are generally tired of being 'managed' and ever increasing costs for things they feel they have already paid for through taxes (highways in particular). LTPs, ZEZs residents parking schemes are making places 'no go' areas. Disabled people rely far more on their cars than general public but seem to lose out to a greater degree with each new scheme. If people have given up trying to use Oxford city and its rail station they will head for Didcot. Further stopping &amp; parking restrictions may prevent ad-hoc parking but will add pressure on formal/ private/ closest car parks (who often have less provision for blue badge parking)</p> <p>I guess if the £60 per household for parking permits were invested directly into highway maintenance people could see I bet people would be more supportive.</p>
(5) Local resident, (Didcot, Station Road)	<p><b>Object</b> – I am a resident of Station Road and am vehemently against having permits for residents and visitors.</p>

	<p>I feel that charging us for parking outside our own hose is abhorrent, particularly as when we moved here over 30 years ago, parking was never an issue.</p> <p>I think that having a sign of 'Residents Parking Only' would be adequate enough. If permits were introduced then we certainly should not be charged for it.</p> <p>I understand that the parking situation in this part of Didcot needs to be sorted out but your proposal is not the answer.</p>
<p>(6) Local resident, (Didcot, Lydalls Road)</p>	<p><b>Concerns</b> – We welcome the introduction of residents' parking permits, which we have been requesting for a long time. However we have concerns around some details:</p> <p>1. Shared-Use Parking Spaces with 30-minutes for non-residents. Objection. There is limited parking space available for residents on this stretch of Lydalls Road. Most of us do not have any off-street parking available so are dependent on the limited on-street parking. It is unfair on residents to expect them to compete for space with people who have not paid for permits. There are public car parks only seconds away from our street so non-residents should be using these. There is also the issue that the 30-minute rule may not be monitored/enforced effectively.</p> <p>2. New double yellow lines. Partial objection. There is already limited parking space available on these streets. Introducing new double yellow lines will restrict this space further. We would only support these where they protect dropped kerbs.</p> <p>3. Enforcement Concern. We have been advised by Cllr David Rouane that enforcement officers don't do random visits, but respond to residents reporting illegally parked vehicles in their area. It should not be up to residents to monitor this. If the parking permit scheme is not enforced then it is not fit for purpose. Robust action must be taken to discourage illegal parking and encourage the use of public car parks.</p> <p>4. Extent of permit-only areas</p>



	<p>Compton Close does not seem to be included, but should be as it is off Lydalls Road. The proposed area is very small. It is likely that the problem parking will just move to, for example, the parts of Haydon Road and Lydalls Road not currently included.</p> <p>5. Visitor permits Concern. 50 permits per year is not very much (less than one per week) for people who have regular visitors.</p> <p>6. Future-proofing Concern. Given the limited amount of on-street parking available, there will be no capacity for residents of the new Didcot Gateway development when it is built. This is being presented as a low-car development and therefore the new residents should NOT be included in the residents' permit scheme.</p>
(7) Local resident, (Didcot , Lydalls Road)	<p><b>Concerns</b> – I have no objection to this but I would like to draw to your attention that directly opposite the lay-by my property which will be the parking area included for parking - there is a nursery school which has parents picking up/ dropping off their children at various times of day Monday to Friday except for the school closing for holidays. This could cause a problem which should be looked into before parking permits are going to be issued should the proposal be enforced at some point. I thought this should be brought to your attention and would be interested on your comments.</p>
(8) Local resident, (Didcot, White Leys Close)	<p><b>Concerns</b> – My concerns are threefold:</p> <p>1) The whole of the area I have highlighted has no pavement and is entirely 'Dropped Kerb' on both sides of the road therefore as per rule #243 of the Highway Code "you cannot part where the kerb is lowered to provide easier access for wheelchairs and powered mobility vehicles" it is illegal to park anywhere in the area I have shaded. All the properties in White Leys Close have two private parking spaces and therefore the vehicles that do park on the street currently are almost exclusively non-residents wishing to use the Orchard Centre. This is highlighted in the evenings, when White Leys Close is almost always devoid of cars. Furthermore, currently only residents should be using Station Road/ White Leys Close as per the signage at the entrance to Station Road indicating that motor vehicles are not permitted except for access, further adding to my understanding that vehicles that currently parking in White Leys Close are doing so illegally,</p>

	<p>2) As per my second figure title ON180188, the land on both sides of the road is privately owned by the houses in White Leys Close and therefore allowing parking in the area I have highlighted would block access over a dropped kerb which would again be in breach of Highway Code rule #243 “DO NOT stop or park in front of an entrance to a property”,</p> <p>3) When vehicles do park in the area you have allocated for parking, not only do they obstruct private land, they also obstruct the access road to the carpark (private road) meaning that the only way to exit/enter the carpark is to drive over the grass, the damage from this is shown in my last photo, parking in this area is therefore in breach of highway code rule #242.</p> <p>My conclusion is therefore that residents parking cannot be introduced in the area I have highlighted (unless you plan to compulsory purchase the land adjacent to the road and remove the dropped kerbs), as the highway code already fully prohibits parking in this area. I would be grateful to see action taken against the vehicles that currently park in the area illegally.</p> <p>Finally, I would note that your letter appears to confirm what I stated in my email to the planning team in January around proposal P22/S0492/O (on which I am still awaiting a reply) that the proposed development does not have adequate parking and if approved will further exacerbate parking issues.</p>
<p>(9) Local resident, (Didcot, Cronshaw Close)</p>	<p><b>Concerns</b> – I am writing to express my concerns about the new parking restrictions proposed for the area around Didcot Parkway Station.</p> <p>As a resident of Cronshaw Close the proposed changes will have direct impact on our household.</p> <p>Firstly we are concerned that the permits have to be purchased by residents. Is this not making residents pay a penalty to prevent non-residents parking in Cronshaw close? We occasionally have use of a third vehicle. Should we use our allowance of visitor permits for this?</p> <p>Would it not be better to start enforcing the current parking restrictions to deter non- residents from parking in Cronshaw close? In the 18months we have lived here I have not seen a traffic warden. Having said that we do not feel there is a problem with parking in Cronshaw close. The majority of cars that park here belong to residents.</p> <p>Secondly the need for a permit for any visitor will be an inconvenience to put it mildly. 25permits allows for just 2 visitors a month. We recently had a new baby so have had a number of visitors and people coming to help. If our visitors all had to use permits, we would have used around 15 permits in the first two months of this year. How about when someone pops in for 10mins? Or what about when we have a group of friends over in the summer and may</p>

	<p>use 5 or 6 permits in one day? Should we have to pay to have friends visit? Or charge our friends £1 per visit when we have used our 25 permits? Then there is the problem of tradesmen, healthcare workers who may visit the house and anyone else on business.</p> <p>I cannot see how the changes "help manage the supply of residential and short-stay parking" better than the current restrictions do. They just seem more inconvenience and expense for the residents. As previously stated- we don't feel there is a problem with parking here in Cronshaw close, so see no need for change.</p>
(10) Local resident, (Didcot, Station Road)	<p><b>Concerns</b> – I am inquiring into the proposed traffic-parking changes in Station Rd Didcot, can you confirm if it is resident parking only, or permit holders only? I see from your letter that contractors will have access to permits. This being the case I believe this will create a free for all situation. It seems that we will not be allocated bays outside our own properties. This will also create problems and confrontation. Are we going to be harassed when the new development starts at the bottom of Station Rd, if contractors are allowed permits?</p>
(11) Local resident, (Didcot, Haydon Road)	<p><b>Concerns</b> – I'm a bit disappointed. I'm fortunate enough to have a driveway with space for 3 cars so the proposals may suit others but for me it does not go far enough to address the issues we have. Fundamentally, the problem is that people treat Haydon Road as a free car park because they know they won't get caught. That is the attitude/behaviour you need to eradicate. We had years on no enforcement by the Police, we worked hard to bring CPE to our area, when it came we got woefully inadequate levels of enforcement, then when the permit work started the enforcement had to stop and all that has resulted in people thinking they can park in Haydon Road for free. The proposal to allow half an hour (I'm sure I read somewhere that was Saturday only?) with no return in half an hour does not address the issue of people thinking they can use the train station and not pay for the facilities they use. The proposals rely on regular enforcement in order to stop people parking over half and hour and returning within half an hour and we all know that won't get the level of patrols required. Therefore these proposals will fail in their objectives. The other issue is people nuisance parking over driveways - not enough that you have justification to phone the Police but enough to hinder access to my property. Will the proposed double yellows cover our driveways with space to spare such that we can see oncoming traffic and cyclists?</p> <p>All in all I think these proposals are very disappointing. We needed permit zones throughout the area with no exceptions. That way anyone using the station and hoping to not pay for the facilities they use won't be able to. It doesn't take a genius to understand why the half hour has been proposed. The first phase of the Gateway project is a proposed 140 dwellings with no parking - by allowing 30 mins for visitors on our road Councillors are paving the way to getting this project approved. So no we have Gateway residents using our road as a car park.</p>



	<p>You will only eradicate the parking issues in Didcot with strict policies and aggressive enforcement, to hit people where it really hurts - in their wallet. Remember that someone commuting from the station will save money taking a parking fine every 2 weeks than paying for regular parking. Until you reverse that trend and make it cost ineffective to park on residents road you won't ever solve our issues. Also worth mentioning that as I understand it Didcot shares a parking warden with the rest of SODC and Vale. This needs to change - Didcot needs it's own dedicated warden. Proper enforcement, regular patrols and aggressive ticketing - not for a few weeks but permanently - is what is needed.</p> <p>I'm also curious to know how these proposals aim to tackle people parking on our road overnight? As I assume any patrols will have a finishing time. The behaviour is just the same, albeit with less of an impact.</p>
(12) Local resident, (Didcot, Cronshaw Close)	<p><b>Concerns</b> – I appreciate that commuter parking around the station needs to be addressed and in principle do not have an issue with a residents only parking scheme/parking permits being implemented. However as a resident of Cronshaw Close who does not have an official driveway our main parking area is normally in the lay-by in front of 32 - 50 Cronshaw Close. Can I please ask if the visitor permits we can apply for, if it is 25 per adult resident then an additional 25 chargeable or is it per household. Will there be any flexibility shown to the residents who do not have a driveway to apply for more if they are issued per household if we need them. We are a family of four adults who all have visitors at times.</p> <p>I know the majority of resident in Cronshaw Close have driveways so this would not be a major issue for them if they bought an annual permit as they could park on the road so that their visitors could park on their driveway.</p> <p>Can I also ask My father has a disabled parking permit, and is in his 80's, he does call in occasionally, Would the disabled permit cover him to park?</p>
(13) Local resident, (Didcot, Station Road)	<p><b>Concerns</b> – In view of the likely Gateway development and significant loss of parking close to the railway station there is a need to address what will become an even worse issue than it is now.</p> <p>I'm disappointed that the section of Station Road from the junction by Enterprise to the pedestrianised area at Cineworld and White Leys Close has had to be included.</p> <p>As I'm sure you are aware this section is in fact currently NO ENTRY to motorised vehicles except for legitimate access. The only reason this does not work is that the police do not have the resources to police this any more.</p>

	<p>However I understand that Oxfordshire are one of the areas that are being permitted to enforce moving traffic offences so I presume that Oxfordshire have it in their power to take on enforcement of this restriction. I ask has this been considered?</p> <p>Presuming that a residents permit scheme has to be brought in it is of course disappointing that there will be a charge, especially in these times of financial difficulties for many. I do acknowledge that any scheme has to be managed both in office administration and enforcement and this costs money. I trust that the scheme charges will be kept at a minimum, I'm assuming that the fines that may be issued are unlikely to cover the administrative costs.</p> <p>Finally I would ask if the permits could be for individual streets rather than one permit for all streets?</p>
(14) Local resident, (Didcot , Lydalls Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>No opinion</b>,  White Leys Close - <b>No opinion</b>  Local resident</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>  I was hoping that it would be residents parking only. If the intention is shared use then it has to be properly managed. As people using the road over the years for the station have totally ignored the time restrictions already in place along there.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>No opinion</b>  The double yellow lines are ignored currently. It is extremely dangerous with commuters parking on corners etc. again needs to be properly regulated to work.</p>
(15) Local resident, (Didcot, Lydalls road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,</p>

	<p>Station Road - <b>No opinion</b>,  White Leys Close - <b>No opinion</b>  Have the areas to be residents parking been properly thought out. Is the catchment area large enough, I don't think so</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>No opinion</b>  Why shared use, the station has an area for pick up and drop offs already</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Object</b>,  White Leys Close - <b>No opinion</b>  I live in terrace in conservation area with no off road parking available. Are we going to have double yellow lines outside our houses in Lydalls road?, if so where are we supposed to park? We should not be penalised for living in a house with no option for off road parking.by creating a small zone of residents parking you are just pushing the parking problems further up the road. Lydalls road houses that are terraced with no other means of parking off road should be included in the permit area. Cronshaw close has garage area around rear of houses and also most front gardens have been converted to drives but you are still giving them the option of residents parking but not addressing the issue further in Lydalls or manor road</p>
<p>(16) Local resident, (Didcot, Lydalls road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>No opinion</b>,  White Leys Close - <b>No opinion</b>  I dont live in those roads - I'm.Lydalls Rd resident &amp; not on the One Way end either We need to be parking permits too</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b></p>

	<p>Parking will be pushed further round to the Church end of Lydalls rd - its a Nightmare already due to lot of the houses NOT having driveways, and parking is shocking now. We will need our own parking permits or we won't be able to park at all</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Object</b>,  White Leys Close - <b>No opinion</b>  The bottom / station end of Hayden Rd- they've driveways so Yellow lines would be ok</p> <p>Lydalls rd middle section - again all have driveways so fine / double yellow ok</p> <p>HOWEVER that means people will instead park from Queens pub twds Church section of Lydalls - which is Shocking already as 2x blocks are victorian terraces so no driveways- residents struggle to park now as it is, let alone with then adding on Station parking (due to yellow lines everywhere else)</p>
<p>(17) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b></p> <p>I'm a resident owner of a property in Lydalls Road and we experience frequent (daily) occurrences of rail users parking on our street all day. If parking permits or shared-use parking are to be introduced on roads near the railway station, then they need to be extended to cover all of Lydalls Road (including the cul-de-sac at the Foxhall Road end of Lydalls Rd) and Stonor Close. The footpath between Cronshaw Cl and Lydalls Rd allows commuters to park on Lydalls Rd and walk to the station. This is becoming a major inconvenience as commuters often block driveways and cause congestion, which restricts access to homes and makes driving on the roads less safe. Focus should be on encouraging commuters to use the Foxhall Multi-Storey carpark and the Station Road carpark.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b></p> <p>I'm a resident owner of a property in Lydalls Road and we experience frequent (daily) occurrences of rail users parking on our street all day. If parking permits or shared-use parking are to be introduced on roads near the railway</p>

	<p>station, then they need to be extended to cover all of Lydalls Road (including the cul-de-sac at the Foxhall Road end of Lydalls Rd) and Stonor Close. The footpath between Cronshaw Cl and Lydalls Rd allows commuters to park on Lydalls Rd and walk to the station. This is becoming a major inconvenience as commuters often block driveways and cause congestion, which restricts access to homes and makes driving on the roads less safe. Focus should be on encouraging commuters to use the Foxhall Multi-Storey carpark and the Station Road carpark.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Object</b>, Lydalls Road - <b>Object</b>, White Leys Close - <b>Object</b></p> <p>Double yellow lines without resident permits are not a suitable solution as this will restrict residents ability to park outside their homes. Some houses along Lydalls Road do not have off street parking so these residents would not be able to park near their homes.</p>
(18) Local resident, (Didcot, Lydalls )	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Concerns</b>, Station Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b></p> <p>Concerned this will push commuters to park further up lydalls and stoner close and lydalls close</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b></p> <p>Concerned residents will not be able to park as commuters already park in these areas rather than using the station car park and push parking further up lydalls to, Lydalls close, stonor close</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b></p> <p>Need To allow parking for residents but concerned residents will not be able to have deliveries or visitors and will push parking further up lydalls road where there is already limited parking</p>

<p>(19) Local resident, (Didcot, White Leys Close)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>People parking at the end of White Leys Close is dangerous as it forces drivers to be on the wrong side of the road when turning out on to Station Road. Repainting and adding new sections of double yellow lines would definitely help prevent accidents. Everyone living down that road has a private parking space and most would not even need to buy a permit so I am in support of the proposed permit areas.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p> <p>Residents should be able to easily park near their own house. Hopefully this will encourage commuters to cycle, although it would help if the cycle paths were properly maintained.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>I have seen multiple near-misses due to people parking dangerously and think this would help.</p>
<p>(20) Local resident, (Didcot, White leys close)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>Fully support.  Constant parking by non-residents to avoid paying for parking at the orchard centre causes significant disruption to local residents and in many cases dangerous parking on narrow roads. Especially white leys close!</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p>

	<p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p>
<p>(21) Local resident, (Didcot, Lydalls Road (cul de sac))</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  We have had problems for many years with people parking in the areas mentioned, by people using the railway station and staying away all day, and sometimes for a long weekend. Residents should be looked after.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>  I believe that the whole of Haydon Road and the whole of Lydalls Road (including the cul de sac at the top end of Lydalls Road) should be residents only parking. If the restrictions are only in a small area, commuters will then start to park in the nearest available areas, which just moves the problems of parking to other residents (sadly there are already problems). We need to consider a much larger 'restriction area' which hopefully will force the commuters to use the multi storey carpark. We should consider a consultation with Network Rail to reduce the parking charges considerably.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Object</b>,  White Leys Close - <b>Concerns</b>  At the upper end of Lydalls Road there are long term residents who do not have 'off street parking'; where are they going to park? The areas that already have parking restrictions on Lydalls Road aren't policed enough as it is.</p>
<p>(22) Local resident, (Didcot, Lydalls Road )</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,</p>

	<p>White Leys Close - <b>No opinion</b>  I live halfway up in Lydalls Road - are the existing no parking restrictions going to remain in place ( Mon - Fri 2pm - 3pm ) ??  if not all that will be accomplished with these new proposals is that the commuters currently parking all day in Haydon Road ( between Station Road and the corner of Lydalls Road ) will merely just move into Lydalls Road and will take up all the available parking the length of it  this really concerns me  any update would be appreciated thank you</p> <p>Shared-Use Parking <b>Spaces</b>  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>  it appears that the current commuter all day parking will merely just move into Lydalls Road and we will have a large number of cars parked there from early morning to mid evening  Lydalls Road is a residential Road and needs safeguarding from this happening</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>No opinion</b>  no further comment</p>
<p>(23) Local resident, (Didcot, Cronshaw Close)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>No opinion</b>,  White Leys Close - <b>No opinion</b>  As a resident of Cronshaw Close I'm concerned that I will have to pay £70 to park outside my own house. This £70 is on top of council tax and road tax and comes at a time when everybody is having to tighten their belts and save money. Why can't the resident's permits be free or at the very least much much cheaper? It feels that the £70 price far outweighs the cost of logging me as a local resident and printing a card to put in my vehicle window. I have lived in Didcot all my life and didn't support the building of thousands of houses around the town, teeming with people who now want to travel by train but not pay to park their own cars in the carparks or walk or cycle to the station. Why should I now be having to pay because of these people? Why can't Great Western Railways subsidise the parking scheme seeing it's their business that's the root of the problem? It feels unfair to me.</p>



	<p>Shared-Use Parking Spaces  Haydon Road - <b>No opinion</b>,  Lydalls Road - <b>No opinion</b>  I don't live there so it doesn't impact me, but I know parking along there is tight.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>No opinion</b>,  Lydalls Road - <b>No opinion</b>,  White Leys Close - <b>Concerns</b>  Completely barring parking along White Leys Close seems hard if you live along there.</p>
(24) Local resident, (Didcot, Lydalls Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b>  I'm not sure why Cronshaw Close is included. Should it be Compton Close? I have general comments about the scheme as a whole which I will add later.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Object</b>,  Lydalls Road - <b>Object</b>  I support the introduction of residents' permits but I object to the shared use spaces. There is limited parking space available for residents on this stretch of Lydalls Road. Most of us do not have any off-street parking available so are dependent on the limited on-street parking. It is unfair on residents to expect them to compete for space with people who have not paid for permits. There are public car parks only seconds away from our street so non-residents should be using these. There is also the issue that the 30-minute rule may not be monitored/enforced effectively.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b>  There is already limited parking space available on these streets. Introducing new double yellow lines will restrict this space further. We would only support these where they protect dropped kerbs.</p>

<p>(25) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>Because long term parking by users of the GWR in Lydalls Road causes problems for all the residents. There is ample parking provided by the GWR in their multi-story car park but it is always half empty.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b></p> <p>No, I believe that these roads should also be added to the Residents Permit Only Parking Spaces scheme.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b></p> <p>As before:- No, I believe that these roads should also be added to the Residents Permit Only Parking Spaces scheme.</p>
<p>(26) Local resident, (Didcot, Station)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>I have concerns over the parking arrangements for Enterprise Car Rental. At the moment they have a total disregard as to where they park. Cars &amp; vans are parked on pavements, double yellow lines &amp; the grass verges to the side and also on the land to the side of my house 76 Station Road. We also have car transporters parked outside our houses. Station Road is supposed to be a conversation area. Also since the buses have been allowed to go up and down the road it can get very congested. The constant vibration is causing damaged to our homes.</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p>

	<p>The general public park anywhere the like to commute to the station, how it will be re-inforced that they cannot continue doing this. It is not fair on the residents</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b>  This is positive news for residents</p>
<p>(27) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>No opinion</b>  I live near the Didcot parkway station (Lydalls Road)</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>No opinion</b>,  Lydalls Road - <b>Support</b></p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Concerns</b></p>
<p>(28) Rather not say,  (Didcot, Cronshaw Close)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>The roads around the station are full of cars that sit there all day whilst the owners are off working or shopping elsewhere. It is difficult often to navigate these roads safely as a pedestrian or as a driver. Delivery vans for example have to weave onto the opposite side of the road to overtake the parked vehicles. I am expecting an accident to happen at some point soon.</p>

	<p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p> <p>The permit scheme needs to benefit all of the mentioned areas. If you roll it out in one street but not the other then you are in danger of an increase of unwanted parking in those neglected streets. The station has a decent sized car park the problem is people don't want to pay. The town has good bus access to the station but people don't want to use it or are too lazy to walk. The scheme will if rolled out force people to make a change in their commute and will potentially reduce traffic volume.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>The introduction of new double yellow lines will help with traffic flow and will increase visibility around the Haydon/Lydalls Road junction. The White Leys Close lines will benefit the residents.</p>
<p>(29) Local resident, (Didcot, Haydon Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  All necessary</p> <p>I support the proposals, as I do feel they are necessary given the loss of the “Julians” parking spaces, which will obviously push parking to other roads in the area, but there was no space for further comment.....</p> <p>I feel you have neglected the upper part of Haydon Road, past the junction with Lydalls Road. If the proposed restrictions and residents permits areas extend as far as the whole of Cronshaw Close and Station Road/White Leys Road, which are much further away than upper Haydon Road, then why haven't you made similar arrangements for us?</p> <p>People already park outside my house to go to the station, but thankfully this is only occasional at the moment. In the future when the car park on the “Julians” land is gone, more people are certain to park up Haydon Road including those who live in the new development.</p>

	<p>Making it double yellows up the West Side will just mean a line of cars parked all up the East side. This will lead to a road which was once spacious and pretty safe for a 'main road' being busy and more dangerous to cross or get on/off our drives. Haydon Road is a lovely, tree lined road, which will soon become ugly and cluttered.</p> <p>Being frank, I don't hold out much hope of being listened to on this. I objected the development that these parking proposals have grown out of to no avail, as well as objecting to a recent planning permission request of a HMO on the street which was ignored. I know all my neighbours feel the same, but the council seems to do what it wants regardless. Nevertheless, that's my opinion and the opinion of my neighbours so I feel obliged to put it across when it affects me directly.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b> Required, but hope that they are properly monitored.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b>, White Leys Close - <b>Support</b> Required</p>
(30) Local resident, (Didcot, cronshaw close)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Object</b>, Station Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b></p> <p>The area has already parking restrictions in place. These restrictions work fine: the residents have space to park their cars and we have never experienced commuters or passers by to leave their cars parked for prolonged time causing issues to the road viability. The proposal to introduce parking permits paid by the residents would only aggravate the already unbearable increase of living costs, this is the last thing we need this year. Please do not force the residents of cronshaw close to pay to be able to park their cars in front of their houses. If parking permits are an absolute necessity for the council, they should be offered for free to residents.</p> <p>Shared-Use Parking Spaces</p>

	<p>Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b></p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b></p>
<p>(31) Local resident, (Didcot, Cronshaw close)</p>	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Object</b>, Station Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b></p> <p>I do not see the point of paying for the parking since the situation is currently very convenient for residents. If any permit will be necessary it should be offered for free to the residents.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b></p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b>, White Leys Close - <b>No opinion</b></p>
<p>(32) Local resident, (Didcot, Haydon Road)</p>	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Support</b>, Station Road - <b>Support</b>, White Leys Close - <b>Support</b></p> <p>As a resident of Haydon Road I can rarely park outside my own house, so I think it would be beneficial for residents to be able to park outside their own properties.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>,</p>

	<p>Lydalls Road - <b>Support</b>  As a resident of Haydon Road I would like to be able to park outside my own house and so would visitors like to be able to park.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b>  Some concern would be that visitors wouldn't be able to park. I believe that if the new parking permits go ahead we would be able to buy visitors parking spaces. This will need to be monitored closely as at the moment some commuters would rather chance getting a ticket rather than pay for car parking. We as residents have unfortunately been caught on a number of occasions parking outside our own property between the 12-1 no parking restrictions</p>
(33) Local resident, (Didcot, Lydalls Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  Control of the areas need to be in place</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b></p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close – <b>Support</b></p>
(34) Member of public, (Betchworth, Glenfield Road)	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>No opinion</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b></p>

	<p>Too many commuters are parking down residential streets and should be encouraged to use public transport or cycle instead.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b> Short stay parking is needed.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Support</b>, Lydalls Road - <b>Support</b>, White Leys Close - <b>Support</b> Parking on road corners obstructs view and is a safety concern</p>
<p>(35) Member of public, (Brockham, Glenfield Road)</p>	<p>Resident Permit Parking Spaces Cronshaw Close - <b>No opinion</b>, Station Road - <b>No opinion</b>, White Leys Close - <b>Support</b> Difficulty parking due to local shoppers.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b> To aid parking when visiting family.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>No opinion</b>, Lydalls Road - <b>No opinion</b>, White Leys Close - <b>Support</b> Safety as difficult to see when accessing main road.</p>
<p>(36) Local resident, (Didcot, Cronshaw Close)</p>	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Support</b>,</p>



	<p>Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  Seems a feasible solution that will meets the needs of local residents in a fair way</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>  Adequate solution to the parking needs whilst still supporting local residents</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b>  Supports the needs of local residents and safety considerations</p>
<p>(37) Local resident, (Didcot  , Haydon Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Support</b>,  Station Road - <b>Support</b>,  White Leys Close - <b>Support</b>  The scheme will only work if it is policed daily, who is going to check the permits? How will you enforce the rules?</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Object</b>,  Lydalls Road - <b>Object</b>  I live in Haydon Road close to the station. I am constantly battling to access my driveway due to illegally parked cars or those collecting people from the station. The current rules are no parking between 12-1pm but this is not enforced. By giving them 30 minutes to park will not work as it will be abused. Unless you are going to provide the resources to check on illegally parked cars daily the scheme is useless. At the moment people park for days on end, sometimes going on holiday by train and know they will not get a parking ticket because nobody comes down to check. You are asking us to pay to park in the road we live in but the chances of actually getting a space will be limited. Realistically you will not be able to provide enough spaces for the residents let alone allowing non-permit holders to park as well? How many spaces will be made available? Why not make it residents only like Cronshaw close? Once the new houses are built opposite then the nightmare of trying to get a space will increase massively</p>

	<p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>Currently struggle to access my drive due to people collecting from station or parking over driveway. So this is a good idea and will assist with potential H&amp;S of being able to see more clearly when leaving your driveway</p>
<p>(38) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b></p> <p>Although resident permit parking is welcome, I am concerned that the limited scope will just push the parking into surrounding roads</p> <p>Shared-Use Parking Spaces  Haydon Road - <b>Concerns</b>,  Lydalls Road - <b>Concerns</b></p> <p>Parking is already a problem on the other side of Lydalls Road (between Haydon and Foxhall Roads) and surrounding streets. The permits seem likely to exacerbate the problem, especially if Julian's car park is closed.</p> <p>No Waiting at Any Time' (Double Yellow Lines)  Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p> <p>These prevent dangerous parking, particularly on the corner of Lydalls and Haydon Road. However, they will need to be enforced and extended further up both roads if parking is displaced</p>
<p>(39) Local resident, (Didcot, Lydalls Road)</p>	<p>Resident Permit Parking Spaces  Cronshaw Close - <b>Concerns</b>,  Station Road - <b>Concerns</b>,  White Leys Close - <b>Concerns</b></p>

	<p>Restrictions near the railway station will force commuter parking further up the road (just moving the problem elsewhere). Residents without off road parking should be able to park by their property. I feel that if the permit system is not properly enforced then it will be a waste of residents' money purchasing one.</p> <p>Shared-Use Parking Spaces Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b></p> <p>Restrictions near the railway station will force commuter parking further up the road (just moving the problem elsewhere). Residents without off road parking should be able to park by their property. I feel that if the permit system is not properly enforced then it will be a waste of residents' money purchasing one.</p> <p>No Waiting at Any Time' (Double Yellow Lines) Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b></p> <p>Restrictions near the railway station will force commuter parking further up the road (just moving the problem elsewhere). Residents without off road parking should be able to park by their property. I feel that if the permit system is not properly enforced then it will be a waste of residents' money purchasing one.</p>
(40) Local resident, (Didcot , Lydalls Road)	<p>Resident Permit Parking Spaces Cronshaw Close - <b>Concerns</b>, Station Road - <b>Concerns</b>, White Leys Close - <b>Concerns</b></p> <p>Residents parking areas in around the station in Didcot are a good idea as long as the area is large enough. If not the the zones will simply push parking a bit further away. Lydalls Road west of Haydon Rd already suffers from cars parking for the station. This scheme will just push more cars here. The residents parking area needs to extend further along Lydalls Road and up Haydon Road - far enough to not be convenient for station parking.</p> <p>Shared-Use Parking <b>Spaces</b> Haydon Road - <b>Concerns</b>, Lydalls Road - <b>Support</b> Not clear of logic for shared use in Haydon Rd</p> <p>No Waiting at Any Time' (Double Yellow Lines)</p>

	<p>Haydon Road - <b>Support</b>,  Lydalls Road - <b>Support</b>,  White Leys Close - <b>Support</b></p>
<p>(41) Local resident, (Didcot, Lydalls Road)</p>	<p><b>Support</b> – I am a resident of Lydalls Rd and enthusiastically support the initiative to provide permit parking for Lydalls Rd subject to the observations in the following bullet points:</p> <ul style="list-style-type: none"> <li>• Section C, comment 2: double yellow lines and ‘end on parking currently protrudes into the carriageway (Lydalls Rd, Nos 57 to 45)’. This suggests current parking is inappropriate, but it is practical and efficient: <ul style="list-style-type: none"> <li>o This style of parking has been used here for approximately 20 years. I am aware of no incidents during this period and would therefore question any inference that it is unsafe.</li> <li>o I believe a change to parallel parking, if I am correctly inferring that as the intention, may cause unnecessary issues with capacity for both residents and parents dropping children off at the school.</li> <li>o I suggest a more effective option would be white line marked end-on parking.</li> </ul> </li> <li>• Is the resource and responsibility for enforcing these new parking restrictions allocated? The existing parking restrictions on Lydalls Rd have not been enforced for over 20 years (I have lived on this road for 29 years). Attempts to have it enforced have been previously re-buffed by the Police, who I believe are currently responsible. When I first moved to the property restrictions were intelligently enforced by a parking warden, but the PW resource was de-allocated approximately 20 years ago. If charges are to be made, restrictions must be enforced.</li> <li>• There seems to be some confusion over pricing. Page one of the letter states resident charge is £65/annum. First paragraph section E of the accompanying document states resident charge is £70.</li> <li>• Section C, 2. It is suggested double yellow lines are placed outside 59 and 61. This strengthens the case for the point made in bullet one – these properties are outside the school and restriction in parking here with parallel parking may lead to inadequate capacity for the school and the residents. I would suggest double yellow lines outside property 61 are unnecessary – only 59 needs it.</li> </ul> <p>I hope the comments that I have made assist those responsible with implementing a very worthy and long overdue scheme.</p>
<p>(42) Local resident, (Didcot, Cronshaw Close)</p>	<p><b>Support</b> – We reside at Cronshaw Close and believe the idea of residents parking permits for our road is long overdue and therefore very welcome.</p>

	<p>We are fortunate that we can park 2 vehicles within our boundary after having been granted permission to install a dropped kerb to access the hard standing at the front of our house, prior to this we very often struggled to park in the close due to non residents regularly parking to take the train for work, nights out and on several occasions holidays!</p> <p>The inconsiderate parking continues on a daily basis and causes issues for residents who rely on using the lay-by in front of their houses.</p> <p>We would not require a residents permit but would certainly apply for a visitors permit.</p> <p>We look forward to a positive result to your proposal.</p>
(43) Local resident, (Didcot, Lydalls Road)	<p><b>Support</b> – It is good to know that there is an imminent solution to the parking congestion in the above mentioned area.</p> <p>Please can you clarify the following point/s in your letter:  * C. Proposed no waiting at any time (Double Yellow Lines): Point 2 regarding Lydalls Road does not mention the double yellow lines to Nos 2-4 Haddon Terrace Lydalls Road, even though this is marked with a blue line on the map.</p> <p>I welcome the new proposal and trust this is an oversight.</p>
(44) Local resident, (Didcot, White Leys Close)	<p><b>Support</b> – I'd like to simply say a very well thought out scheme from what I can make of it. A practical point the 'existing' double yellow lines will also need 'repainting' because they were painted originally with a paint mix so poor that within a fortnight they'd degraded enough to not consider them as being there in White Leys Close,... and it's been years now. Additionally I trust it will be patrolled and enforced, currently it's parked all over on a permanent basis.</p>