

ANNEX 2

Summary of comments received during Consultation

No.	Commentor's Address	Street concerned	Summary of objection or comment	Observations of the Director of Environment & Economy
1	13 residents of Church Street, 34 residents of Heath Lane, 1 resident of Lamb Lane, 18 residents of Manor Road, 7 residents of Park Street, 2 residents of Park end Cottages and 6 residents of The Green – All in Bladon.	Heath Lane, Bladon	<p>All these respondents have signed a duplicate letter stating their grounds of objection as: -</p> <ol style="list-style-type: none"> 1. The Lane at the lower end of Heath Lane is wide enough for rubbish trucks without hindrance. Why does the council feel a fire engine would not get through? 2. The proposal will remove most of the parking in the lane. This will mean that residents and visitors will park anywhere they can i.e. Church Street, The Green, Manor Road, in front of the post box and all over the banks outside Nos. 3-5 and 40-55 Heath Lane and also at the far end of Manor Road. 3. A small cut into the bank at the lower end of Heath Lane would leave the parking intact with no need for yellow lines, yet the council has deemed that too expensive. 4. When times are tough and budgets being cut everywhere we fail to understand why council needs to waste money on a perceived problem that doesn't actually exist. In the past parking was an issue in Heath Lane, but since most residents have cut into their gardens to provide off road parking there is no longer a problem. 5. In addition, previous yellow road markings outside 14 Heath Lane were recently painted on by the council to 	<p>These proposals follow a long-standing request from the Bladon Parish Council to introduce restrictions to safeguard the passage of emergency vehicles, buses and other through traffic along the narrow sections of the lane. In considering the need for restrictions, officers proposed to extend restrictions beyond the lengths initially requested by the Parish council, in anticipation that displaced parking could cause similar problems on nearby junctions and similarly narrow lengths off road. There are occasional incidents of blockage to the bus service, albeit this can be resolved by residents (or their visitors) moving the vehicles. However, this could cause problems for emergency vehicles attending an incident in a hurry. The proposals would not remove most of the parking in the Lane, as many spaces would still be available elsewhere, and it is only proposed to remove spaces where the remaining clear running width would be less than required for a fire engine to get through. The suggested removal of a grass embankment has not been costed, is beyond the remit of this waiting restriction project and although it may not be 'too expensive' would mainly provide a benefit just for local</p>

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			<p>stop parking and were immediately removed as they were perceived to be unnecessary and ugly in a conservation area. What a waste of tax payer's money.</p> <p>6. Removing the parking on the corner of Heath Lane and Manor Road is another unjustifiable waste of money. The road is perfectly wide enough there and the corner open to view. By painting lines there you are forcing cars to park directly on the road outside the artist shop which is a blind corner but which will be perfectly legal - where is the logic?</p> <p>7. A number of cars drive at significant speeds up the lane when no cars are parked; the parked cars actually slow them down. What will the added cost be of putting in sleeping policemen to curb speed after the cost of putting in double yellow lines? We would rather the money was spent cutting into the bank to allow proper parking.</p> <p>8. This is a conservation area and we do not want ugly yellow lines down this historic country lane.</p>	<p>resident parking at a cost to the overall county-wide maintenance budget. The 'previous yellow road markings' were installed some 3 years ago by the Area Highways Office as advisory markings only without the benefit of a TRO. They were removed after complaints from nearby residents. This current proposal represents an opportunity to consider legally enforceable restrictions. There are some road humps further up the lane, which is not a through route, and so the vast majority of vehicles are being driven by local residents and it is hoped they would respect the need to keep speeds to a safe level. There are already double yellow lines on nearby sections of narrow lanes in the village, within the conservation area.</p>
2	6 Residents of Heath Lane, Bladon	Heath Lane, Bladon	Support the proposals.	Noted.
3	1 anonymous Resident of Bladon	Heath Lane, Bladon	Supports the proposals.	Noted.
4	A resident of Church Lane, Burford	Church Lane, Burford	Supports the proposal.	Noted.
5	A business owner of Church Lane, Burford	Church Lane, Burford	Objects to the proposal but requests double yellow lines on either side of entrance to Burgage Gardens as parked vehicles block the entrance	The proposals include double yellow lines on either side of entrance. The proposals will be monitored and the need for additional restrictions can

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			<p>and as people park on the pavement as well and recently the fire engine couldn't get past. The single yellow line opposite & around the corner should be double yellow line as it is an extremely dangerous corner and they have seen cars nearly crashing and people having to dodge out of the way, as there is no footpath.</p> <p>The respondent is also concerned about the Coach parking area in Priory Lane and hopes the proposal is not to reduce the size of the area.</p>	be considered in due course.
6	A Resident of Guildenford, Burford	Guildenford, Burford	<p>Objects to the proposal as they are concerned that the proposal will make it difficult for residents to park where parking is already under pressure. Request for a residents parking scheme and also a sign to make the visitors and tourists aware that the off-street car park is free of charge.</p>	The District Council does not currently support the introduction of residents' parking schemes. There are discussions already taking place between the Parish and District Councils about improving the direction signing to the car park.
7	A Resident of Guildenford, Burford	Guildenford, Burford	Supports the proposal.	Noted.
8	A Resident of Guildenford, Burford	Guildenford, Burford	<p>Objects to the proposal as, since the restrictions in High Street came into force, the employees and owner of business there now park in Guildenford. Between May and September by midday the public car park is full and tourists' vehicles are going around and around to find parking. The parking on either side of the road at the south end of the road acts as a traffic calming measure. A residents' parking scheme is the fairer solution.</p>	The car parking in Burford is under pressure at peak times, but this does not negate the need to maintain access for through traffic, including in this location the fire engine and buses. The District Council does not currently support the introduction of residents' parking schemes.
9	A Resident of Guildenford,	Guildenford, Burford	Supports the proposal but is concerned that the double	The proposals will be monitored and the need for

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	Burford		yellow line on the North west corner of Guildenford does not currently extend far enough up the street at the side of the Vicarage, so that any large vehicles parked too close to that corner completely blocks a clear view of oncoming traffic emerging from Church Lane, and represents a serious hazard.	additional restrictions can be considered in due course.
10	A Resident of Priory Lane, Burford	Priory Lane, Burford	Objects to part of the proposal in sections of Priory Lane, but supports the proposed double yellow lines in front of the Priory. They are concerned that the proposal will increase the pressure on residents parking which is already a problem in the road especially for people with no off street parking. Requests a residents' only parking scheme in Sheep Street and Priory Lane.	The proposals away from the priory entrance are intended to help prevent further collisions with boundary walls near tight corners with limited visibility. The District Council does not currently support the introduction of residents' parking schemes.
11	A Resident of Bluebell Way, Carterton	Bluebell Way, Carterton	Supports the proposal.	Noted.
12	A resident of Bluebell Way, Carterton	Bluebell Way, Carterton	Supports the proposal but requests an additional restriction to be continued further down to cover another private driveway. They have problems getting out of their driveway due to parked cars. There is also visibility issue on the straight part of the road between the mini-roundabout and the bend. Cars are often parked within 10 metres of the mini roundabout and within 10 metres of the junction with Monahan Way.	The proposals will be monitored and the need for additional restrictions can be considered in due course. If the private access is obstructed, the police would be able to deal with this; or the resident can request an advisory access protection marking to act as a reminder to other motorists to keep the entrance clear.
13	3 residents of Dyers Hill, Charlbury	Dyers Hill, Charlbury	Support the proposal but request an informal residents parking scheme to avoid residents receiving a parking ticket. One resident requests the changes to be instituted for an experimental period of one year.	The District Council does not currently support the introduction of residents' parking schemes. There is no 'experimental' nature to the restrictions, as similar ones exist nearby, however the restrictions will be

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				monitored and the need for any amendments can be considered in due course.
14	A resident of Dyers Hill, Charlbury	Pound Hill, Charlbury	Supports the proposal but requests extending the No Waiting at any Time further north past Nine Acres Lane, up to New Barn Garage. The reason being parking congestion and busy traffic at the garage which can result in traffic being backed up on Thames Street and Pound Hill as vehicles wait for others coming down Nine Acres Lane before being able to pass parked cars. The main pedestrian crossing point from Nine Acres Lane to Thames Street is the corner of Pound Hill.	Some of the parking currently taking place relates to a nearby building development. It is anticipated that, together with the proposed restrictions, once the development traffic has gone, conditions will improve. However, the proposals will be monitored and the need for additional restrictions can be considered in due course.
15	A Resident of Dyers Hill, Charlbury	Dyers Hill, Charlbury	Supports the proposal but requests that the existing double yellow lines across the entrance to Forest Court should end almost in line with the downhill side of the drive.	This will be monitored and the need for additional restrictions can be considered in due course.
16	A Resident of Market Street, Charlbury	Dyers Hill, Charlbury	Object to the proposal, and consider it inappropriate. Respondent agrees that some element of traffic management needed to tackle traffic issues but feels a restriction for heavy goods vehicles (HGV) traffic is needed rather than restricting where the residents park on the street as these roads are not designed for HGV vehicles.	HGV restrictions are beyond the remit of this waiting restriction project. However even if restrictions were promoted, there would have to be exemptions for large vehicles that have no alternative but to use this route to gain access for deliveries to properties in Charlbury.
17	A Resident of Thames Street, Charlbury	Thames Street, Charlbury	Objects to the proposal as they have to park on the street and no visitors have anywhere to park. .	Care has been taken in drawing up these proposals to only restrict parking where it is considered unsafe, or restricts through traffic.

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18	A Resident of Thames Street, Charlbury	Thames Street, Charlbury	Supports the proposal but requests extending the No Waiting at Any Time restriction as parked vehicles block the view of the direction sign in Thames Street opposite the junction of Nine Acres Lane.	If vehicles continue to park here, consideration will be given to relocating the sign and the proposals will be monitored and the need for additional restrictions can be considered in due course
19	A Resident of Thames Street, Charlbury	Thames Street, Charlbury	Supports the proposal but as nobody ever parks on the North side of Thames Street near the Nine Acres Lane the respondent wishes the No Waiting at Any Time removed in that location.	The request for these restrictions came from the local county councillor, following complaints about vehicles that were already parking here, close to the Nine Acres Lane junction.
20	A Resident of Cotswold View, Charlbury	Thames Street, Charlbury	Supports the proposal but requests extending the restriction across the entrance to Cotswold View, as the restrictions will displace parking from Thames Street and Pound Hill to Cotswold View and block the access. The problem is already occurring due to deliveries to and workers at the nearby old dairy development off Pound Hill.	Some of the parking currently taking place relates to a nearby building development. It is anticipated that, together with the proposed restrictions, once the development traffic has gone, conditions will improve. However, the proposals will be monitored and the need for additional restrictions can be considered in due course.
21	Two Residents of Fritillary Mews, Ducklington	Fritillary Mews and Standlake Road, Ducklington	Object to the proposal on the grounds it is unfair and unjustified. They understand the restriction should be in place at the main entrance of the Wesley Barrell site. Stopping people parking in front of their house will not make any difference to the traffic going into the village, as the majority of car volume comes from Wesley Barrell factory and they start work before 7am and finish before 4pm. There are also inconsistencies in the restrictions as there is parking allowed on the bends at the Ducklington football Club field and the bend outside the Bell and Strickland Pubs. The restriction will not make difference. The proposals	This is a recent housing development, and parking is provided for residents off-street. The developer has provided funds to promote these restrictions. Parking is occurring at the bend just north-west of the Fritillary Mews entrance. No request has been received from either the Parish Council or local residents to consider waiting restrictions at the other locations mentioned.

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			might increase the speed of the traffic on Standlake Road	
22	A Resident of Station Road, Kingham	Station Road, Kingham	Supports the proposal.	Noted.
23	A Resident of Langston Lane, Station Road, Kingham	Station Road, Kingham	Supports the proposal, but requests it be extended further north east along Station Road as after the fencing was erected on the verge opposite the Langston Priory Workshops entrance and the nursing home the rail commuters have taken to parking on the verge slightly further away from the station opposite Langston Lane. There are often 5 or 6 cars parked there.	Further restrictions are now being considered to prevent parking for some 120m north east of the Langston Lane junction.
24	A Resident of Cornfield Close, Witney	Burwell Drive and Curbridge Road, Witney	Support the proposal. Request for restriction in Cornfield Close. Problems because of parents (of Our Lady of Lourdes Catholic School) parked cars blocking the driveway. Also safety issue when trying to exit from the Cornfield Close onto the Mirfield Road and also when trying to get on to the Curbridge Road.	The proposals mainly aim to address the Burwell Drive and Curbridge Road junction which is used by buses, but they will be monitored and the need for additional restrictions can be considered in due course.
25	A Resident of Dark Lane, Witney	Dark Lane, Witney	Objects to the proposal and commented that they are unnecessary. Parking in Dark Lane works very well with the good sense and tolerance of the residents, many of whom live in properties provided with inadequate parking. Occasional blocking of drop down kerbs hardly justifies the expensive scheme proposed.	This is a long-standing request and aims to prevent overspill parking from the town centre causing obstructions to access for local residents into this close.
26	A Resident of Dark Lane, Witney	Dark Lane, Witney	Supports the proposal.	Noted.
27	A Resident of Downs Road, Witney; an administration manager of a	Downs Road, Witney	Object to the proposal on safety grounds as currently the cars from West Oxfordshire Motor Auctions park everywhere making the	Many of the current problems are due to enforcement difficulties experienced both by the District Council, and by the police, in the vicinity of the

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	Business and a Business owner of Business in Downs Road		road and the pavement unsafe to use safely for pedestrians. Buses do not stop at 5pm. Respondent would like to see the current restrictions enforced rather than changing the restriction.	Motor Auctions. Recently, a shuttle bus service has been used with cars parking at a nearby football ground. Care has been taken to locate any unrestricted evening parking away from junctions and entrances. The District Council has indicated that the new restrictions will enable enforcement to be improved.
28	A Resident of High Street, Witney	High Street, Witney	Supports the proposal	Noted.
29	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Supports the proposal but requests the removal in front of No. 5 Oxford Hill since there are more cars than there will be space on the road to park them. Have some concerns about cars parked on the road being the sole 'traffic calming device'.	There will be more parking than currently allowed under these proposals to remove a stretch of single yellow line.
30	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Supports the proposal but requests the removal of the restriction in front of No.28 to help visitors parking.	There are private entrances in this vicinity, and so it is considered best to retain the existing single yellow line for the benefit of all those properties. Parking in the evenings and at weekends would remain unrestricted.
31	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Supports the proposal, but is concerned about the existing advisory cycle lane - it would be safer for all cyclists if they were directed along the existing footway/cycle path across the Langel meadows. This path extends through the Cogges Estate to Cogges Hill Road. This would be a far safer route for cyclists heading both in and out of Witney.	The cycle route is on the opposite side of the road to where parking restrictions are being relaxed, but through traffic may be 'squeezed' as a consequence. However, the proposals will be monitored and the need for additional restrictions can be considered in due course.
32	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Objects to the proposal and is worried that the vehicles will be able to park on the pavement outside numbers 10 – 24 Oxford Hill which will be difficult for the people using wheelchairs or child buggies.	It is accepted that through traffic may be 'squeezed' as a consequence of the proposals, however they will be monitored and the need for additional restrictions can be considered in due course.

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			<p>There have been accidents here in the past. Respondent also queried about adjusting the centre line as the road centre will be different and whether parking will still be allowed on the north side of the road, as vehicles are parked over the pavement here and also very close to respondents' driveway entrance making it difficult to egress.</p>	<p>The north side of the road is already subject to a single yellow line restriction.</p>
33	A Resident of Highworth Place, Witney	Highworth Place, Witney	<p>Supports the proposal but requests additional restriction on large vehicles parking as having trouble with access in Highworth Place.</p> <p>The majority of parked vehicles belong to people who live elsewhere and work in the town. They arrive after 8am and leave by 6pm. This narrow little road is not suitable for large vehicles and therefore if the high kerbs were removed and lines of a suitable width could be painted down one side, within which parked vehicles must be confined, more room could be given to residents' cars as they try to access their own properties.</p>	<p>This is a very narrow road (less than 5m), and does not leave sufficient width for any large vehicles to pass. Removing the footway kerbs would be to the detriment of pedestrians.</p>
34	A Resident of The Crofts, Witney	The Crofts, Witney	<p>Objects to the proposal as it is already difficult for Corn Street residents to park with the nearby Cafes & restaurants and the time limit restriction on the parking in Corn Street. The proposal will remove about 10 parking spaces which is unacceptable. Requests making residents exempt from time limit in Corn Street parking bays. Understands that some measure needed for vehicles getting into and out of brewery but does not need to be this</p>	<p>The proposals have been discussed both with the Wychwood brewery, and some local residents whose access is being obstructed. The District Council does not currently support the introduction of residents' parking schemes.</p>

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			drastic.	
35	A Resident of Corn Street, Witney (rear access in The Crofts)	The Crofts, Witney	Supports the restriction on the junctions and on the south side of the east/west arm, but objects to the short unrestricted length west of Highworth Place and to change the two current unrestricted places on the north/south arm of The Crofts-east side to a 2-hour limited waiting Monday- Saturday. The proposal does not achieve anything other than make it even more difficult for residents or employees in businesses in the area to use these spaces. Also at the weekends-Saturday and Sunday, many local people do not go off to Work. By removing two unrestricted places in this area, residents will have to move their vehicles every 2 hours which will be a nightmare.	The proposed 2 current spaces on the north/south arm of The Crofts-east side are currently double yellow lines; this means the proposal is a relaxation providing more parking.

No.	Statutory Consultee	Street concerned	Summary of objection or comment	Observations of the Director of Environment & Economy
A	Bladon Parish Council	Heath Lane, Bladon	<p>Is it all or nothing, or would there be room for adjustment to the proposals? Over many years, residents of the upper section of Heath Lane have appealed to the Parish Council to take action to prevent parked vehicles obstructing the lane. A large number of residents who live above the bottleneck are elderly and have been inconvenienced when buses and refuse collection vehicles have been unable to get up the lane, but the Parish Council has also been informed that on occasion emergency service vehicles have been delayed. As there is no other access to those houses, the residents fear the possibility of delays to an ambulance needing to reach a person suffering from heart attack etc. or to a fire engine, when people might be trapped in a burning house. The Parish Council has tried to encourage people not to block the narrow section but general appeals in the newsletter, personal requests to householders, warnings from the police community support officer and fixed penalty tickets had no lasting effect. Those who have not suffered inconvenience are unwilling to recognise the concerns of others.</p> <p>The Parish Council believe that the least resistance to parking restrictions would be provoked if the double yellow lines were confined to the area put forward in the Parish Council's original request. They understand that concerns about displaced parking were a major factor in the larger scheme proposed by the county council, but it remains their view that restrictions over a smaller area would displace fewer vehicles which could then more easily be accommodated elsewhere. The members of the Parish Council do not wish to see the project rejected out of hand as the result of opposition by the more voluble. Parish Councillors therefore</p>	<p>A further site meeting has been held with Parish Council representatives, and some of the residents who have objected, to seek a way forward, as the number of responses (89) indicates a much higher engagement with the local community than elsewhere.</p> <p><i>Further update to follow a parish council meeting on 26th January.</i></p>

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			wholeheartedly support the proposals for double yellow lines in the section between nos. 7/9 and 31 on both sides of the road, but do not support restrictions in the other sections, and appeal for their reconsideration.	
B	Burford Parish Council	Burford	Supports the proposal.	Noted.
C	Oxfordshire County Council Fire and Rescue Services	Burford	Supports the proposal.	Noted.
D	Charlbury Town Council	Dyers Hill, Thames Street, and Nine Acres Lane, Charlbury	Wish to support the restrictions as proposed and wish to say thank you for the efforts officers have personally made in reaching this point and for responding to the needs of the adjacent residents; this is very much appreciated.	Noted.
E	Chipping Norton Town Council	Chipping Norton	No additional comments to make.	Noted.
F	Ducklington Parish Council	Fritillary Mews, Ducklington	The Parish council is in total agreement with the proposals and would like the restrictions installed as soon as possible in the hope that it will improve highways safety in the area	Noted.
G	Kingham Parish	Station Road, Kingham	The Parish council see no need for this parking restriction. It feels the arguments in favour of this area are insubstantial and hope this will not be agreed by OCC Cabinet Member.	The Churchill and Sarsden Parish Council has now been consulted about the proposals and supports them, subject to an extension north east of Langston Lane.
H	Road Haulage Association Ltd.		No objections.	Noted.