

CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2020
BICESTER – VARIOUS STREETS - PROPOSED WAITING
RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce and amend waiting restrictions on residential roads within Bicester where parking - in particular by commuters – is resulting in road safety and access problems for residents.

Background

4. The above proposals as shown at Annexes 1 to 17 have been put forward following discussions and site meetings with officers and local members.

Consultation

5. Formal consultation on the proposal was carried out between 3 January and 31 January 2020. A public notice was placed in the Bicester Advertiser newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bicester Town Council, Cherwell District Council and the local County Councillors. Street notices were placed on site and letters sent to approx. 930 properties in the immediate vicinity, adjacent to the proposals.
6. One hundred & thirty-six responses (136) were received. 28 objections, 64 expressions of support and 44 neither objecting nor supporting but nevertheless raising concerns.

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7. The responses are recorded at Annex 18 with copies of the full responses available for inspection by County Councillors. The table below summarises the responses for each location

Location	Object	Support	Concerns
All Roads	-	3	2
Barry Avenue	3	8	3
Blake Road	3	1	-
Blenheim Drive	-	1	1
Browning Drive	5	2	-
Ewart Close	-	-	1
Fallowfields	-	9	5
Graham Road	-	1	1
Green Close	2	-	2
Kingsley Road	1	-	-
Lambourne Crescent	3	7	-
Linden Road	2	-	-
Longfields	7	11	5
Maple Road	-	6	3
May Tree Close	-	1	-
Moor Pond Close	-	3	3
Shakespeare Drive	-	7	1
Trefoil Drive	-	1	-
Windmill Avenue	2	3	17

Response to objections and other representations

8. The table below summarises the comments received for each road and also provides officer comments in response.

Bicester North	Officer's comments based on key themes raised
Blake Road	<ul style="list-style-type: none"> Two residents claimed the DYL would affect residents' ability to park outside their homes <p>The main concern here was that the proposed DYL would impinge on residents' ability to park. However, it would appear that most properties along this road have off-street parking and the proposed DYL around the bend in Blake Road will also increase safety. Therefore the measures are still recommended.</p>
Graham Road	<ul style="list-style-type: none"> DYL were requested on the corner of Graham Rd/Bucknell Rd DYL were requested on the corner of Raymond Rd/Barry Avenue <p>Proposals along Graham/Barry Road are generally recommended but with suggested additional areas for DYL being the corner of Graham Rd/Bucknell Road too.</p>
Windmill Avenue	<ul style="list-style-type: none"> Eleven residents want the proposed restrictions to be made

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	<p>stricter</p> <ul style="list-style-type: none"> • Eight residents believe the existing situation to be a safety issue • Five residents expressed concern over the parking situation related to the Eden car sales garage • Five residents would like to see DYL near the junction • Three residents feel that the proposed restrictions will just mean that vehicles will switch to the other side of the road to avoid restricted period • Two residents were concerned about how the proposed restrictions would be enforced <p>In summary, the overriding response to the proposals on Windmill Avenue is that they do not go far enough. Particularly with the noted issue with parking related to the car sales garage, residents want the restrictions to be stricter.</p>
Bicester Town	Officer's comments based on key themes raised
Fallowfields	<ul style="list-style-type: none"> • Six residents were concerned that the proposed restrictions would displace parking to other parts of the road/other roads • Three residents called for DYL • The following issues were raised by two people: <ul style="list-style-type: none"> ▪ School parking would be worsened ▪ Residents' only parking is needed ▪ How will the restrictions be enforced? <p>Many of the responses focused on the fact that the proposals were not strict or extensive enough. Despite a portion of the road being assigned for DYL, concerns around displacement and the need for stricter restrictions implies that the DYL should be continued further up the road.</p>
Green Close	<ul style="list-style-type: none"> • Three residents were concerned that the restrictions would result in a loss of parking for them • Two residents want DYL installed • One resident called for the restrictions to cover both sides of the road <p>The major theme on Green Close is that residents are worried where they will park if the proposals come into effect. However, some residents want stricter restrictions.</p>
Lambourne Crescent	<ul style="list-style-type: none"> • Five residents were concerned that the measures would result in a loss of parking for them • Three residents called for DYL/stricter restrictions <p>The most common concern is that the restrictions will lead to a loss of parking for residents and yet some comments requested that the restrictions be made stricter so it's tricky to judge a best way forward here.</p>
Longfields	<ul style="list-style-type: none"> • Seven residents were concerned about enforcement of the proposed restrictions • Seven residents felt the measures would displace parking to other parts of the road/other roads • Five residents were concerned about school drop-off parking and how this would be affected • Four residents felt the measures would result in a loss of parking for themselves <p>The main concerns here focus on enforcement and displacement of parking. Moor Pond Close in particular may need to be included in restrictions.</p>
Maple Road	<ul style="list-style-type: none"> • Four residents were concerned that the restrictions would displace parking to other parts of the road/other roads • Three residents were concerned about enforcement of the proposals

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	<ul style="list-style-type: none"> Two residents were concerned about school drop-off parking <p>This street is very close to Longfields Primary School and some residents are concerned that the proposed no-waiting times will not prevent erratic parking during peak drop-off times. Since DYL are proposed at adjacent Withington Road and Longfields, it would either make sense to do the same along Maple Road or to adjust the no-waiting times to prevent the school parking issue.</p>
Moor Pond Close	<ul style="list-style-type: none"> Three residents called for the restrictions to additionally cover the top of the road Two residents want the restrictions to cover the entire road <p>The main concern along Moor Pond Close is that there are no proposed restrictions here but much of the adjacent Longfields has proposed restrictions. This risks displacing parking to Moor Pond Close and therefore this road should also be considered for restrictions.</p>
Bicester West	Officer's comments based on key themes raised
Barry Avenue	<ul style="list-style-type: none"> Three residents felt that the restrictions would lead to a loss of parking for themselves Two residents want more restrictions Two residents called for the extension of DYL <p>Despite some concern about loss of resident parking, the DYL proposed along various side-road junctions of Barry Avenue will improve safety and are therefore still recommended. This is reinforced by the comments from some who feel the restrictions should be stronger.</p>
Blenheim Drive	<ul style="list-style-type: none"> One person was concerned that the restrictions would lead to a displacement of parking to other parts of the road One person was concerned about enforcement One person called for more DYL <p>Aside from a concern about displacement of parking into Huxley Close, overall these proposals appear to be justified and supported by residents.</p>
Browning Drive	<ul style="list-style-type: none"> Four respondents felt that the parking related to the veterinary practice was an issue and would be worsened by the proposed restrictions Two residents felt that the proposals would displace parking to other parts of the road The veterinary practice stated that they are awaiting planning permission to move premises to the new Eco-town in Middleton Stoney <p>More residents were against the proposed DYL than in favour of them. Even some of the supportive comments raised concerns about the displacement of parking. Depending on the future of the vet practice, it may be worth reconsidering these proposals.</p>
Ewart Close	<ul style="list-style-type: none"> One resident was concerned about displacement of parking to other areas <p>The same DYL are proposed for several other junctions along Barry Avenue and so this should ease some concerns about displacement.</p>
Kingsley Road	<ul style="list-style-type: none"> One resident felt that DYL were a bad idea <p>The only response that specifically mentioned the proposals along Kingsley Road was in objection to the DYL as this would affect resident parking. Please see above response for Browning Drive.</p>
Shakespeare Drive	<ul style="list-style-type: none"> Two people were worried that the proposals would lead to a displacement of parking to other areas

	<ul style="list-style-type: none">• One person was concerned about school drop-off parking <p>A resounding level of support for the proposed DYL on Shakespeare Avenue/Ware Road, so these are recommended to go ahead. A few concerns over displacement of parking but generally outweighed by support.</p>
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9. The above comments were also circulated to the three local members (Councillor Michael Waine, Councillor Lawrie Stratford and Councillor Les Sibley) who confirmed that they wished the proposals as advertised to proceed, although noting the responses to the public consultation, also requested that a six month review of the parking scheme be undertaken with the Cabinet Member for the Environment to address any issues that may arise.

How the Project supports LTP4 Objectives

10. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

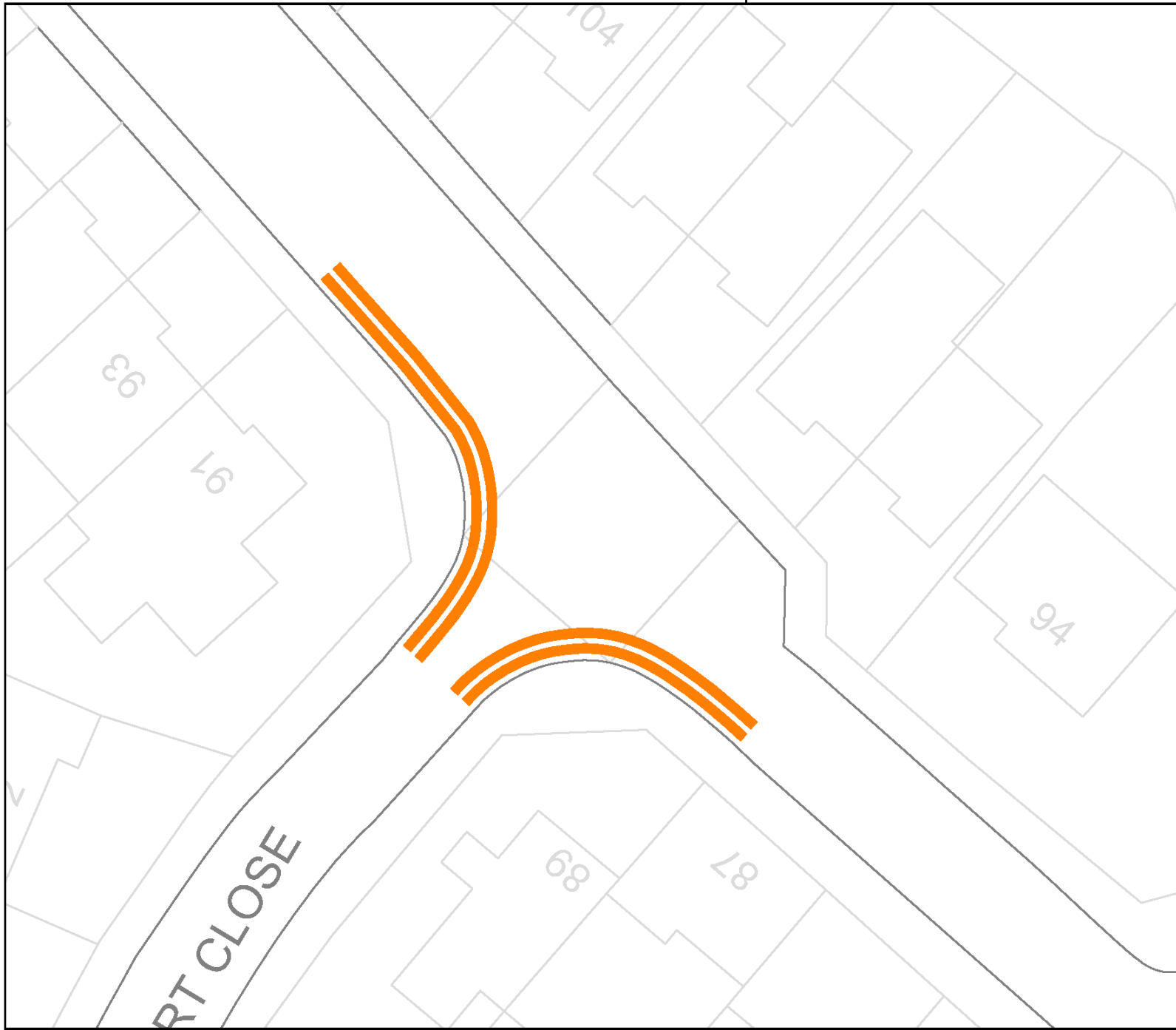
11. Funding for the proposed measures has been provided by developer contributions.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 John Lee 07393 001006.

May 2020



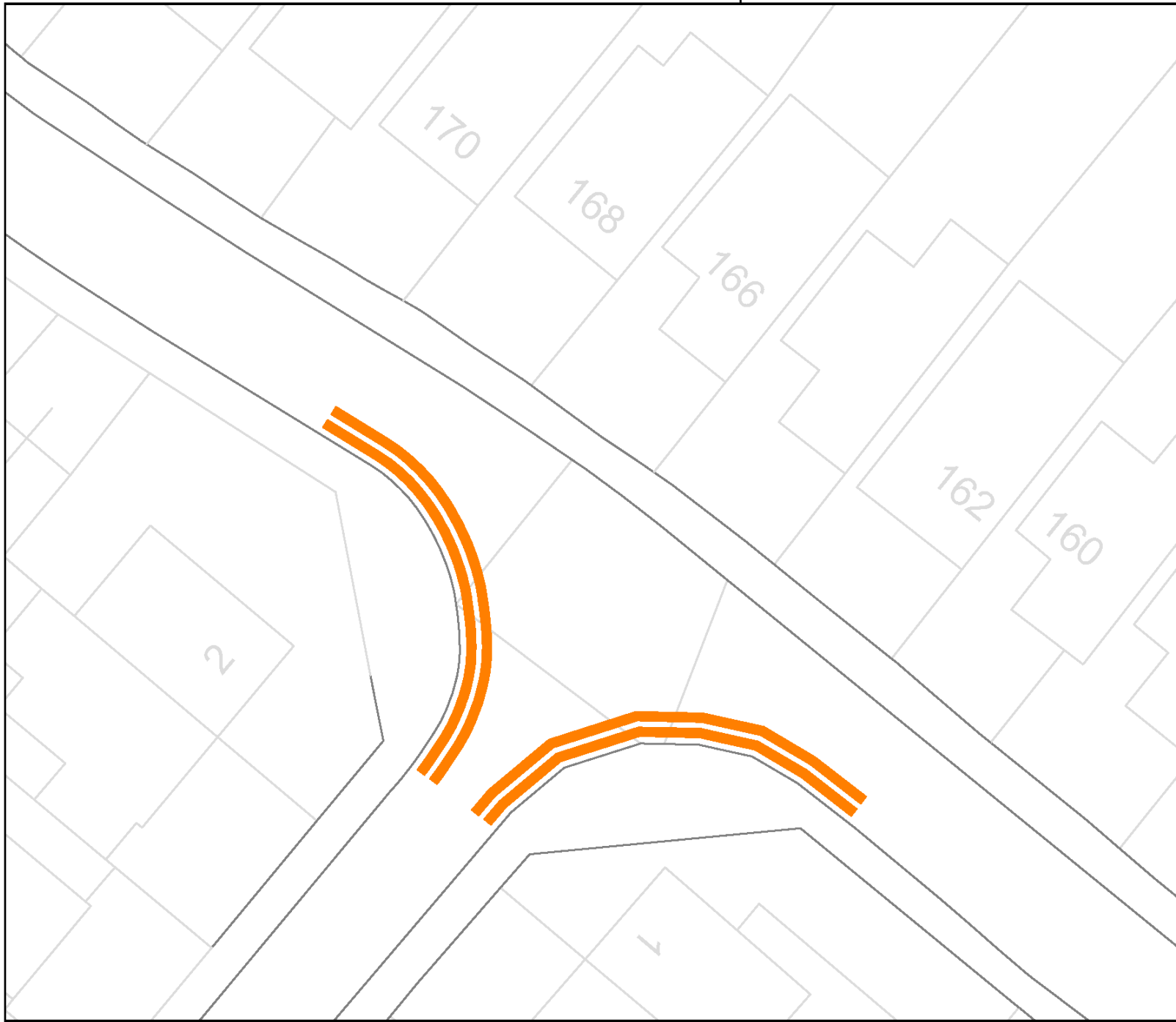
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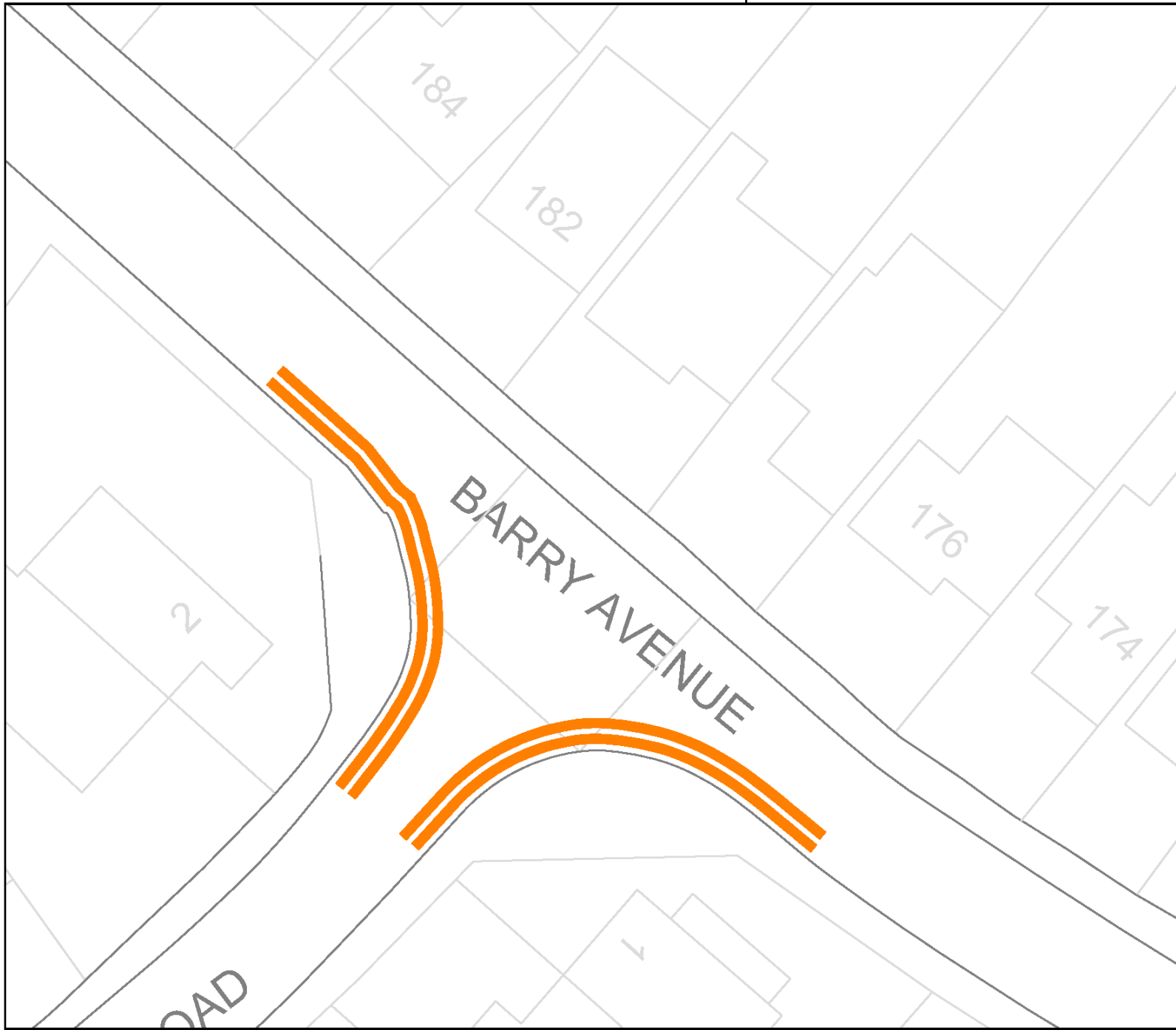
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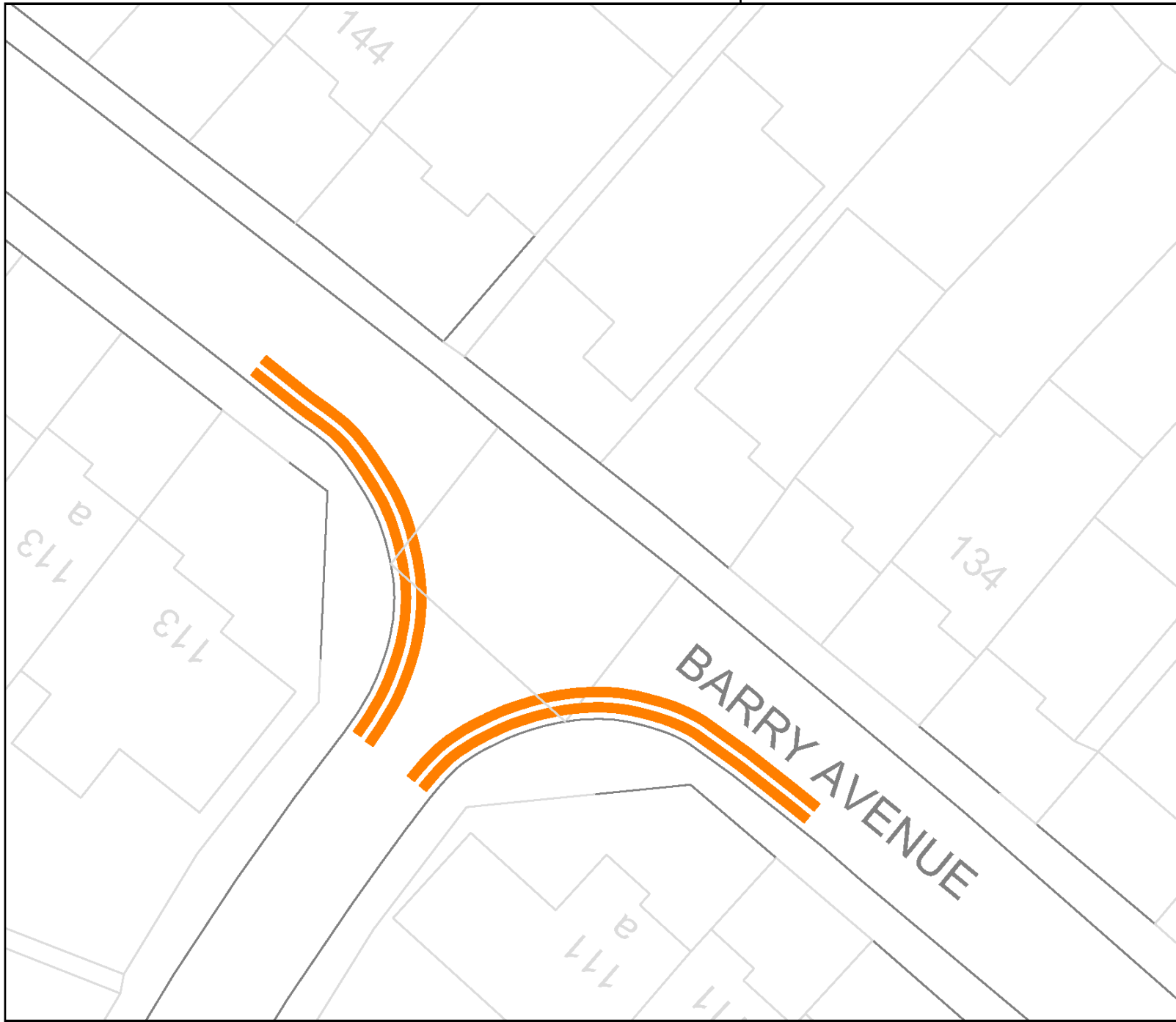
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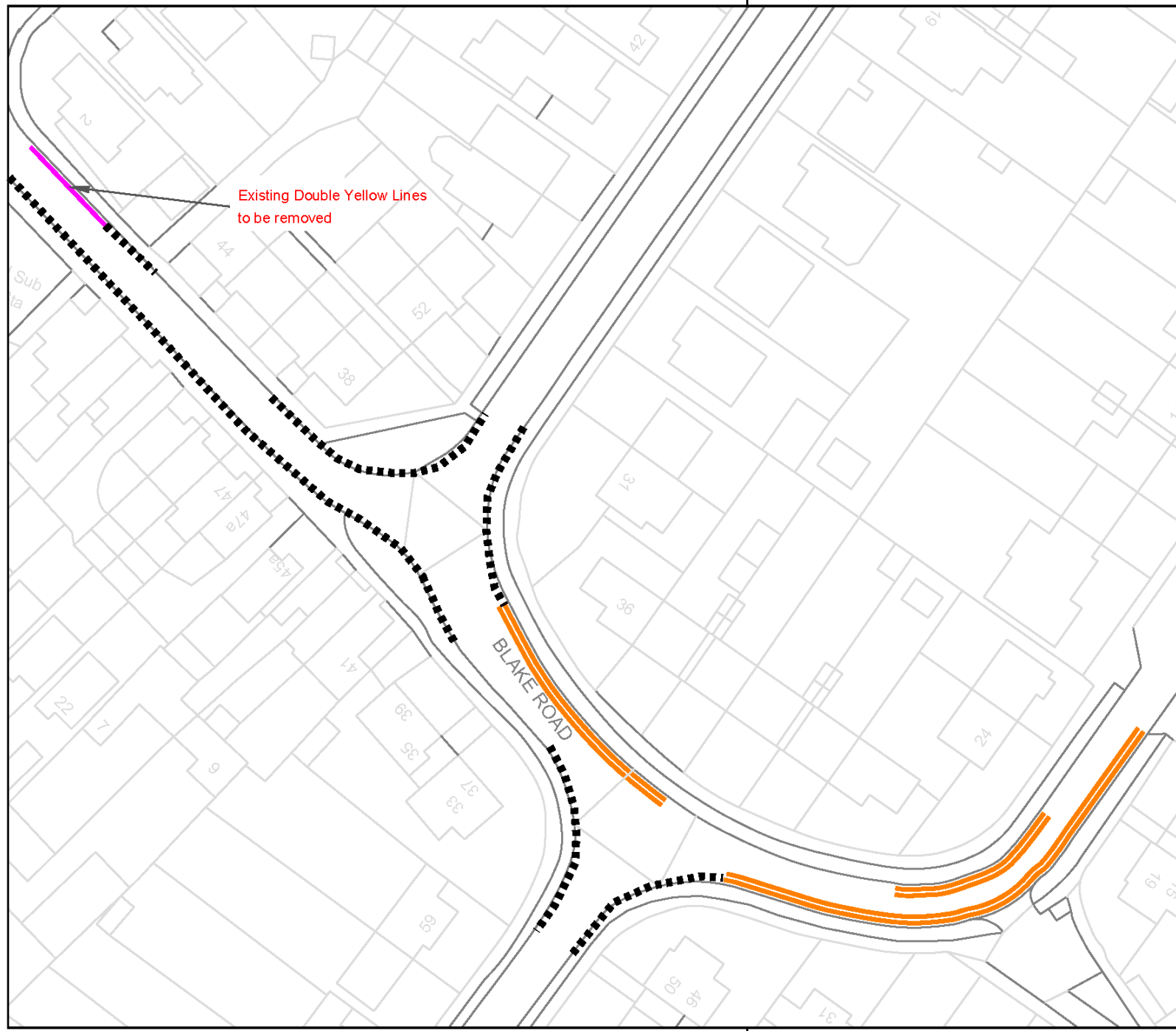
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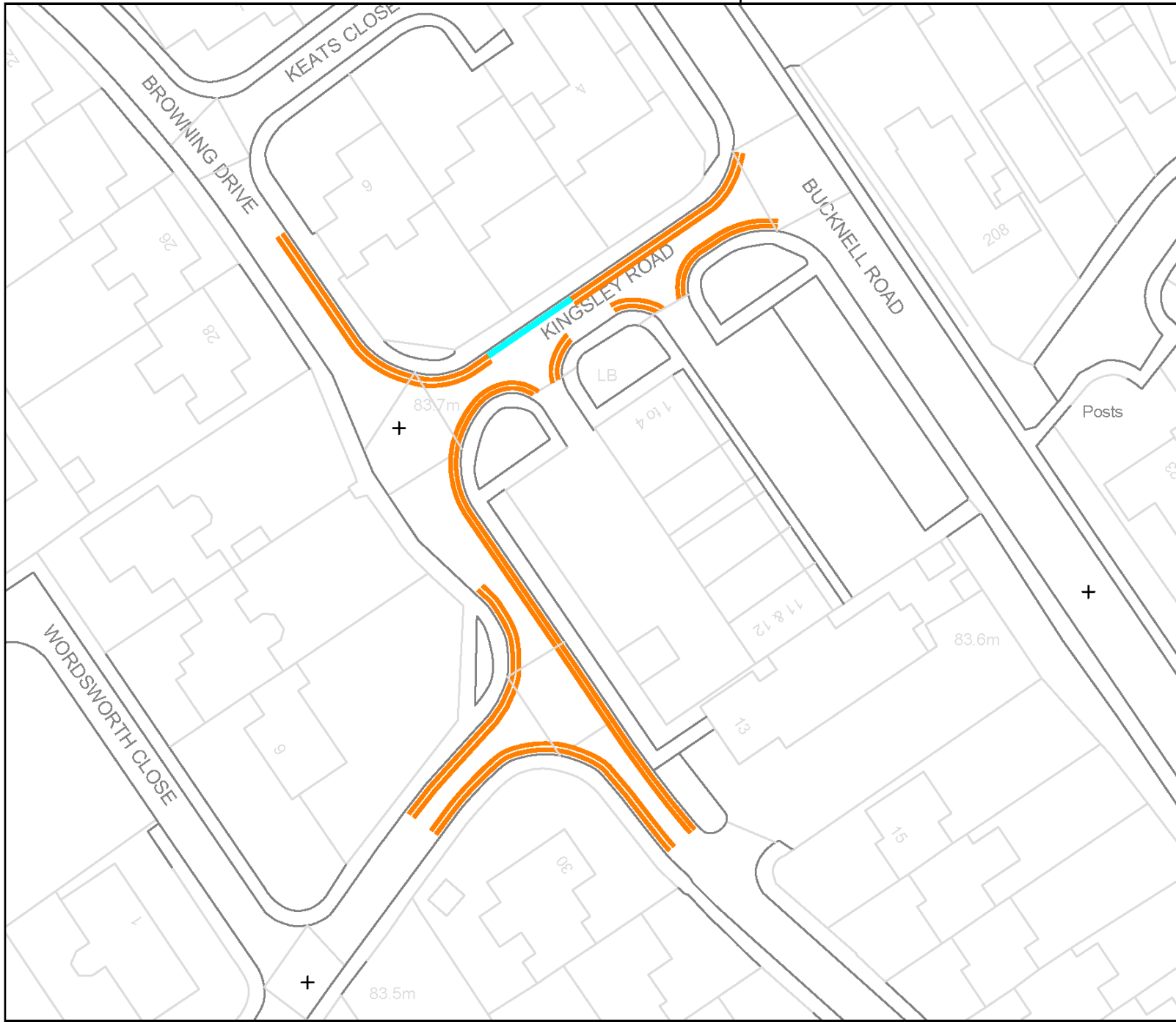


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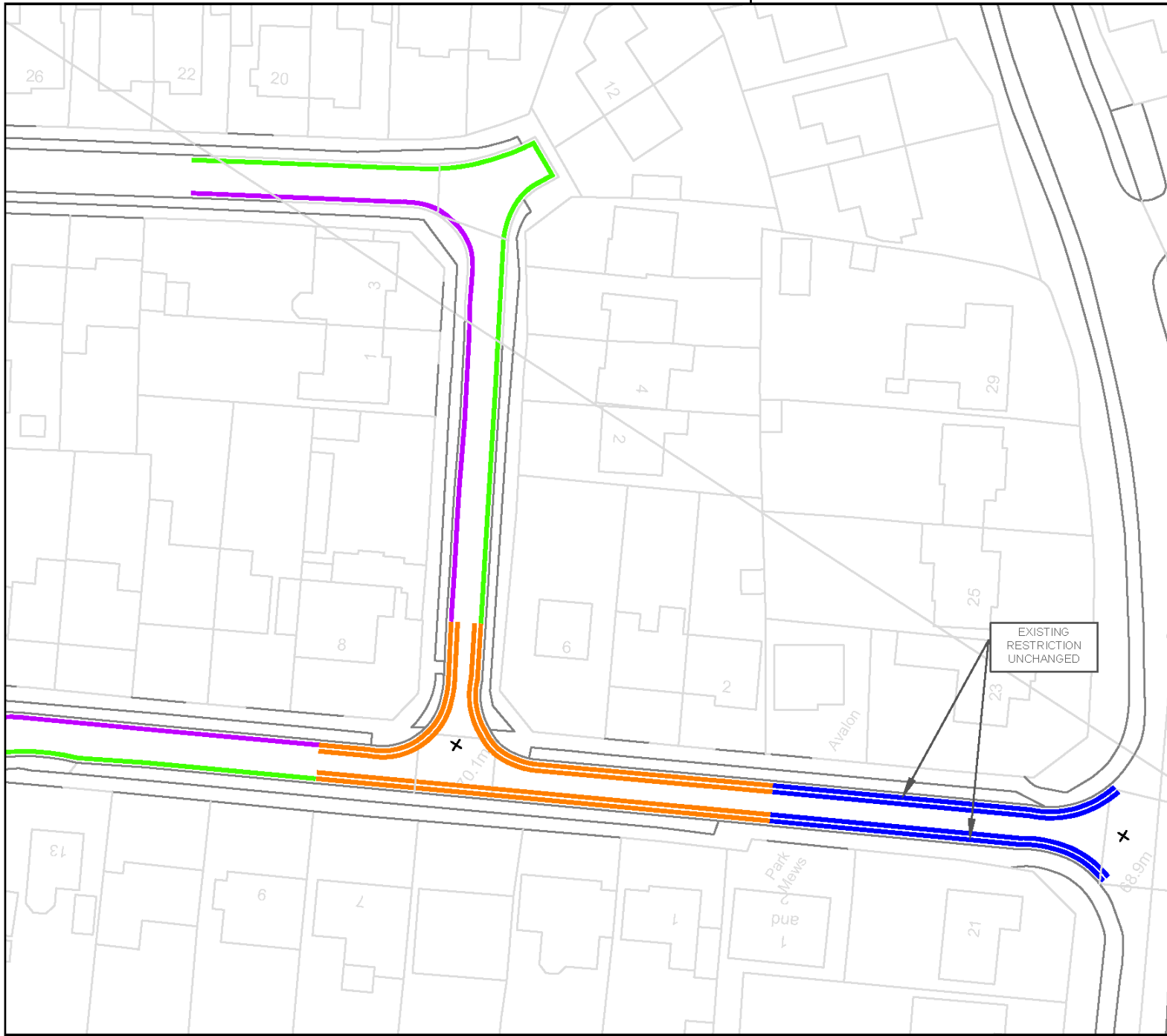


Existing Double Yellow Lines to be removed

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Dren Jenkins Director of Communities & Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111	
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Proposed Parking Restrictions	
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Project title
Proposed Parking Restrictions

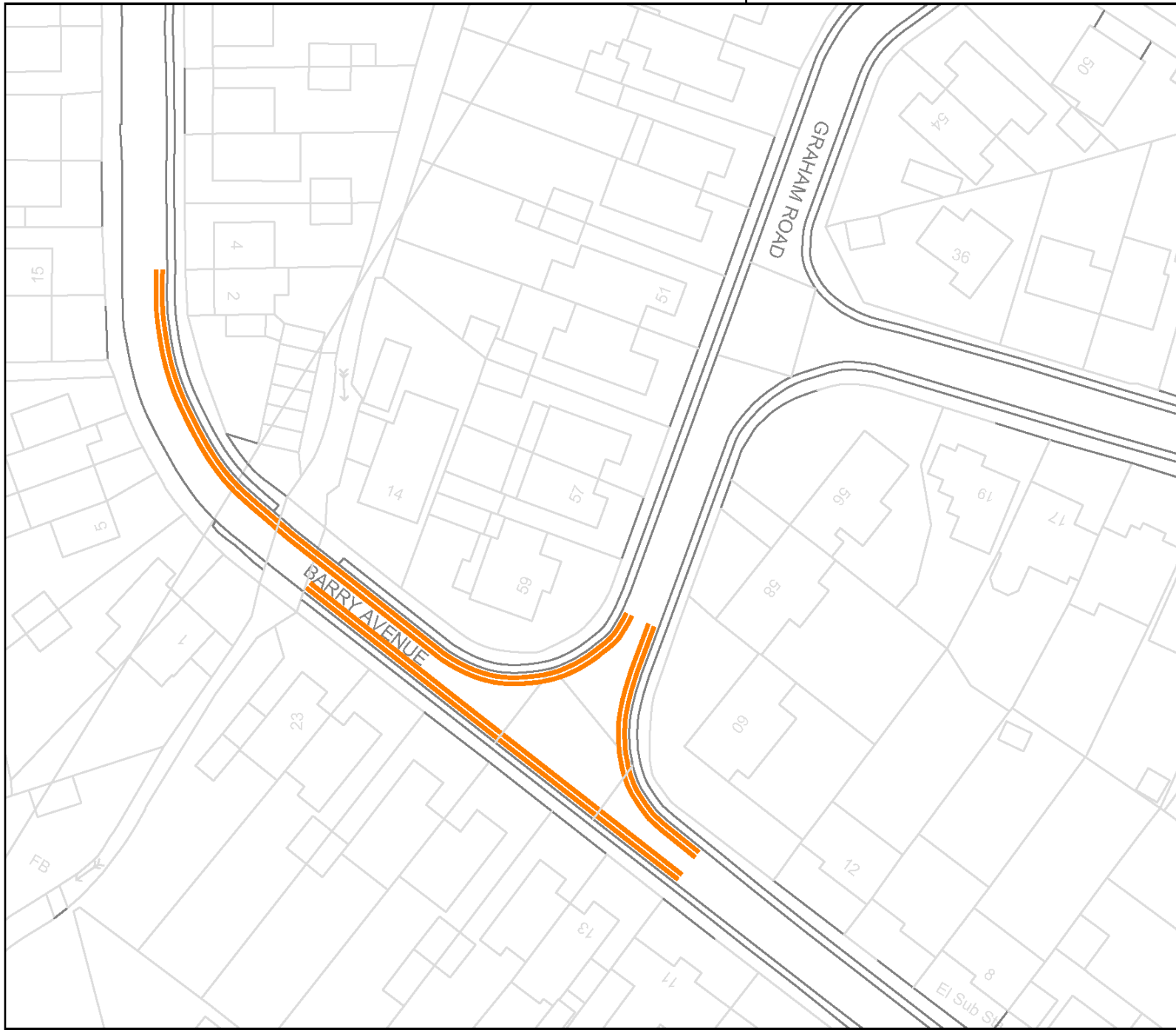
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Drawing Status **Consultation**

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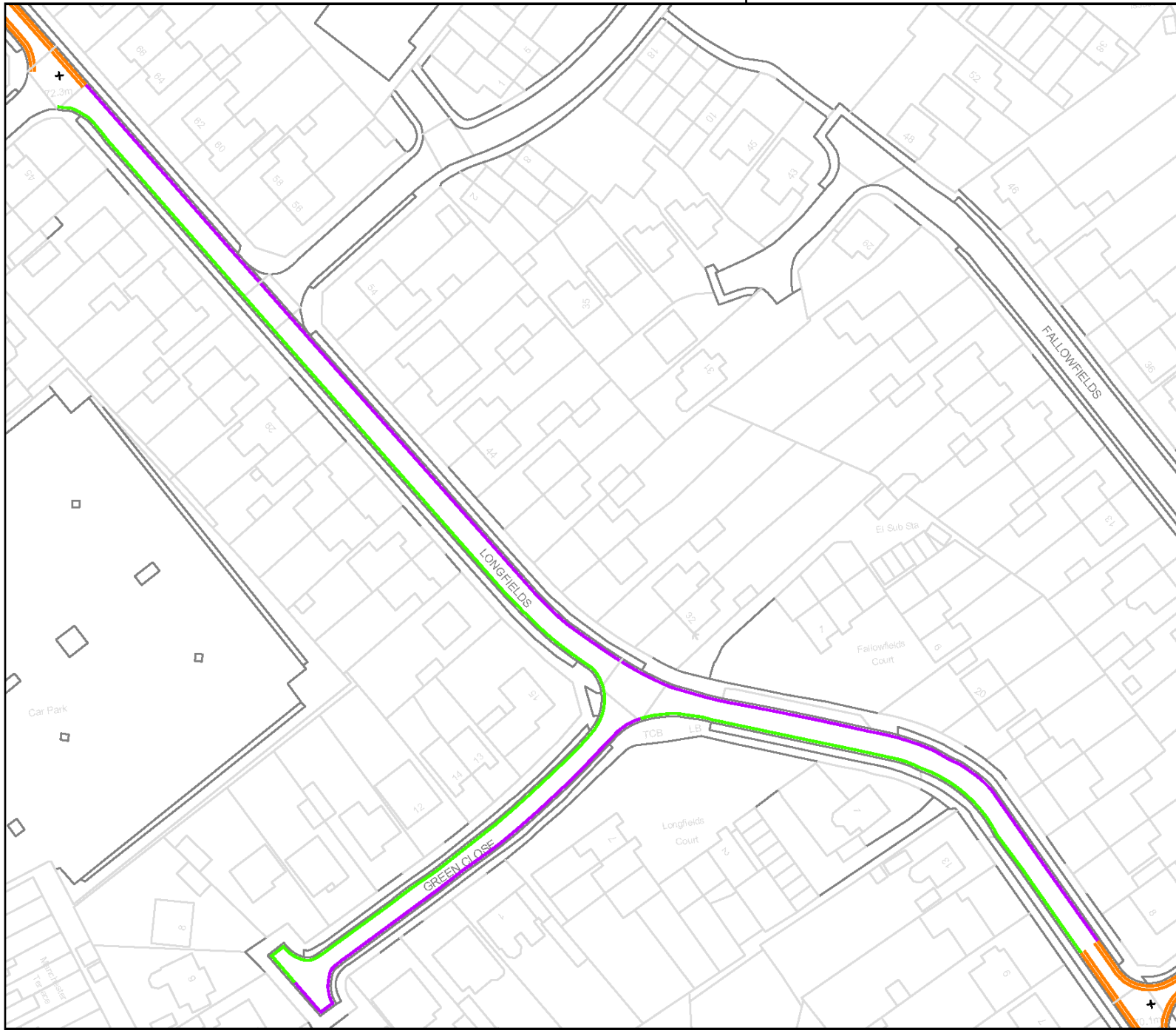
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Director of Communities & Operations
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New Road
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Tel: 0845 310 1111

Project title
Proposed Parking Restrictions

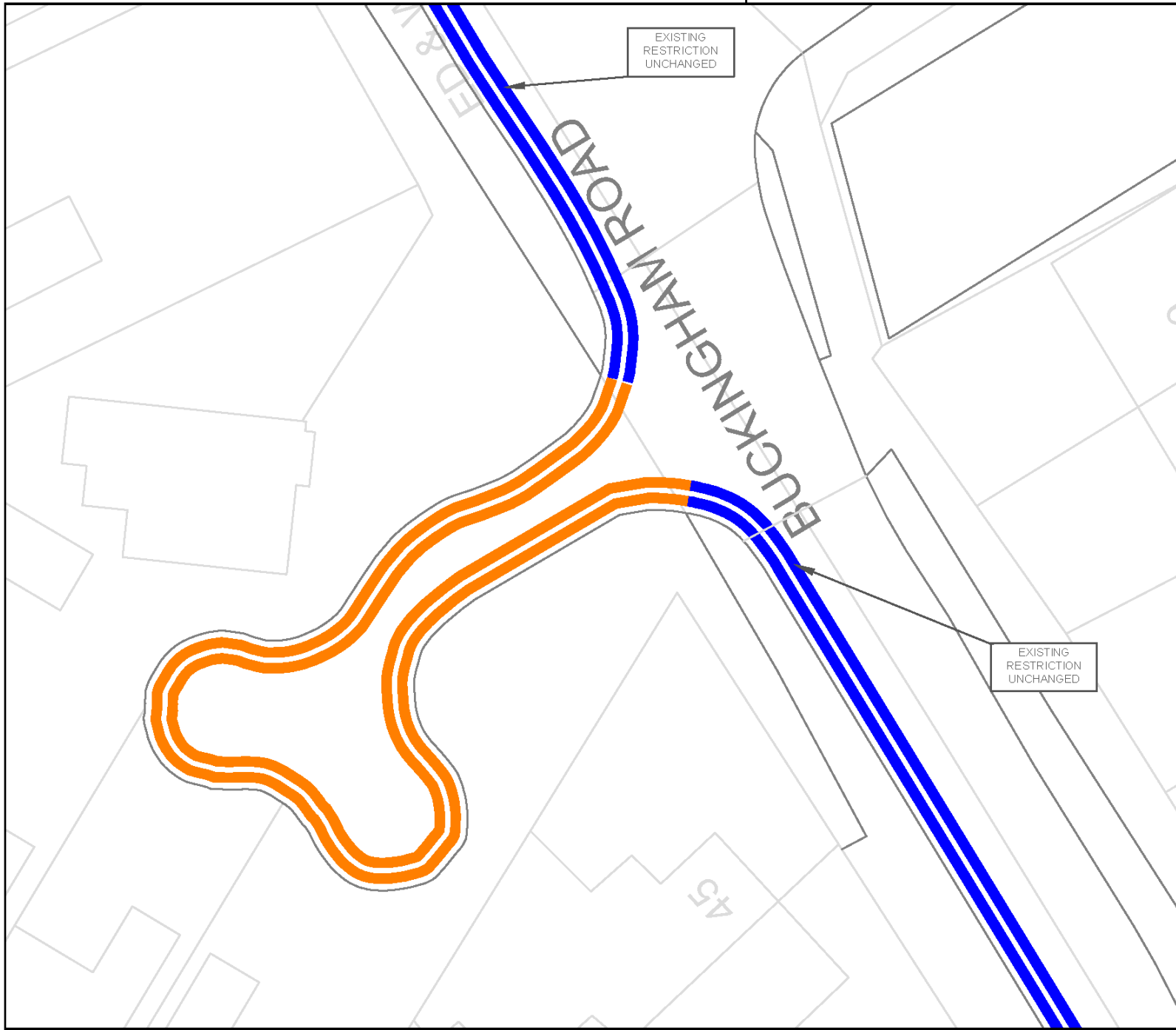
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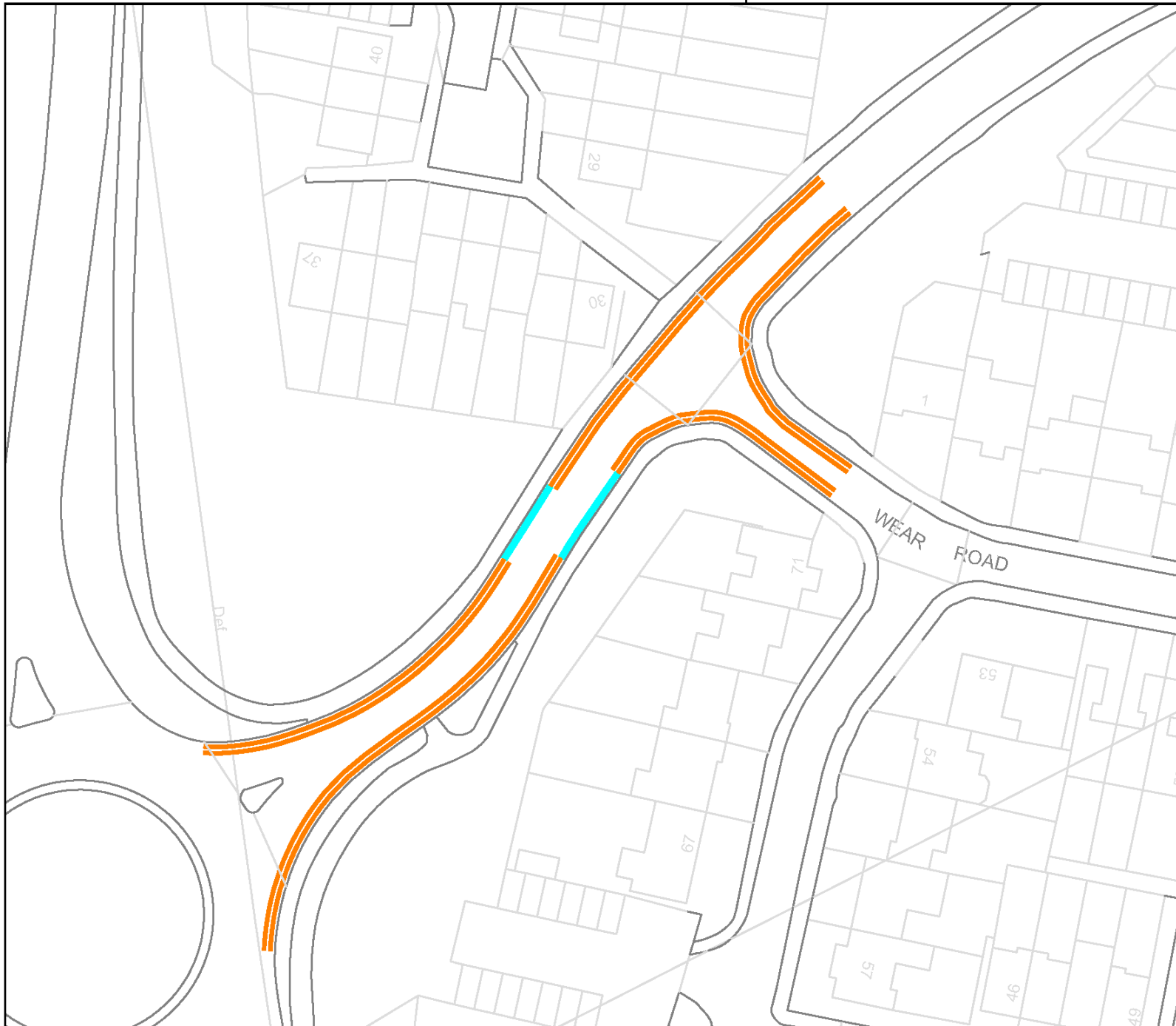
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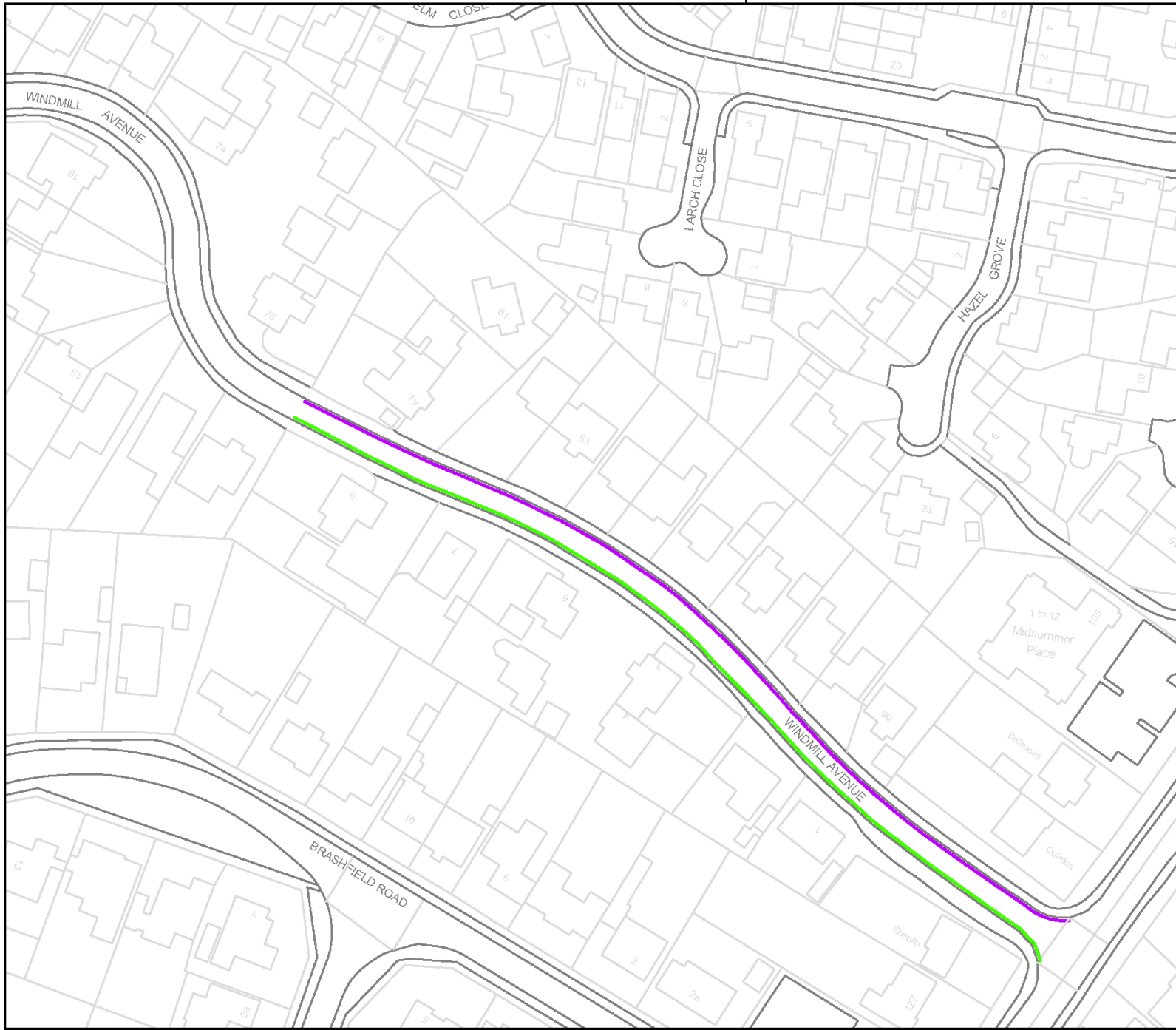
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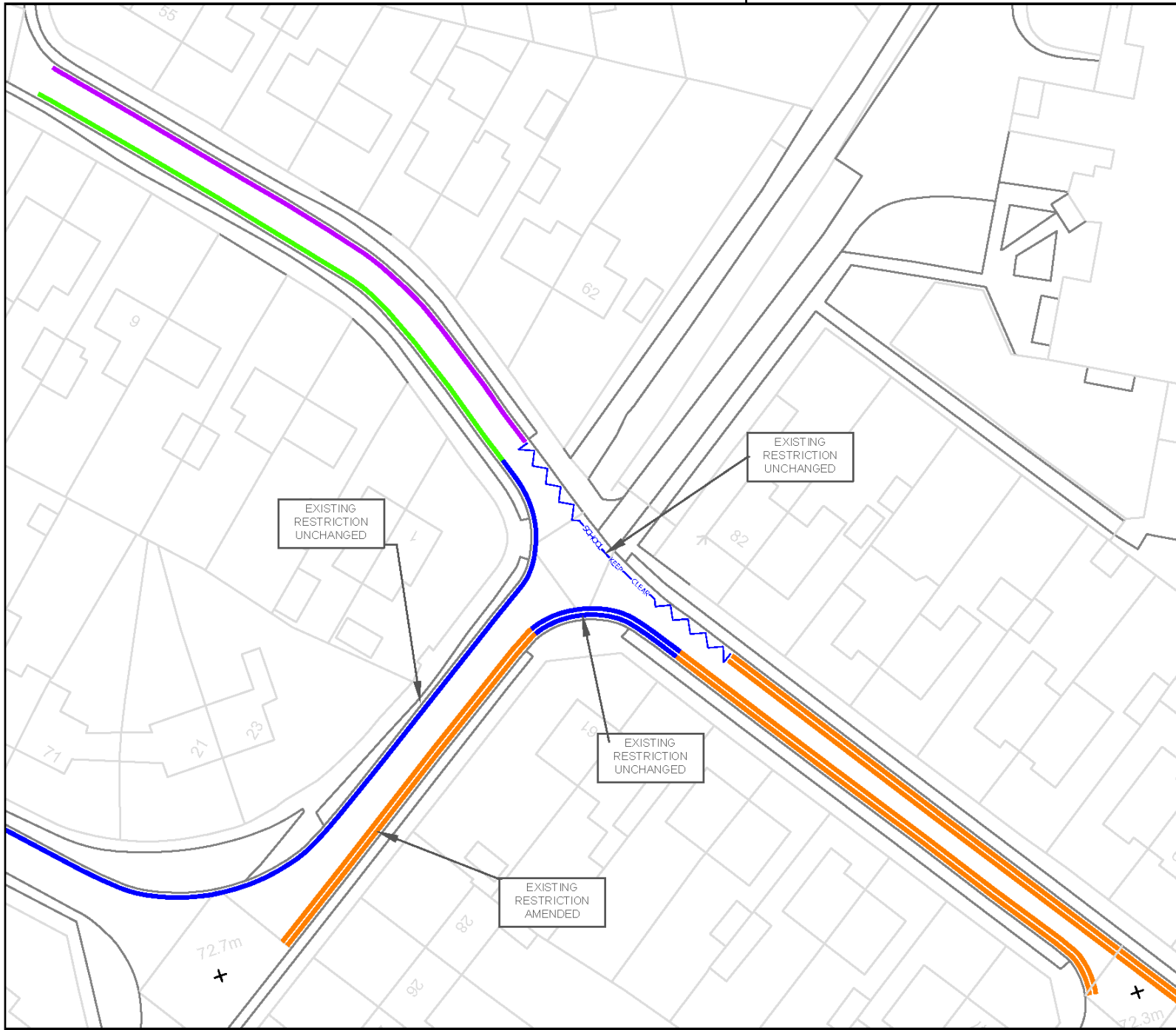
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KEY TO RESTRICTION					
	No Waiting 11am - 12 Noon (Single Yellow Line)				
	No Waiting 12 Noon - 1pm (Single Yellow Line)				
	No Waiting (Double Yellow Line)				
	Bus Clearway				
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>Daren Jenkins Director of Communities & Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>					
Project title					
Proposed Parking Restrictions					
Drawing title					
Wear Road/ Shakespeare Drive Bicester					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Consultation		
NTS	LN	MW	Approved by	MW	
Date drawn	Date checked	Date approved			
03/09/2019	03/09/2019	03/09/2019			
Oxfordshire Project No. & File Ref					
Drawing No.					Revision



Drawing No.		Revision			
KEY TO RESTRICTION					
	No Waiting 11am - 12 Noon (Single Yellow Line)				
	No Waiting 12 Noon - 1pm (Single Yellow Line)				
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
		Deren Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title					
Proposed Parking Restrictions					
Drawing title					
Windmill Avenue Bicester					
Drawing Status					
Scale @ A3		Consultation			
NTS	Drawn by LN	Checked by MW	Approved by MW		
	Date drawn 03/09/2019	Date checked 03/09/2019	Date approved 03/09/2019		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision



Drawing No.	Revision				
KEY TO RESTRICTION					
	No Waiting 11am - 12 Noon (Single Yellow Line)				
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	No Waiting (Double Yellow Line)				
	Bus Clearway				
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </div>					
Project title					
Proposed Parking Restrictions					
Drawing title					
Withington Road/ Maple Road/ Longfields Bicester					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Consultation		
NTS	LN	MW	Approved by	MW	
	Date drawn	Date checked	Date approved		
	03/09/2019	03/09/2019	03/09/2019		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – I have consulted with the local Police regarding the amendments and have no comment or objection to the order.
(2) Bicester Town Council	<p>Support – Bicester Town Council’s Planning Committee:</p> <ol style="list-style-type: none"> 1. Welcomes the Consultation and supports the objectives but calls for more County Council support for active planning for walking, cycling and public local transport initiatives. 2. Welcome enforcement measures once lines are completed. 3. Representation at Bicester Vision Executive meeting from Chiltern Railways confirmed they will have grants available in support of walking and cycling to stations.
(3) Local Resident, (Bicester)	Object - <u>Blake Road</u> - Since the introduction of double yellow line at the end of Woodfield road and Blake road parking has gotten worse for residents not better making Blake road a no parking zone will have a massive negative impact on residents parking. I have a disabled child and sometimes have to carry all his equipment a hundred yards from my flat to my car restrictions on parking will only make this worse
(4) Local Resident, (Bicester)	Object - <u>Blake Road</u> - I object to the removal of Double Yellow Lines on the North Side of Blake Road to the East of Taylor Close as this removal would cause further obstruction to the road that is already full of parked cars further down the road and will make passage down Blake Road more dangerous than it already is and cause congestion around the junction of Blake Road and Banbury Road at rush hour both AM and PM.
(5) Local Resident, (Bicester)	<p>Object - <u>Browning Drive</u> - I am staggered but not surprised at this proposal. Staggered because of its sheer stupidity and not surprised because it is indicative of a council completely inept.</p> <p>I cannot believe any competent professional has suggested this proposal as a viable and effective solution.</p>

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	<p>The chaos and dangers it would bring to a residential area with many young children about is unbelievable.</p> <p>Why has no-one questioned the competence of whoever's suggested this as a problem solving solution?</p>
<p>(6) Local Resident, (Bicester)</p>	<p>Object - <u>Green Close</u> - I live at Longfields Court, in a Block of 7 Houses to the side of Green Close. Green Close is the only accessible parking available (this is still a 50 Meter walk to our door) and there is no other parking available to us. There is a garage block to the side of Longfields court, but as we rent 4 Longfields court, the garage is not available to us as this is a storage area used by the landlord. This is also further away then Green close from our door.</p> <p>We have 2 cars, my wife works only part time to do the school run for our 2 small children so her car would be around over the restriction times, so these restrictions would literally leave us no parking?</p> <p>Regarding commuters parking in green close, I have witnessed one person (only recently) over the last 7 years that was obviously doing this, but we are a good distance away from town and the stations so has never been an issue warranting parking restrictions.</p> <p>Myself and my Wife are very upset and stressed by these proposed parking restrictions, as we struggle to carry the kids bags and shopping etc the 50 meters to the car parked in green close, having to potentially find another street miles away is a real concern...</p>
<p>(7) Local Resident, (Bicester)</p>	<p>Object - <u>Green Close</u> - As a part-time working mum, living at Longfields Court, which has no allocated parking or access to the garage as a rental property the current proposed plan you are suggesting is completely unfeasible.</p> <p>I have children, one of which is not currently school age and therefore we are home during the hours of the day you looking to restrict, as there does not appear to be any offer of residential parking this would leave me with absolutely no where to park during the suggested restricted hours for over a mile radius of my own home! In addition to this, during any school holidays or time off with the children I will have no where to park...and should either myself or my children need a day off due to illness, again this would leave me with no-where to park as we would be home all day.</p> <p>Even when both my children are of full time education age, I only work three days a week and would therefore need to be able to have somewhere to park during my days off....which obviously would be where I live.</p>

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	<p>Whilst many houses in the neighbouring area have large driveways, this is not the case for the properties of Longfields Court and Fallowfields Court, whose residents will have no where to park if you pursue with this suggested plan. How can a proposed plan like this even be put forward without taking into consideration the needs of all the residents and not just the ones fortunate enough to having private parking?? At the very least there should be residential parking!</p> <p>What plan has been put in place for those of us that reside in Longfields Court and Fallowfields Court?? I have never been unable to park along Green Close regardless of time or day and therefore I am unsure why there is even a need to implement such restrictive and impracticable rules?</p>
<p>(8) Local Resident, (Bicester)</p>	<p>Object - <u>Kingsley Road</u> - The plans you have to put double yellow lines on the junction between Kingsley Road and Browning Drive will ultimately make the parking worse and cause more inconvenience for residents. This plan will, in no way, make this better for residents, which I assume is the aim. I am sending a separate email to further express our concerns.</p>
<p>(9) Local Resident, (Bicester)</p>	<p>Object - <u>Linden Road</u> - The parking restrictions don't include Linden Road. Think a 11-12 or 12-1 should be applied here too.</p>
<p>(10) Local Resident, (Bicester)</p>	<p>Object - <u>Linden Road</u> - The proposed parking changes would seriously affect the parking in my road (Moor Pond Close) and Linden Road. The latter already has problems. Sometimes I cannot park outside my house to unload shopping. I am 80 years old now and beginning to get arthritis in my hands. Please consider another alternative for your parking restrictions.</p>
<p>(11) Local Resident, (Bicester)</p>	<p>Object - <u>Longfields</u> - Parking in Linden Road is currently incredibly difficult due to non-residents parking in this street. Linden road is used regularly by parents of Longfields School as well as daily use by people parking to go shopping or working in the town centre.</p> <p>By restricting parking in the nearby streets only this will increase the number of people parking in Linden Road. If you intend to restrict parking in Longfields then the same must be done for Linden Road and MoorPond.</p>

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	<p>We have a young baby and at times we have been unable to park our car to safely get our child home. This has become increasingly difficult over the past year.</p>
<p>(12) Local Resident, (Bicester)</p>	<p>Object - <u>Longfields</u> - I am writing to you as a resident of Longfields and an Oxfordshire County Council employee.</p> <p>I have lived in Longfields for nearly 20 years now and have worked for the Council since 1989. After speaking to some of my work colleagues, I have found that you have agreed double yellow lines along Longfields prior to this consultation coming out. This is going to be a very big issue for me, my family and several residents along this road.</p> <p>At present, I am an agile worker, and have been for some time now, working from home, this being in line with the Council's policies. This means OCC does not need to provide office space for me and all that goes with the office space, for example electricity, wifi etc. In effect we are saving the Council money. I park my van, legally, on the road outside my property, as I only have enough space on my drive for 3 vehicles. I have 2 children that have recently passed their driving test, and both need a car for work. I use my van daily to visit site and attend meetings, and occasionally at the weekends, with this in mind, I am sure you will appreciate that I need to have my van close to hand to enable me to do my job. With the proposals to have the double yellow lines installed I will have no-where to park my van.</p> <p>We are in 2019 and our children are unable to buy properties due to the financial economy and because of this they are living at home longer. This means there will be more cars to accommodate on our infrastructure. I understand the reason behind the proposals - To stop people parking all day, who work in town, but I do not feel you have thought about the affect this will have on a lot of the residents and what the knock-on effect for other roads nearby would be – this will push the issue elsewhere. I feel it is unfair for visitors to the residents – where will they park? My elderly mother often drives around to mine, as she is proud to be independent and drive, to have dinner and company for a couple of hours. Due to her health she is unable to walk far as she used to, due to COPD and Crohns Disease – Where will she park?</p> <p>Please can I ask that you and the Council Officers reconsider the proposals, one option may be to consider a 'commuter' type restriction which will prevent the 'all day' parking but will impact less on local residents. I understand that a residents parking or permit parking scheme is unlikely to occur, as residents, we do have some off-road parking available to us.</p> <p>I am confident I will not be the only resident that feels this way as I suspect that the proposal will only force people to park further along Longfields, and into Fallowfields, Green Close and other roads nearby, something I suspect those</p>

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	<p>residents would not be happy with.</p> <p>Cars that park along here at present also make a traffic calming measure, when these are gone then this will encourage speeding, another issue for the residents of Longfields to endure.</p>
(13) Local Resident, (Bicester)	<p>Object - <u>Longfields</u> - Linden Road has not been included and it is difficult enough to park on our street as residents but with these new restrictions all the parking traffic will be forced onto Linden Road and create worse parking issues for local residents</p>
(14) Local Resident, (Bicester)	<p>Object - <u>Longfields</u> - The proposals that are in put in place do not factor in Linden Road or Moor pond close, I live on Linden Road and struggle to park here on a daily basis due to shoppers parking in the street and i am forced to park in longfields which with the new restriction would not be possible and would also force more people to try and park in Linden road escalating the parking issue further. I have had my car crashed into when parked outside my house by a regular town shopper that parks in Linden road who tried to drive away from the RTC. Luckily a neighbour saw it happen and passed details to me. I've also had a parking ticket after returning from an afternoon shift at work and having to park on the No waiting zone already in place at the Victoria road end of Linden Road due to lack of parking in the area already. The proposed parking restriction will only magnify the issues already seen in the area and I believe the only way to resolve the issues is to make the on street parking residents only which would then reduce the amount of vehicles parking dangerously. There is a multi story car park that is free so I see no need that we should suffer with parking issues in this area due to the laziness of others</p>
(15) Local Resident, (Bicester)	<p>Object - <u>Longfields</u> - I live in Linden Road. Living in Linden Road we have bigger problems than Longfields and the surrounding areas with regards to parking and therefore driver blind spots and danger for pedestrians. Our road and Withington road are the first port of call for people who work in the town causing us not to be able to park on our own road from approx 9am-5pm. We are a two car family and if we're both home we have to park way down longfields if we leave our space. We back onto Cattle Market car park that these people chose not to park in. It's so infuriating now that you're introducing these restrictions not because of the restrictions as hopefully this will direct daytime parkers to the pay and display car park but because you haven't extended it to Linden Road. Parking is going to be even worse in our road now and we'll have no chance of parking in our road. If we ever have visitors they're still going to have to park in another road. Why was this restriction not extended to Linden Road? And why are we the only road that's been left out?</p>

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<p>(16) Local Resident, (Bicester)</p>	<p>Object - <u>Windmill Avenue</u> - not nearly enough restrictions from Windmill Avenue on the road adjoining Buckingham Road cars park there all day 1 hour per day each side is a ridiculous although its better than nothing going to be a serious accident soon needs restrictions for most of the day.</p>
<p>(17) Local Resident, (Bicester)</p>	<p>Object - <u>Windmill Avenue</u> - The problem in Windmill Avenue is caused by employees from the Eden car sales site. We know this to be the case because various residents have spoken to the firm who acknowledge that their employees use Windmill Avenue as a car park.</p> <p>They all park on the north side and cause tremendous problems for motorists turning into and out of Windmill Avenue and I have seen many near collisions and instances of inconsiderate driving caused by these parked cars sometimes even affecting traffic travelling north along Buckingham Road.</p> <p>The new parking restriction will in all probability result in all the cars now being parked on the north side being moved to the south side at noon. This does not alleviate the current problem and cars parked on the south side are much more of a hazard to passing traffic than cars parked as they are at present which is very dangerous. The main problem here is cars being parked far too close to the main road for safety.</p>
<p>(18) Local Resident, (Bicester)</p>	<p>Object – <u>Barry Avenue</u> – I live on Barry avenue and have parking available just outside my house. This parking area is off street and so I would consider this to not be in the road. I would have to say, in relation to the proposed restrictions, that I would object as my concern would be that the parking available outside of my house would be used instead. I have a small child and an illness which would make things very difficult if I needed to park a long distance from my home. Part of my consideration when buying the house was knowing that parking was available outside the house. There should be parking made available for those houses where restrictions will be put in place, otherwise I can't see where else they will be able to go except other people's parking spots.</p>
<p>(19) Local Resident, (Bicester)</p>	<p>Object – <u>Blake Road</u> – know how residents will park outside their properties if the DYL are put in? I live on Blake rd in Bicester and have no driveway. We are also a 3-car household so would we need permits and if so would these cost us?</p> <p>I won't be able to park outside my own house, I live on Blake Road - do you know if you know if the DYL will extend this far?</p>

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<p>(20) Local Resident, (Bicester)</p>	<p>Object – <u>Browning Drive</u> – I have a concern/objection regarding length of the proposed 'No Waiting - Double Yellow Lines' on Browning Drive opposite the junction to Bunyan Road. This area is frequently used by clients bringing their pets to Harts Vets. Harts Vets car park is not vast and not having somewhere else to park to drop off or collect pets can increase the stress already being experienced by those people and their animals.</p> <p>Many people do not like to use the public car park in front of the Co-op and other stores, in fear of car wheel damage as the condition of the tarmac is awful and at peak times this car park is over-subscribed.</p> <p>Perhaps this area could be addressed or expanded to alleviate the congestion when visiting these popular establishments?</p>
<p>(21) Local Resident, (Bicester)</p>	<p>Object – <u>Barry Avenue</u> – I live on Raymond Rd. Bicester. And your men were working along Barry avenue were questioned by my neighbour and it was muted that yellow lines were going to be put on my corner. Speaking as an 87-year-old and needing transport to hospital appointments, and friends and family visiting me and taking me out. We do not need any parking restrictions in our area. So why if this is to happen go to the expense of the cost. When what is needed is the huge pot holes between Raymond Rd., and Bucknell Road repaired, and the drains cleared out. To stop further erosion of the road. Also, an occasional road sweeper in my area would stop weeds growing in the gutter and drains. I realise this costs money, but for the want of a nail the war was lost, a saying I was taught at school during World war 2. The need to spend money to save money.</p>
<p>(22) Local Resident, (Bicester)</p>	<p>Object – <u>Lambourne Crescent</u> – Finally something is getting done, as my car has to sit on the crescent 24 hours at a time, as there not enough spaces on the drive for it. I am asking if there can not have yellow lines put on the crescent, please can we have parking permits, just like in the near by streets Victoria rd, Priory rd, and the houses near bell lane opposite the Methodist church. If there are time restriction on the crescent then i'm going to get a ticket every day from Monday to Friday.</p>

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<p>(23) Local Resident, (Bicester)</p>	<p>Object – Browning Drive – I wish to strongly object to the double yellow lines at Browning Drive/Kinsley road/Bunyan road junction. I have lived at number 17 Browning Drive (2nd house from the vet) for 19 years and for most of those years have been in contact with the vet to try and reduce their customers and staff continually parking outside my and my neighbours homes, often blocking driveways and making it difficult to get on and off our driveways. They have tried very hard to encourage their customers to park in their car park and on the road alongside the vet which is where you are now proposing to put double yellow lines. If you do this then all the vet customers will park outside our homes once again, often inconsiderately, and once again make our lives very difficult...both parking our own cars near our homes and getting on/off driveways. I have attached the map showing the proposals...in blue I have circled the area where there really is no need for double yellow lines and in red when I live and how all these people will then park outside all of my and my neighbours homes.</p> <p>I would urge this to be reconsidered...I cannot see why it has been proposed and would like to see anyone who goes ahead with this to live with the consequences as we will have to do.</p>
<p>(24) Local Resident, (Bicester)</p>	<p>Object – Lambourne Crescent – As a resident I believe the current problems with parking in Lambourne Crescent are minor and are:</p> <ul style="list-style-type: none"> • people (generally not residents) occasionally double-park - i.e. park both on the outside and inside of the circle. This can prevent larger vehicles such as deliveries and bin lorries getting access. Of course, parking like this and actually blocking the road is already an offence. Parking only on the inside of the circle leaves plenty of room for access even for large vehicles (4.6 m) • Shoppers and commuters parking in the road and sometimes preventing residents from parking. <p>The proposed restrictions are unnecessary to address the first problem: restricting parking only on the outside of the circle would achieve this just as well. The proposed restrictions would significantly worsen the second problem as they would prevent residents from parking (while doing nothing to stop shoppers using the road for parking).</p> <p>My main objection to the restrictions is that they would effectively prevent any resident without a drive (currently 4 houses) from owning a car. There would be nowhere to leave a car on Lambourne Crescent during the day, and as the proposal also includes DYL on Longfields there would be no nearby roads with any available parking. This seems completely disproportionate to the scale of the parking issues. Not everyone works office hours on every weekday and drives to work.</p>

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	<p>Given that much of the outer circle is already dropped kerb and there is very little parking there, can the proposal be modified so that the outer circle becomes DYL and the inner circle continues to have no restriction? This would retain most of the current parking for residents while preventing the road being obstructed by double-parking.</p>
<p>(25) Local Resident, (Bicester)</p>	<p>Object – <u>Barry Avenue</u> – (A) With regard to the proposed DYLS at the junction of Barry Avenue and Graham Road</p> <p>The proposed changes do not address the most serious issue regarding dangerous and inappropriate parking on Barry Avenue and could potentially make the situation worse.</p> <p>Specifically, the proposed 56m DYLS north-westwards along the south side of Barry Avenue are insufficient and should be extended around the bend, equivalent to the DYLS proposed for the north side of the road (i.e. extending approximately to the boundary of No.15).</p> <p>The north side of Barry Avenue, between the two junctions with Graham Road, is used extensively for street parking. Much of the time, that stretch of Barry Avenue does not have sufficient space for traffic to pass in both directions and so drivers are required to give way to oncoming traffic.</p> <p>There is a bend in the road between the two junctions with Graham Road. In order to see traffic coming in the other direction, drivers approaching from the Rowan Road end of Barry Avenue should be positioned to the left of the road when going into the bend.</p> <p>However, when cars are parked on or close the bend on the south side of the road, drivers approaching from Rowan Road cannot move to the left of the road in order to safely check the road ahead for oncoming traffic. Instead they are forced towards the wrong side of the road.</p> <p>This often results in traffic entering the bend 'blind' and then encountering traffic coming in the opposite direction. At busy times this can result in multiple vehicles having to back-up or otherwise manoeuvre in order to unblock the resulting congestion.</p> <p>Additionally, displacement from the restrictions as proposed might result in additional parking on the south side of the bend, which is precisely the area in most need of restrictions.</p> <p>(B) Proposed DYLS along Barry Avenue at the junctions with Maud Close, Margaret Close, Titchener Close, Ewart Close and Fane Close.</p>

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	<p>I would like to challenge the requirement for DYLS at these junctions. The Highway Code includes clear guidance regarding parking close to junctions, which can be used to support the issuing of a parking ticket for obstruction if required. I have not seen dangerous or inappropriate parking at any of these junctions that would justify any additional specific restrictions. They are all quiet cul-de-sacs, with very light traffic entering or exiting the junction.</p> <p>(C) Requirement for DYL at the junction between Graham Road (conduit to Bucknall Road) and Barry Avenue (south side)</p> <p>This is the busiest junction along Barry Avenue, with traffic entering or exiting the junction continuously. Any obstruction at this junction presents a significant safety hazard and I am surprised that no specific restrictions are proposed. I request that DYLS similar to those proposed for the junction between Raymond Road and Barry Avenue are put in place at the junction between Graham Road and the south side of Barry Avenue.</p>
<p>(26) Local Resident, (Bicester)</p>	<p>Object – Longfields – I have lived in Longfields for nearly 20 years now and have worked for the Council since 1989. After speaking to some of my work colleagues, I have found that you have agreed double yellow lines along Longfields prior to this consultation coming out. This is going to be a very big issue for me, my family and several residents along this road.</p> <p>At present, I am an agile worker, and have been for some time now, working from home, this being in line with the Councils policies. This means OCC does not need to provide office space for me and all that goes with the office space, for example electricity, wifi etc. In effect we are saving the Council money. I park my van, legally, on the road outside my property, as I only have enough space on my drive for 3 vehicles. I have 2 children that have recently passed their driving test, and both need a car for work. I use my van daily to visit site and attend meetings, and occasionally at the weekends, with this in mind, I am sure you will appreciate that I need to have my van close to hand to enable me to do my job. With the proposals to have the double yellow lines installed I will have no-where to park my van.</p> <p>We are in 2019 and our children are unable to buy properties due to the financial economy and because of this they are living at home longer. This means there will be more cars to accommodate on our infrastructure. I understand the reason behind the proposals - To stop people parking all day, who work in town, but I do not feel you have thought about the affect this will have on a lot of the residents and what the knock-on effect for other roads nearby would be – this will push the issue elsewhere. I feel it is unfair for visitors to the residents – where will they park? My elderly mother often drives around to mine, as she is proud to be independent and drive, to have dinner and company for a</p>

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	<p>couple of hours. Due to her health she is unable to walk far as she used to, due to COPD and Crohns Disease – Where will she park?</p> <p>Please can I ask that you and the Council Officers reconsider the proposals, one option may be to consider a 'commuter' type restriction which will prevent the 'all day' parking but will impact less on local residents. I understand that a residents parking or permit parking scheme is unlikely to occur, as residents, we do have some off-road parking available to us.</p> <p>I am confident I will not be the only resident that feels this way as I suspect that the proposal will only force people to park further along Longfields, and into Fallowfields, Green Close and other roads nearby, something I suspect those residents would not be happy with.</p> <p>Cars that park along here at present also make a traffic calming measure, when these are gone then this will encourage speeding, another issue for the residents of Longfields to endure.</p>
<p>(27) Local Business, (Bicester)</p>	<p>Object – Browning Drive - We are a huge advocate of responsible parking, caring deeply for the effect that it has on our neighbours, so when we saw the proposals that you have for the restricted parking on the junction of Kingsley Road and Browning Drive we were very pleased, but also quite dismayed.</p> <p>The restrictions in Kingsley Road itself are most welcome and very much needed as the standard of parking there – mostly by lorries delivering to the businesses on the Bucknell Road parade of shops - often blocks the road or pavement completely; reduces visibility markedly for traffic and pedestrians alike and is generally a road safety hazard. Kingsley Road into Bunyan Road is often used as a rat run though the estate and having parked lorries and vans there makes it lethal to pedestrians at times.</p> <p>The Browning Drive restrictions are much more of a concern for us. Our business has been on Browning Drive for the last 27 years. We originally chose a site where we had on site parking, sufficient for clients and staff alike. As you can imagine, in 27 years, we have grown as a business exponentially.</p> <p>We realised that we were going to completely outgrow this site and so about 6 years ago we started plans to move our site onto the Middleton Stoney Road, about a mile away from our current location. We have been trying to get permission through Cherwell District Council for the last 5 years as part of the new Eco Town development, but have been thus far thwarted by red tape and the perceived snail's pace with which this part of the Eco Town is progressing. We hope we are now in the position where we are beginning to move forward and we very much hope that by this</p>

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time next year we will be happily ensconced in our new premises.

At present our staff use this stretch of road to park so that our clients can have unfettered use of the car park on our premises. This is important because:

- Clients often have elderly/sick pets or are carrying cat basket and need very close access to the surgery.
- We can much better control the parking of our team. Clients can not be relied upon to park considerately or even in accordance with the law. By ensuring there is enough room on our premises by limiting team parking, reduced inconvenience to our neighbours can be ensured.
- Our team will only move their cars once a day thereby reducing the comings and goings outside our neighbours houses.
- It allows our own delivery vans sufficient access to our car park so that they are not parking outside our neighbours properties causing inconvenience and at times, distress.

We could ask our team to park elsewhere in order to maintain the status quo, however, we have the following concerns:

- Many of our team travel a long way to come to work. Some travel in excess of 30 miles per day each way. If they could not very park close to the surgery it will make them less inclined to stay employed with us. It would also make recruitment very difficult for us as on-site staff parking is a huge draw when recruiting.
- We have advocated car sharing schemes and salary sacrifice schemes to enable local team members to cycle to work.
- Whilst we can ask our team to park away from our local residents, inevitably they will park outside someone else's house and cause them inconvenience. By parking on this stretch of road, they are responsibly parked and not blocking anyone's drive inadvertently etc.

We are extremely grateful to the residents of Browning Drive who have watched us grow over the years. We have tried to respect their property and the road outside their houses at all times. We have reacted to complaints regarding parking straight away and we hope to maintain this relationship, however, we fear that relationships with our neighbours will suffer as a result of these plans.

Hart Vets has already been contacted by a number of residents who are concerned that the addition of the yellow lines along Browning Drive will mean that clients and indeed our team will end up parking out side their houses, blocking their drive ways and generally causing a nuisance. We have temporarily allayed their fears by reassuring them that we would be objecting strenuously to this section of the proposed parking restrictions.

So we hope that you can see we are in a very difficult situation. We are desperate to move premises and leave the

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	<p>good people of Browning Drive in peace with the decrease in traffic flow. If we may make the following suggestions for you to consider:</p> <ul style="list-style-type: none"> • Please reduce the length of the double yellow lines on the south east side of the Kingsley Road/Browning Drive junction as shown by the distance represented by the hatched area in the diagram attached, albeit temporarily. • Please wait to enforce these parking regulations for a year to give us the time we need to move premises. • Please wait to enforce these regulations to give us time to find a solution for the staff parking – not an insignificant task. • Perhaps you could assist by chasing up the planners of the Eco Town and ask them the progress all applications for this site as a matter of urgency. We have been very patient and now feel that we are being punished for something beyond our control and it is a the source of a great deal of angst. We could then move much sooner and the parking problem completely alleviated. <p>We do hope that you will consider our objection to this part of your plan. It will significantly affect our business through no fault of our own.</p>
<p>(28) Local Resident, (Bicester)</p>	<p>Object - <u>Longfields</u> - We would make the following comments on the above proposals:</p> <ul style="list-style-type: none"> • Restricting parking in the Longfields area will naturally badly impact on those remaining and not subject to such restrictions; particularly galling for those residents (like ourselves) who have no option but to park on the roads near their homes. Already we have noticed a considerable increase in non-residential parking due to parking restrictions in other nearby roads such as Lambourne Crescent (which is non-resident parking only). • A further knock on effect of these parking restrictions could result adversely in non-residents using the large green area outside the houses at Longfields Court as a 'free' car park. What comeback would we residents have in preventing this from happening? • For what reason has it been determined to have non-waiting times for the roads listed for up to 2 hours between 11:00-13:00 hrs? What is the significance of this 2-hour paid as opposed to say between 9:00-11:00 hrs or 15:00-17:00 hrs? • What about stopping parking at junctions? No one seems to be currently policing such incidents, which are frequent, and what is the likelihood therefore that's any of the proposed parking restrictions will also be policed? • Why hasn't Moor Pond Close been included in the proposals? It is not far from Longfields Primary School and is daily choc-a-bloc with parked vehicles during the day, including at the junction with Longfields road. • Given that installing these new parking restrictions comes at a price, why isn't money being better spent in resurfacing the roads, in particular Green Close and Linden Road, rather than merely filling in the worst of the

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	<p>potholes, which soon open up again? In the case of Green Close, workmen have been carrying out repairs to potholes (and by no means all of them) at least once a year for the past four years; hardly a cost-effective use of resources.</p> <ul style="list-style-type: none"> • Other more sensible traffic measures to be taken include: <ul style="list-style-type: none"> o Putting a no-through road sign up to the entrance to Green Close to prevent vehicles on frequent occasions trying to use the road as a short cut and having to turn around when they have realised their mistake – or rather their SATNAVS and thereby increasing the wear and tear to the road and to the potholes. o Putting weight restriction signs at both ends of Longfields road to prevent heavy lorries from using it as a rat run and at speed – despite the proximity of Longfields Primary School. <p>In conclusion given the cost that all these proposals will incur to implement, let alone the consequent disruption, we would iterate who is going to police their implementation and how frequently?</p> <p>Finally, we suggest that you take the trouble to actually care and look at the situation before taking these actions and wasting more public money.</p>
<p>(29) Local Resident, (Bicester)</p>	<p>Object - <u>Lambourne Crescent</u> - I write to object to the proposed parking restrictions. The effect of the restrictions will be that residents who don't have drives (there are 4 such houses) will be unable to park on the street. Many residents who do have drives also currently park on the street because they have more vehicles than fit on their drives or they have visitors.</p> <p>The council has not said where it expects residents to park once the parking restrictions are in force. Public transport in the area is not so good that people can do without cars entirely.</p> <p>One way to reduce the numbers of cars parked on the street might be to put in a car club space for a shared car. If there were a shared car on the street some residents might find they did not need their own vehicle.</p> <p>As it is, since it will not be possible for anyone to park a car all day on the street, the proposal will incentivise residents to drive to other places instead of walking or using public transport if they are going out for the day.</p> <p>There is also likely to be an increase in car movements, with people driving around the area looking for a parking space or moving their cars from one space to another at noon to avoid the single yellow line restrictions.</p> <p>The proposal mentioned problems with inconsiderate parking. Presumably this is when people park on both sides of the road which makes it difficult for other vehicles to get through. This does sometimes happen on the junction</p>

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	<p>between the straight part of the road and the island. If that is thought such a serious problem that parking restrictions are warranted, the obvious solution is to have DYL on the outside of the circle, since most of that is not available for parking because of dropped kerbs. Removing the existing on street parking spaces by putting DYL on the inside of the circle is completely disproportionate.</p> <p>Cars being parked on the inside of the circle is not in itself inconsiderate or obstructive. Competent drivers do not have a problem pulling out of their drives when there is a car parked opposite; the road is not that narrow. Bin lorries can and do get around the circle with cars parked on the inside.</p>
<p>(30) Local Resident, (Bicester)</p>	<p>Object – <u>Browning Drive</u> - As residents of Browning Drive, we are writing to express our considerable concern on the proposal to impose parking restrictions in the close vicinity of our address.</p> <p>This will have the consequence of moving what at the absolute most is presently a minor inconvenience from a non-residential area to being a major traffic problem in the middle of a residential zone. Both my wife and I are registered disabled. We rely heavily on the care of others who we require to have ready access to our property. The proposed restrictions will make that access impossible.</p> <p>We strongly object to this imposition that seems to have been given far too little thought and consideration.</p>
<p>(31) Local Resident, (Bicester)</p>	<p>Concerns - <u>Barry Avenue</u> - As a resident of Titchener Close, I agree that there is often inappropriate / obstructive parking in Barry Avenue, however the locations mentioned, to which you are intending to apply DYL's, are not areas of concern. To add DYL's at these locations will be wasteful of resources and will not address parking in locations where it really is obstructive.</p> <p>The main areas of truly obstructive parking are:</p> <ol style="list-style-type: none"> 1) The east side of Barry Avenue, just south of the junction with Graham Road. Parking here obstructs visibility when travelling towards Rowan Road; 2) Both sides of Barry Avenue, in the "dip" in the vicinity of the footpath between Barry Avenue and Bucknell Road. Parking here obstructs visibility in both directions and creates regular traffic conflicts.

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	I would suggest that it is these locations that should be addressed, not those in the current proposal.
(32) Local Resident, (Bicester)	Concerns - <u>Blenheim Drive</u> - We are concerned that the yellow lines on the corner of Blenheim Drive and Hemingway will push the current parking around the corner of Huxley Close. This has happened in the past and caused problems with exiting Huxley Close. There is a house of Multiple occupation opposite us with at least six cars at any time. The residents park four cars on the drive and at least two on Hemingway in an orderly manner however with other cars parked there the restriction on Blenheim Drive and Hemingway may cause a further problem. It is I believe illegal to park within 15 metres of a junction and I hope the council will put in place a monitoring system to oversee this.
(33) Local Resident, (Bicester)	Concerns - <u>Ewart Close</u> - Across the street from the proposed parking restrictions is off street parking which has been available outside the properties on Barry Avenue for some time. My concern is that after the restrictions come into place those people who would have parked in the restricted space will now park in the off street parking meaning residents who have historically had parking will now not be able to park.
(34) Local Resident, (Bicester)	Concerns - <u>Green Close</u> - While I welcome the parking restrictions proposed, I am concerned that more cars will seek to park in Green Close, blocking driveways on the south side. As this could affect my drive, I would feel happier if double yellow lines were drawn across these areas.
(35) Local Resident, (Bicester)	Concerns - <u>Longfields</u> - Although I agree something needs to be done in Longfields especially at start and end times of the school day, I fear the proposals will just shift the problem further along the street. I live at 44 and we already have people carelessly parking across our drive but only at the school start and finish times and the occasional delivery lorries. I have noticed other cars at weekends, mostly Saturdays, parking on Longfields at its junction with Linden Rd. With the new parking restrictions that will simply push the problem down to our part of Longfields - it won't go away - in fact it will make it much more difficult outside our houses on weekends. Couldn't the proposed single yellow line time be 8.30 - 3pm Mon - Sat? The problem at weekends would also be helped if there was free parking in the town centre.

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	<p>I would also ask whether all these new restrictions will be enforced? There are already double yellow lines on Sheep Street by Dennis Restaurant (for example) and there are always cars parked outside those restaurants in the evenings. You never seen anyone ticketing the cars.</p>
<p>(36) Local Resident, (Bicester)</p>	<p>Concerns - <u>Maple Road</u> - proposals will stop or reduce damage being caused to verges or help emergency services and refuse collectors gain access when kids are dropped off at school</p>
<p>(37) Local Resident, (Bicester)</p>	<p>Concerns - <u>Windmill Avenue</u> - Whilst parking restrictions are welcome at the top end of Windmill Avenue I do not believe that the parking restrictions proposed (i.e. No waiting 11:00 - 12:00 and 12:00 - 13:00 Monday to Friday) are appropriate.</p> <p>Currently the biggest danger is posed by those vehicles parked on the first 50 metres of the road. This is because it means there is a high risk of collision with people turning into Windmill Avenue from Buckingham road when there is another car forced to drive on the wrong side of the road to come out of Windmill Avenue because of parked cars. This occurs not only Monday to Friday but also on the weekends as people park there to go to the Eden garage opposite as well as to the station.</p> <p>I am not opposed to the current parking restriction proposed but I would request that a 50 metre double yellow line also be considered for the first 50 metres of the road either as an alternative or in conjunction with the no waiting restrictions.</p>
<p>(38) Local Resident, (Bicester)</p>	<p>Concerns - <u>Windmill Avenue</u> - Proposal is to restrict parking essentially between 1200-1400 daily; given that some of the cars that park at the entrance to the road are users of Bicester North train station, how will this deter them from parking throughout the day? It is common knowledge that parking restrictions in residential roads are not enforced due to lack of council resource, so I fail to see how this restriction will work effectively. Would double yellow lines provide a more effective deterrent?</p>
<p>(39) Local Resident, (Bicester)</p>	<p>Concerns – <u>Graham Road</u> – May I suggest for review another local pinch point, that has seen a number of near misses with parked cars too close to the main road?</p> <p>Graham Road is one of only two access points to Barry Avenue estate. Specifically, the corner of Graham Road and Bucknell Road. Parking on or very near to this corner should be considered for double yellows as is of equal if not</p>

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	<p>more importance to those corners currently identified.</p> <p>Vehicles regularly park here within 15ft of the corner forcing cars turning into Graham Road onto the wrong side of the road. As Graham Road is also an exit to the estate and used as a cut-through from the Banbury Road by local residents traffic can become heavy here.</p>
<p>(40) Local Resident, (Bicester)</p>	<p>Concerns – <u>Maple Road</u> – We strongly feel that the proposals of yellow lines should be extended further into the road and for longer periods of time than suggested. The inappropriate parking are the daily issues faced by local residents of Maple Road. They are from week days and weekends.</p>
<p>(41) Local Resident, (Bicester)</p>	<p>Concerns – <u>Moor Pond Close</u> – I wonder if you would consider the top of Moor Pond Close please. Even out of school hours, which are horrendous! Residents park right up to the junction with Longfields. So many near misses when trying to get in or out of Moor Pond Close.</p>
<p>(42) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – We are greatly affected by the parking of six to seven cars parked on Windmill Avenue / Buckingham Road junction. This occurs on a regular basis Monday to Saturday with slightly less cars on a Sunday. The cars belong to staff of the Eden garage on Buckingham Road who operate a reduced Sunday service to their customers, hence the reduced Sunday parking.</p> <p>My wife has raised safety concerns with the garage directly and to staff whilst they are in the process of parking. She has been advised by them that they are not committing an offence and of their intention to continue to use the side of the road as free parking. They will not use a nearby car park as they would incur a charge.</p> <p>We believe that this practice is dangerous, as cars turning into Windmill are unable to reverse onto the main road if residents are trying to leave the road. This has frequently necessitated residents and delivery vehicles having to reverse the length of the parked cars to allow access to the incoming vehicle. It can affect several residents at the same time so also impedes access from Buckingham Road. This is the only egress that residents have from Windmill Avenue.</p> <p>Whilst we are extremely grateful for Oxfordshire County Council's intervention we feel that the proposals will not be effective as the parked cars do not belong to commuters. The car owners from Eden could avail themselves of parking in windmill Avenue with the only inconvenience to them being one move to the opposite side of the road. This would transfer some of the problems onto Buckingham Road.</p>

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	<p>May we respectfully suggest that parking in this area becomes a no waiting area (both sides of the road) from 09.00 until 15.30. We believe that this would alleviate the problems outlined above.</p>
<p>(43) Local Resident, (Bicester)</p>	<p>Concerns - Longfields – Whilst absolutely agreeing that parking restrictions are necessary to stop the current situation of the road being a chicane much of the time and being very difficult for large vehicles requiring access – dustbin lorries, fire engines, other delivery lorries, coaches to the school, etc. we do not believe the proposed restrictions go far enough. We believe that one of the following 3 different options would be more effective:</p> <ol style="list-style-type: none"> 1. Full double yellow lines from Launton Road to the corner with Green Close (odd number side) and to the layby (even number side) 2. Double yellow lines as proposed in the existing plan plus no waiting between 9.30am to 1.00pm west side and 1.00pm to 4pm east side M-F 3. Double yellow lines as proposed in the existing plan plus no waiting between 9.30am and 4pm both sides of Longfields from Launton Road to Linden Road. <p>If there are only no waiting restrictions for 1 hour each side of the road M-F, people will still park there to go shopping, go to the park, short trips via the train station. Yes, it may slightly deter working people parking all day – but they will weigh up the likelihood of a traffic warden patrolling Longfields during the small specific windows of restriction and will probably risk it unless caught several times and we do not believe traffic wardens will be able to patrol the road consistently at the times of restriction. However, if the window of restriction is longer, the likelihood of a traffic warden being in the road during the 'no waiting' time is significantly increased sufficient to be a real deterrent. From a personal perspective, it is frustrating to be weaving in and out of parked cars up or down the road, particularly nearing our driveway near the corner of Green Road where cars are often driven at some speed and selecting the right time to 'go for it' round parked cars to get onto the driveway is an art.</p> <p>We respectfully submit the above alternative proposals for consideration to provide a real deterrent to nuisance parking on this increasingly busy road.</p> <p>One addition we would like to make is that we would prefer the parking restrictions to be in place for 7 days per week rather than just Monday to Friday. On reflection, some weekends can be worse than weekdays as presumably more people park and travel into town, use the trains to go further afield for the day and sometimes just seem to abandon their cars willy-nilly along Longfields. It is sometimes quite difficult to get up or down the road to access our own driveway.</p>

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<p>(44) Local Resident, (Bicester)</p>	<p>Concerns - <u>Fallowfields</u> – I have 2 main concerns, 1. the restrictions should cover all of the street otherwise you will just be moving the problem further up the road, 2. at the entrance to Fallowfields you propose single yellow lines on either side of the road with different time restrictions, this I feel will lead to a problem where people will start to park on one side of the street but someone who needs to park passed 12 noon will park on the opposite side where parking would be permissible for an extra hour, this would lead to staggered parking making access for larger vehicles (i.e, Fire engines, refuge trucks etc) very difficult, it would seem that double yellow lines on one side of the street would stop this happening.</p>
<p>(45) Local Resident, (Bicester)</p>	<p>Concerns - <u>Fallowfields</u> – I am a resident of Fallowfields Court. In principle we fully support the proposal to restrict parking for the full length of Longfields. We are concerned about how many non-residents park and wait in the road in order to access Longfields School, Bicester Town Centre or Bicester Village Train Station.</p> <p>You will be aware that the 6 houses Fallowfields Court do not have driveways. As residents, we need to be able to park vehicles unrestricted in the layby on Longfields, immediately in front of Fallowfields Court. Will there be provision for residents to do this (but not others? On the map there is a purple line in front of the layby. I am unclear what this means for the use of the layby by residents.</p>
<p>(46) Local Resident, (Bicester)</p>	<p>Concerns - <u>Fallowfields</u> – I am afraid this will not solve the problem. This may stop cars parking where the restrictions are in place but you will be inviting them to move further up the road by my house No.29 and my neighbours some of whom are elderly and unable to comment themselves but do not wish to have cars parked outside their houses every day.</p> <p>The cars have already started creeping around the corner up to No.22 They arrive early in the morning at 7am and don't return until after 5pm. We have several delivery vehicles up and down here every day, plus the bin lorry each week which is currently a problem because of the size of the vehicles trying to get past the parked cars so this is simply moving the problem not solving it.</p> <p>We believe we should have a residents only sign or double yellow lines all through Fallowfields as we are a cul de sac so cars will be up and down all day looking to park.</p>

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	<p>Plus the wear and tear on the road, we only had some of it resurfaced last summer and one area has still not been tarmac Ed because a car was parked there for two weeks, presumably they went on holiday, something that also happens often and again,has happened opposite my house.</p> <p>A new resident who moved into one of the houses which overlooks the green took it upon herself to cut away and kill the shrubs and allows friends and family to park there and on the grass so if people see a car parked on the green others could follow suit. Also, with restrictions in Longfields it will encourage the school run parents to come down and park, bringing complete chaos.</p> <p>Therefore on behalf of myself, husband and our neighbours please consider that this a necessity to stop any parking in Fallowfields respecting the residents who live here.</p>
<p>(47) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – Your proposal of No Waiting 12 noon- 1pm mon-fri, will not deal with a very serious problem that we have in Windmill Ave. on the north side west of Buckingham Rd. Any cars left parking near that part of Windmill Ave. cause a real danger to any cars coming in/or turning out of Windmill Ave.</p> <p>We fear that soon there will be a collision. Near misses occur regularly. To resolve this problem, I suggest that there should be permanent No Waiting for the length of about 4/5 cars from the top north side, then the remaining space left for use for those near residents.</p> <p>Over the months various messages have been left on the windscreens on those cars left so near the top of north side with no response. We are so very worried creeping out each day, holding our breath as we turn in or out. It is so very dangerous.</p>
<p>(48) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – Whilst the proposal for this road will obviously deter travellers using the Bicester North Railway Station from parking all day, they are not the only problem! As I am sure you will be aware the staff of the garage, Eden Approved, around the corner on Buckingham Road, are using Windmill Avenue to park vehicles every day! It is rumoured that they have made an agreement with the police to limit their useage to 2 cars at any one time - this is frequently exceeded, even if such an agreement is in place!</p> <p>However my main concern is safety! Due to hedges, walls and fences at the adjoining properties, the corners of</p>

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	<p>Windmill Avenue, where it intersects with Buckingham Road, are virtually "blind bends"! Therefore when vehicles attempt to overtake parked cars, usually on the North side of the road, as they approach the intersection to exit the Avenue, they face the possibility of meeting, head on, traffic coming into the South side of the street from Buckingham Road. Also where this happens, often the turning vehicle will have to suddenly stop, leaving its rear end sticking out on to Buckingham Road, with another potential collision in prospect!</p> <p>I have personally experienced these "near misses", as have many other residents, on numerous occasions and I feel that whilst a "residents only" parking scheme is preferable for Windmill Avenue, double yellow lines on the bends extending down 20 metres would alleviate these hazards and at least be safer!</p>
<p>(49) Local Resident, (Bicester)</p>	<p>Concerns - <u>Fallowfields</u> – I welcome the proposals you have outlined for Longfields and Fallowfields. The commuter parking continues to cause difficulties at the junction. And it makes complete sense to introduce double yellow lines in this location.</p> <p>It also makes complete sense to introduce no waiting restrictions along Fallowfields to discourage commuter parking along the cul-de-sac.</p> <p>On inspecting the detailed plan, I note that the proposed restrictions only apply as far as No 22 which causes me concern. This will push the commuter traffic further along Fallowfields where increased parking will make access more difficult for residents and service vehicles.</p> <p>There are already issues for our refuse collectors in negotiating the cul-de-sac. Increased parking further along Fallowfields will only add to those problems. We also have situations where larger vehicles take to the grass verges and destroy the turf and landscaping. As a resident, I would not like to see further destruction of our grass verges.</p> <p>On a related matter, we have a situation where a resident parks off the road on a grassed land-scaped area not designated for parking. A visitor to the house parks there too. Turf is being destroyed by their selfish activity. Increased commuter parking further along Fallowfields will only provide justification for their behaviour.</p> <p>In summary, whilst I welcome your proposals up to No 22 Fallowfields, I fear that the restrictions will cause problems further along the cul-de-sac and ask you to consider extending the restrictions to cover the remainder of Fallowfields.</p>

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<p>(50) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – I was delighted to open your letter explaining proposed parking restrictions on a number of roads within Bicester. The Highway Code regulation "Do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" is constantly contravened by cars parking on the North side of Windmill Avenue creating an extremely dangerous situation for vehicles driving up Windmill Avenue to the Buckingham Road junction. My delight, however, soon turned to dismay when it became clear that the No Waiting restriction was for 1 hour per day only. This area is predominantly used by staff of the garage on Buckingham road and for train commuters therefore the cars are parked for a number of hours and not just for a few minutes here and there.</p>
<p>(51) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – Although it is very welcome news, I would like to voice my concerns at the time proposed for the restrictions.</p> <p>I feel 1 hour of the day will do very little to inconvenience the parking from Eden garage (on the other side of Buckingham Road) in particular, who have been made aware on numerous occasions about the danger of their parked vehicles.</p> <p>I see an hour restriction will involve them removing the vehicles for that time and reinstating them after the restriction ends, therefore little will be gained in the way of safety.</p> <p>I have had numerous occasions where I have had to reverse back to allow a vehicle to safely enter Windmill Avenue and where a vehicle has had to stop urgently to allow me to pass safely. I have also politely challenged owners of vehicles who have been parked too close to the end of the junction, making it dangerous to pass and been completely ignored.</p> <p>I therefore would like to see the time of restricted parking to be much longer. Perhaps 3-4 hours per day or indeed school hours?</p>
<p>(52) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – Parking on this road is particularly troublesome as it reduces the road to one lane making it difficult to leave and enter the road safely. I am also unable to safely get on and off my driveway as I cannot see the approaching traffic due to the parked cars.</p> <p>I understand your thinking behind the one hour restriction as the assumption is that the cars are parked by</p>

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	<p>commuters. Although this is the case for a few of the cars the majority are parked by employees from the Eden Garage in the Buckingham Road.</p> <p>I personally don't feel that the restriction you are proposing will stop these people from parking their cars in Windmill Avenue as they will be able to just swap from one side of the road to the other in their lunch-break Or just remove their vehicle for the lunch hour and re-park afterwards.</p> <p>The restriction needs to cover more of the working day. It also needs to be policed as people will just ignore the restriction if there is no penalty.</p> <p>As a resident that is increasingly concerned about the parking situation I am grateful that you have included Windmill Avenue in your proposal but personally I don't think that the proposed restriction will work.</p>
<p>(53) Local Resident, (Bicester)</p>	<p>Concerns - <u>Moor Pond Close</u> – I have just received the letter which was sent out of the proposed parking restrictions. I have notice there is no parking restriction being put forward for the entrance to moor pond close. Cars park there dangerously and are right on the corner therefore coming in and out of the road you have to swing right round to come in and lean far out to see round the cars to get out. I would appreciate if this would be put into your thoughts of the parking restrictions as it has now nearly caused a few accidents and I know the owner of these cars are not of residents of the street.</p>
<p>(54) Local Resident, (Bicester)</p>	<p>Concerns - <u>Barry Avenue</u> – As a resident of Fane Close, a small cul de sac off Barry Avenue, we continuously have vehicles parked at the top of the Close causing visibility problems when exiting onto Barry Avenue. Whilst we are more that happy and welcome the introduction of yellow lines at the junction of Barry Avenue our concerns are that being unable to park at the top end of the close this would then encourage vehicles to be parked further down the Close causing residents problems with accessing their drives and double parking in a very narrow road.</p>
<p>(55) Local Resident, (Bicester)</p>	<p>Concerns - <u>Shakespeare Drive</u> – Whilst I would welcome the idea to stop parking at this junction, I would like to raise a few points.</p> <p>What I would like to ask is where would the displaced cars at this junction go to? The cars who park at the junction are residents of Shannon Road, they park and then walk via the pathway to their road. This walkway is obviously a design fault it should never have been built opposite a junction. I don't think it could ever be changed. Well my concern is that</p>

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	<p>the displaced cars will park at the top or further down Wear Road. There is already a certain amount of cars who park at the top of Wear Road, forcing me to drive on the wrong side to enter my own road. After the restrictions I anticipate even more car parking around the top of Wear Road and they are obviously going to park on the pavement causing more obstruction at the top of the road. This overspill may even park further down Wear Road causing more hardship in parking for the actual residents.</p> <p>Why are the residents of Shannon Road parking on Shakespeare Drive have they no parking on their own road? Have you you looked into the actually cause and possible remedies of why the Shannon Road residents are parking at this junction in the first place.</p>
<p>(56) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – We should like to point out a potential issue with the timing of the restrictions.</p> <p>Most of the cars that park on the north side of the avenue near the junction belong to employees of Eden Cars situated nearby on the Buckingham Road. We anticipate that they may continue to park on this side until 12 noon and then move their cars across to the south side for the rest of the day, which would be even more of a hazard for drivers turning into the road. For this reason, it may be preferable for the timing of the parking restrictions to be the same on both sides of the road.</p>
<p>(57) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – I agree in principle with the parking restrictions proposed for Windmill Avenue, Bicester, but not with the timings of the ‘No parking hours’.</p> <p>Most of the vehicles parked on the road at the junction of Windmill Avenue and Buckingham Road belong to the employees of “EDEN” garage, just a few metres away on Buckingham Road. (some of them do belong to commuters but mostly from the garage. If the times suggested come in to force, the garage would only move the cars when necessary from one side of the road to the other, making no difference to the concerns the householders have of there being an accident with vehicles entering/leaving the road.</p> <p>I think that the hours should be ‘08.00 hours to 16.00 hours’, both sides of the road at the junction, or, double yellow lines on both sides.</p> <p>It may have been cheaper to have kept the sign (illegal or not, but looked official), which was bolted to a lamppost at entrance to Windmill Avenue which said, “Parking for residents only past this point”. Even though it was illegal, and Oxfordshire took it down after approx. 3 days, it did work, the problem was solved. Until it was removed.</p>

<p>(58) Local Resident, (Bicester)</p>	<p>Concerns - <u>Fallowfields</u> – Whilst we welcome the proposed parking restrictions in Fallowfields, we are very concerned that the cars will just be parked further down the road near the turning to 31 and 41 Fallowfields. This will cause untold problems as the road is quite narrow and refuse lorries delivery vehicles and our private cars will be unable to flow freely. There is a small turning bay for 2 cars but this would be used by cars whose owners do not live here. We think that solving one problem is just pushing it further down the road. I do wonder if the Fire Service needed to get to us, would they get through? We bought our house 20 years ago as it was a quiet and private area. I hope this will not change as the only people who come down this end of Fallowfields are the house owners.</p>
<p>(59) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – In particular I refer to the proposed:-</p> <p>(a) No Waiting 11a.m. to 12noon Monday to Friday restrictions on Windmill Avenue – south side west of Buckingham Road for 199 metres and</p> <p>(b) No Waiting 12 Noon to 1.00pm Monday to Friday restrictions on Windmill Avenue – north side west of Buckingham Road for 201 metres.</p> <p>You will of course be aware that Windmill Avenue, Bicester, is a no-through narrow two lane road in a residential area which comprises approximately ninety dwelling houses. The only way to enter Windmill Avenue by a motor vehicle is by turning left or right into Windmill Avenue from the junction of Buckingham Road, Bicester.</p> <p>Likewise the only way of exiting Windmill Avenue by a motor vehicle is by turning left or right into Buckingham Road from Windmill Avenue.</p> <p>In recent years it has become the practise for at least ten motor vehicles to be parked daily on the nearside of Windmill Avenue at the junction with Buckingham Road, some of which are parked less than twenty-five yards from the mouth of the road junction.</p> <p>The parking of motor vehicles at this location presents a danger to other car drivers leaving or entering Windmill Avenue.</p>

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Drivers of vehicles leaving Windmill Avenue are forced to drive into the offside lane of the road whilst overtaking the approximate ten motor vehicles parked and obstructing the nearside lane immediately prior to the junction with Buckingham Road.

In addition the drivers of motor vehicles entering Windmill Avenue from Buckingham Road, Bicester, are either forced to wait for motor vehicles to exit Windmill Avenue via the offside lane of the road because of the parked vehicles on the nearside or worse still, the drivers of motor vehicles entering Windmill Avenue often meet head on vehicles being driven in the offside lane whilst overtaking the parked vehicles in the nearside lane when leaving Windmill Avenue.

From observations that my wife and I have made we are confident that the majority of the vehicles parked on a daily basis in such a dangerous position in Windmill Avenue, Bicester at the mouth of the junction with Buckingham Road are owned by employees working within the Eden Motor Group trading as Eden Approved Bicester at nearby commercial premises situated at Buckingham Road, Bicester, Oxfordshire OX26 4EL telephone (01869) 600600.

This Company commences trading for Part Sales and Servicing on week-days and Saturday's from 0800 hours to 1730 hours and for Car Sales from 0830 hours to 1900 hours on Monday, Wednesday, Friday and Saturday and from 0830 hours to 21.00 hours on Tuesday and Thursday.

The obvious dangerous parking of motor vehicles at this location in Windmill Avenue on a daily basis is bad enough by the light of day but even worse and potentially more dangerous at dusk and especially during the hours of darkness.

Therefore if the motor vehicles which are left parked in this dangerous location in Windmill Avenue are indeed owned by employees from the Company trading as Eden Approved Bicester, which my wife and I are confident is the case, then this dangerous practise is potentially carried out any time during the periods from 0800 hours to 2100 hours week-days from Monday to Friday as well as week-ends on Saturday's.

There can be no doubt that Parking Regulations are essential so as to prevent the continued dangerous practise of parking cars in Windmill Avenue at the junction of Buckingham Road.

However, if the Regulation merely placed a No Waiting restriction from 1100 hours to 1200 hours for 199 metres on the south side of Windmill Avenue from Monday to Friday and/or a No Waiting restriction from 1200 hours to 1300 hours for 201 metres on north side of Windmill Avenue from Monday to Friday, then such a restriction would not solve the problem.

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	<p>If such No Waiting restrictions were to be introduced then employees from the Eden Approved Bicester Company who may have left their motor vehicles parked and unattended in such a dangerous position would merely have to move their vehicles from the south side to the north side of the junction each week-day from Monday to Friday immediately prior to 1100 hours and later return their vehicles from the north to the south side immediately prior to 1200 hours. In any event this would not stop the parking of vehicles in the dangerous positions on Saturday's.</p> <p>Therefore it is the view of both my wife and I that it would be better to introduce double yellow lines in Windmill Avenue at the junction of Buckingham Road for 199 metres on the south side and 201 metres on the north side of Windmill Avenue.</p> <p>This would prevent the parking of motor vehicles in dangerous positions in the future at each location in Windmill Avenue at any time for seven-days each week</p> <p>In so doing such parking prohibitions would eradicate the current potential dangerous practise of drivers of vehicles entering or leaving Windmill Avenue having to negotiate around the parked and unattended motor vehicles which are currently parked during daylight and night hours at this location.</p>
<p>(60) Local Resident, (Bicester)</p>	<p>Concerns - <u>Longfields</u> – Moor Pond Close is a dense housing development provided with limited allocated residential off-road parking. There are currently no on-road parking restrictions whatsoever, except a school entrance yellow zig-zag zone in the vicinity of an entrance to Longfields Primary & Nursery School recreational field.</p> <p>I understand that the proposed parking restrictions have been primarily motivated by, “concerns being raised over dangerous and inappropriate parking, as well as to help deter commuter parking in some residential streets.”</p> <p>As with those roads identified, Moor Pond Close is similarly situated within easy walking distance of Bicester Town centre, both Chilton Railway stations, recent light industrial & Launton road retail developments and Longfields Primary School & Nursery. Consequently, non-residential opportunist vehicle parking and ensuing congestion has also increased significantly here in recent years. This impacts most noticeably on the SW entrance to the cul-de-sac and the adjoining terraces. On-road vehicle parking is often chaotic, obstructive and potentially hazardous between weekday hours 0830-0930 and 1445-1600. This has worsened since the expansion of Longfields School & Nursery in 2016-7.</p> <p>Coincidentally, Moor Pond Close is becoming a favoured and conveniently unconstrained overnight parking location for non-resident trades vehicles. The yellow zig-zag school entrance road markings, for instance, are faded and</p>

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	<p>frequently disregarded with impunity overnight and at weekends.</p> <p>In December 2014, I submitted to Oxfordshire County Councils Traffic Regulation Order Team a series of thirteen photographs taken over a 3-week period illustrating the weekday access difficulties then caused by traffic parked in the immediate vicinity of this property. They were disregarded.</p> <p>Currently, Moor Pond Close is conspicuously absent from CM/12.6.129. Apparently, no account has been taken of the existing traffic problems here or, indeed, the likely exacerbation of such problems in the event of dangerous, inappropriate and commuter parking being displaced from Longfields & its adjacent roads as an unintended consequence of the proposed revised parking restrictions.</p> <p>I therefore urge you to consider:</p> <ol style="list-style-type: none"> 1. the changing dynamics of road use that will ensue following the implementation, most especially the impact upon Moor Pond Close given its geographical location immediately adjacent to the proposed restricted parking zone & current absence of any on-road parking constraints; 2. extending the on-road restricted parking zone to encompass Moor Pond Close; 3. consultation on the implementation of resident only on-road parking permits to include Moor Pond Close; 4. alternative imaginative strategies, "to help deter commuter parking in some residential streets," such as time-limited charge-free use of all municipal town centre car parks.
<p>(61) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – Whilst the proposal for different No Waiting restrictions on either side of the road may have some effect, I have my doubts. The reason for this is that the majority (some days all) of the vehicles parked close to the junction with Buckingham Road, and causing a hazard, are from people working at County Garages. The garage is just a few yards from the entrance to Windmill Avenue on the opposite of the road. In your proposal it would be very easy for the vehicle owners to park on the north side of Windmill Avenue until 1.00pm and then come over and move their vehicles to the south side where the restriction will already have expired.</p> <p>The problem is that they park in a long line often leaving little room between the end of the line and the junction with Buckingham Road. Sometimes there is room for only 1 car trying to exit the Avenue on to Buckingham Road meaning any additional vehicles find themselves stopped on the wrong side of the road waiting for the first vehicle to exit. This is dangerous as vehicles turning into the Avenue from the direction of Bicester Town suddenly find themselves</p>

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	<p>confronted by a stationary vehicle. Alternatively vehicles which wish to turn in to the Avenue coming from the Buckingham direction cannot do so until the second vehicle wishing to exit the Avenue has cleared the line of parked cars. This holds up traffic on the main (Buckingham) Road. Similarly a queue of traffic can build up coming from Bicester waiting for a vehicle(s) to be able to enter the Avenue.</p> <p>Although the garage has a large forecourt and parking area it appears reluctant to provide space for it's employees to park as it would mean 5 or 6 less second hand cars for sale on their site, notwithstanding the dangerous situation this can sometimes cause for those wishing to enter or leave Windmill Avenue.</p> <p>My only concern here is for safety so I would like to suggest 2 other solutions to the one currently proposed.</p> <p>1) Some months ago a Residents Parking Only sign appeared at the entrance to the Avenue and overnight the problem was solved. However the sign disappeared after a few weeks and immediately the problem recurred (with one car putting a slightly arrogant note in their windscreen about their right to park and providing a phone number to call at I think Cherwell DC if anyone had issues - hardly promoting goodwill I would have thought).</p> <p>2) Double yellow lines on both sides of the road for say 50 yards from the junction with Buckingham Road. This would still enable employees form the Garage to park along Windmill Avenue but would provide a safe distance for vehicles leaving and entering the Avenue.</p> <p>I think either of these would be preferable to the solution proposed and would provide safety for all concerned.</p>
<p>(62) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – I am very concerned about the high risk of a fatal accident caused by parking in Windmill Avenue close to the junction with Buckingham Road.</p> <p>I am most concerned that the restrictions proposed in Order 20 do not deal with the problem. The restrictions need to be 24 hours 7 days. As long as any parking is permitted at any time close to the junction there will remain the risk of an accident.</p>
<p>(63) Local Resident, (Bicester)</p>	<p>Concerns - <u>Barry Avenue</u> – Has a potential for the current parked cars within these areas, would then park in the already overstretched roads that the double yellow lines would be placed at the end of and along Barry Avenue.</p> <p>Most properties in this day and age have potentially 2 vehicles, as we have, one parked on the drive and the other</p>

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	<p>parked in front of our property. We do not have the means to convert the front of our property to parking and I would not wish to, if I did have the monies to do this.</p> <p>In my personal opinion there are far too many bricked driveways and this is preventing natural drainage of rain water. I prefer to retain my front lawn for this purpose rather than over load underground pipes.</p>
<p>(64) Local Resident, (Bicester)</p>	<p>Concerns – <u>Maple Road</u> – I would like to express my concerns as to why you have chosen to put a No Waiting Time Zone of 11-12 & 12-1 in my road which is Maple Road and not Double Yellow Lines.</p> <p>Yes, I do understand we have a school situated within my road, which does cross over with Longfields Road. Parking has become out of control with parents that use the school and clearly do not know how to park correctly and safely within both roads.</p> <p>By administrating a no time zone in Maple Road just for a period of 4 hours and which does not even take in to account the school drop of times, my road will become increasingly busier and more dangerous than it is already with parents trying to park to drop their children off as you are proposing Double Yellow Lines in Longfields Road, this will simply push the cars down my road to park.</p> <p>I really think this needs to be re-looked at and perhaps even a visit for yourself to see how busy Maple Road becomes during school drop off. If anything Maple Road needs double yellow lines as well.</p>
<p>(65) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – I refer particularly to your proposed no waiting lines in Windmill Avenue Bicester, both North and South, Monday to Friday 12 Noon to 1.00pm and 11am to 12 Noon respectively. I am concerned that one hour isn't sufficient time to put people off parking. I fear policing of this short period isn't likely to happen. It may, at the start, try to break any habits, but I fear any policing of this will soon lapse with budget restraints and due to Windmill Avenue being so far out of town.</p> <p>I would like to propose no parking "Double yellow lines", from the start of Windmill Avenue running the entire length of both properties of "Quinton" and "Shenlo". I base the request on traffic safety, due to dangerous and inappropriate parking. I witness daily, cars are parked on the Quinton's side almost the entire length of the property. Then a vehicle tries to leave Windmill Avenue, travels half way down the queue of parked cars, meets a vehicle entering Windmill Avenue from Buckingham road, neither want to give way to each other, suddenly another vehicle has turned into Windmill Avenue from Buckingham Road and has stopped on the junction, with it's boot still in Buckingham Road,</p>

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	<p>thus causing another hazard. This stays like this until someone either reverses or drives on the footpath, usually the latter (Shenlo side). This cannot continue!</p> <p>The reason I ask for double yellow lines, parking continues into the evening and night, this usually consists of one or two large panel vans, sometimes a smaller van (car derivative) and the odd car (neighbour including Windmill neighbours), all parked without any lights on, and they are parked the entire night.</p> <p>At the conclusion of the double yellow lines I would welcome your suggestion of single yellow lines, running the full length you have suggested. I still believe the time limit should be increased to the full working day Monday to Saturday. I have witnessed some of the habitual, all day parkers. You are correct, these appear to be train commuters, judging by their attire and briefcases, there are also technicians and customers from the "Eden" garage opposite and also some of the neighbours who have driveways of their own.</p>
<p>(66) Local Resident, (Bicester)</p>	<p>Concerns – <u>Green Close</u> – every day there are various cars that are parking all day during the week, in the Close. Often parking opposite my house which makes it very difficult for me to swing into my drive. My concern is that there are proposals for restrictions on one side of the road, where I feel it should be on both sides. Also, I would like to see double yellow lines on entering the Close by the drop-down Kerb, as cars park over this, which then becomes very dangerous for pram and wheelchair users.</p>
<p>(67) Local Resident, (Bicester)</p>	<p>Concerns - <u>Longfields</u> – I notice you have Longfield Bicester but nothing about double yellow lines at the junction of Longfield and Moor Pond Close we already contacted the police about. Vehicles park less than 10m from the corner causing a blind spot when turning out of Moor Pond Close both ways at some point there's going to be an accident.</p>
<p>(68) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> – I am a resident in Windmill Avenue and along with my wife and children we have all experienced near misses at the junction with Buckingham road, due to the irresponsible parking close to the junction. I welcome what you are proposing but feel this will still cause issues throughout the day as it only covers 11-1.</p> <p>This will not alleviate the busiest times of the day, in the morning and early evening, I feel there should be double yellow lines both sides of the road although this then may push the parking issues further into our street and cause more problems for the residents of Windmill Avenue. The only real solution would be resistant parking only. I am afraid that failing to address the busiest times of the day will eventually result in someone getting badly hurt at the junction with Buckingham Road.</p>

<p>(69) Local Resident, (Bicester)</p>	<p>Concerns – <u>All Roads</u> – some views:</p> <p>a. The situation hasn't much changed since the double yellow lines were put down. There is just lesser areas for locals to park than before.</p> <p>b. Commuters going to the station still use these roads were they can, it saves them £8.00 a day doesn't it?. If you came down this area in the week there are cars everywhere, all up Blake Rd, Brashfield Road and Woodfield Road.. At weekends it's not too bad. At the moment in Blake Road there is less demand for spaces, but I'm sure that will not last.</p> <p>c. I heard that the emergency services complained they couldn't get through the western end of Blake Road, between Taylor Close and Brashfield Road, not sure if that is correct, but.....the lorries coming from the Co-op don't seem to have much of a problem.</p> <p>d. One of the emails from Ben Smith indicated that a permit scheme wasn't feasible due to low resources, but Cedar Drive seems to manage ok.</p> <p>e. Before the yellow line were put in place we all muddled through ok around here. We all had our "unofficial" space and we could have visitors and workmen around with no real issues. These yellow line have just created more problems for us who have to live here.</p> <p>f. I believe that, unless you know something I don't, having no yellow lines made for a more harmonious neighbourhood....and I've been here thirty-three years.</p>
<p>(70) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> - My concern is the irresponsible parking on the left hand side at the junction of Windmill Avenue and Buckingham Road. They park right down to the end of the road which makes exiting and entering Windmill Avenue very dangerous.</p> <p>Cars going in a northerly direction on the Buckingham Road wanting to turn left into Windmill Avenue are turning blind and if they have to stop for a vehicle leaving Windmill Avenue they risk a car driving into the back of them when they</p>

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	<p>have to break on the Buckingham Road. Similarly, when leaving Windmill Avenue you have to run the gauntlet by overtaking the parked cars and hoping that nothing will be entering.</p> <p>Putting 'No Waiting' restrictions for just 2 hours a day will not address this problem. This area needs to be 'No Parking At Any Time' or 'Resident Parking Only'. Perhaps residents could be issued with parking permits for their visitors.</p> <p>All residents have been concerned with this problem for quite a long time and are very pleased that you are now attempting to address the matter, but please make it a No Parking Area before there is a serious accident.</p>
<p>(71) Local Resident, (Bicester)</p>	<p>Concerns – <u>Longfields</u> - I just wanted to raise 2 concerns on this plan to add single and double yellow lines to Longfields. Whilst I am not opposed to the principal of these changes, in general, my concerns are:</p> <ol style="list-style-type: none"> 1. The use of double yellow lines either end of Longfields, with single in the central portion looks as though it would concentrate parking within the central portion. This includes the section of Longfields that has the bend, which is already the more dangerous section of this road. With more parking expected in this area it will only become more so. This does not seem sensible, especially given the number of children that use the route on way to school. 2. The use of additional restrictions alone is not enough to resolve the issues at hand. There are plenty of area of Bicester with double yellow lines that consistently have cars parked on them. For example, the section of sheep street, at the northern end that leads up to St John's and North streets have double yellow lines and yet I pass this every day and there are multiple cars park there every single day, and often on both sides of the street. I have never seen any enforcement officers or tickets on cars. Without the ability to properly enforce these additional lines, this plan will not resolve the issue.
<p>(72) Local Resident, (Bicester)</p>	<p>Concerns – <u>Windmill Avenue</u> - I wonder if it would be possible for you to consider using double yellow lines from the junction of Windmill Avenue and Buckingham Road for a distance of approximately 40 metres? The junction itself has hazard warning lines for 10 metres which means that nobody should park there according to Highway Code Rule 243, but this is regularly flouted, and I suspect that will continue when the 'no waiting' lines are applied.</p> <p>Parking at the bottom of Windmill Avenue has increasingly become an issue as areas nearer the town centre have been made 'no parking' areas (as Brashfield Road did in 2017), and is further exacerbated by people working at the garage almost opposite the road, and by vehicles belonging to people living in properties on Buckingham Road who</p>

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	cannot or will not use their own driveways.
(73) Local Resident, (Bicester)	Concerns – <u>Moor Pond Close</u> - . I can see why you are doing the yellow lines to stop people parking, but don't understand why you are doing it at the junctions for Longfields, Green Close, Fallowfields etc but not Moor Pond Close when we really need yellow lines for no parking at all at the junction going into Moor Pond Close. Cars park there all day while they work in Bicester one resident on Longfields park their large white van right on the corner, obstructing the view of people driving out of Moor Pond, also it means it makes it impossible for 2 cars to pass each other. We've had a few near misses because you can't see. It is an accident waiting to happen.
(74) Local Resident, (Bicester)	Support - <u>All Roads</u> - No comments on the proposals already made.
(75) Resident, (Didcot)	Support - <u>All Roads</u> - These restrictions do not directly affect our current 250 bus service in Bicester however we are supportive of the principle and thank you for consulting us.
(76) Local Resident, (Bicester)	Support - <u>Barry Avenue</u> - Will make Barry Avenue much safer when pulling out of junctions and especially on the approach to Graham Road as it is difficult to see what traffic is coming from the opposite direction. When there are lots of cars parked and you need to pull out onto the wrong side of the road to drive past them, you cannot see what is approaching. I have seen a few near misses!
(77) Local Resident, (Bicester)	Support - <u>Blake Road</u> - I would welcome these proposals although I do have some reservations. I moved here almost three years ago and had my drive extended so that any visitors do not have to park on the road. I am at No 22 and to my right in the evening there are anything up to 20 vehicles parked right round the bend to the junction of Woodfield Road which makes it very difficult to come round and park up. I did contact OCC a while ago regarding having a white line painted across my drive. Various delivery vans from Tesco's, Asda etc regularly double park in front of the flats across from me or park partially across my drive to make their deliveries. Given that the several bays to my left are almost always empty during the day I feel there is absolutely no reason to inhibit my leaving/entering my drive. Taxis also frequently just park across my drive whilst waiting for a fare. I hope that the addition of yellow lines will not increase this problem. Is it possible to have a yellow line across my drive? Perhaps the problem will be solved with the restrictions you are proposing. I think people tend to park because there is literally no where for them to go to the right.

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(78) Local Resident, (Bicester)	Support - <u>Fallowfields</u> - We would rather preference single yellow lines both sides of the road with maximum stay of 2 hours from 0600hrs to 1800hrs Mon to Fri
(79) Local Resident, (Bicester)	Support - <u>Fallowfields</u> - my only concern is that it will push daytime parking onto the part of Fallowfields not covered by the double yellow lines/no waiting areas. Will no waiting areas be extended? What provision will be made to 'police' these restrictions?
(80) Local Resident, (Bicester)	Support - <u>Fallowfields</u> - Whilst I totally agree with the concept of adding No Waiting restrictions to Fallowfields I am concerned that they do not appear to include the whole road. At the moment non residents are parking their cars all day in the road near to the junction with Longfields making it dangerous when turning out of or into the road. I am concerned that they will just move them further up the road, thus blocking the top end of the road and creating another dangerous situation at the entrance to the close. One resident and their visitors already park their cars on the grass area at the top of Fallowfields. If the road becomes full of non residents leaving their cars in the road all day this practice may increase.
(81) Local Resident, (Bicester)	Support - <u>Fallowfields</u> - The overall proposal looks fine for me, as a user I understand the concern specially during day time, it's very busy around here. I just wanted to raise my concern about parking spaces for Fallowfields Court on Longfield road. I am a resident there and I have noticed different users park their cars there using the spaces that should be reserved for residents only. If possible can you include this on your proposal? People come park there for free either to go to Garth park, Bicester village train station or Bicester town. Thanks!
(82) Local Resident, (Brackley)	Support - <u>Fallowfields</u> – No comments.

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<p>(83) Local Resident, (Bicester)</p>	<p>Support - <u>Graham Road</u> - From a car drivers perspective the double line restrictions do not go far enough in to Barry Avenue. The road is an accident waiting to happen Road. The houses all have driveways where the residents could put 2nd cars freeing the road to be driven down without fear of meeting a car coming the other way and having nowhere to pull in to. I and many car drivers avoid this stretch of Barry Ave whenever possible, especially at weekends when the problem is 10 times worse.</p> <p>It would be excellent if you could include the parking in Raymond Road into Barry Avenue. Nightmare trying to pull in to Raymond Road from the Bucknell Road often nowhere to pull in to and again an accident waiting to happen.</p>
<p>(84) Local Resident, (Bicester)</p>	<p>Support - <u>Lambourne Crescent</u> - The proposal states to put double yellow lines around the roundabout island of Lambourne Crescent, when the majority of inappropriate parking happens around the circumference of the Crescent. Non residents double park on either side, preventing emergency and service vehicles (e.g bin lorry), to access the Crescent. I do not feel that a 'No Waiting' policy will be a strong enough deterrent, and feel that the double yellow lines should in fact go around the circumference of the Crescent instead.</p>
<p>(85) Local Resident, (Bicester)</p>	<p>Support - <u>Lambourne Crescent</u> - This is an excellent idea, I live in this road and constantly face a number of badly parked cars as well as dangerously parked cars, it appears that the majority of these cars belong to people working in the town or commuters. I have made several approaches to people parking dangerously and have been subjected to abusive language and the majority dont seem to care at all.</p>
<p>(86) Local Resident, (Bicester)</p>	<p>Support - <u>Lambourne Crescent</u> - Would there be dispensation for residents who have no driveway. A permit to park for the restrictive hours. I do feel residents who are unable to create driveways due to house position would be severely disadvantaged. Issuing permits would be council decision only for residents identified by planners as no driveway possible.</p>
<p>(87) Local Resident, (Bicester)</p>	<p>Support - <u>Lambourne Crescent</u> - While not writing now on behalf of all residents of Lambourne Crescent, I have engaged regularly with residents about the parking issue and have raised it direct with the Council by email. These views are my own.</p> <p>I am supportive of the proposals, which will help to address two of the major parking issues (a) 'commuter parking' and</p>

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	<p>(b) non-resident parking that obstructs access to properties and around the Crescent, particularly in relation to delivery and refuse vehicles, and the potential to obstruct emergency vehicle access.</p> <p>However, the Council should be aware the proposals will have a negative impact on residents with a car whose properties do not have off-road parking. The one hour Monday to Friday 'no waiting' restriction (11am to 12noon on one side, then 12 noon to 1pm on the other side) will mean they can't park their cars on the Crescent without having to move them from one side to the other (assuming there is space) each day to avoid being in breach of the 'no waiting' restriction. This isn't just an inconvenience, but is impractical for any such residents / car owners who are not at home all day.</p> <p>Can the Council advise how Lambourne Crescent residents without off-road parking can park their vehicles outside or near their houses without the risk of committing a parking offence and being fined?</p>
<p>(88) Local Resident, (Bicester)</p>	<p>Support - <u>Lambourne Crescent</u> - Happy with the proposals, but further recommendation is that Double Yellow Lines are placed on one (or both) sides of the entrance to the roundabout (where the road widens East and West), as this has always been the bottleneck area that has caused the most issues with refuse and emergency vehicles. Car owners from non-residents (mainly local workers) will still endeavour to squeeze into any available space with a single line and potentially park inappropriately (or dangerously) for the duration that the time permit allows, which in my opinion will continue to cause restrictions and obstruction at the entrance to the roundabout if this is not addressed.</p>
<p>(89) Local Resident, (Bicester)</p>	<p>Support - <u>Lambourne Crescent</u> - As a resident of Lambourne Crescent, I support the need for parking restrictions.</p>
<p>(90) Local Resident, (Bicester)</p>	<p>Support - <u>Lambourne Crescent</u> - Fully supportive of the proposals. Cars are often double parked despite requests from residents not to do this. Several times I have been unable to reverse my van off my driveway because of cars parked either side of the driveway entrance and on the inner circle, effectively blocking me in. Refuse lorries have, on a number of occasions, been prevented from driving around the circle because of the double parking.</p>
<p>(91) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> - 1. Overall the proposals are appropriate as cars are left at the bottom end of Longfields and in Fallowfields all day (and in some cases for days on end). On occasion cars are parked very close to or opposite the junction of Longfields and Fallowfields resulting in potentially dangerous situations for other road users.</p>

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	<p>2. I am not convinced that double yellow lines are appropriate for that length of Longfields between Linden Road & Withington Road - perhaps single yellow lines would be better.</p>
<p>(92) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> - With regards to the parking restrictions planned for Longfields, Bicester. Please could you consider extending this to include double yellow lines on the corners of Longfields where it joins Moor Pond Close? Several cars are parked here on a daily basis by people who then walk into town to work (obviously trying to avoid parking charges in Bicester Town Centre) and these cars are often parked on, or very close to, the junction of the two roads. This causes an obstruction and blocks the view of residents trying to drive out of Moor Pond Close onto Longfields and also causes drives to have to swing out onto the wrong side of the road to get around the parked vehicles. This situation is made even worse at drop-off and pick-up times for Longfields School when the parent's parking is very bad and again vehicles are often parked directly on the corner of the two road junctions. I have, on several occasions, been involved in, or have seen, very close "near misses" involving the cars of residents trying to exit and enter Moor Pond Close as a result of this bad and inconsiderate parking. The obstruction caused by the badly parked vehicles is particularly dangerous at school drop-off and pick-up times when there are often young children running about in the vicinity.</p>
<p>(93) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> - There is no direct mention of the school drop off for Longfields primary school at the start and end of the school day when the road is like the wild west - the calming period you have picked 11am -1pm isn't particularly relevant in my view and I live in the muddle of the road some monitoring of school parking patterns after these measures are introduced would be good since I worry that reduced areas of parking will concertina quite bloody minded parents into the less available space - they park over residents drives for 15 minutes now as they escort kids up and down the road - please be aware of creating more issues</p>
<p>(94) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> – No comments.</p>
<p>(95) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> - I am wondering how these new restrictions are going to be enforced. As at the moment drivers do not adhere to the present parking restrictions around the school area.</p>

<p>(96) Local Resident, (Bicester)</p>	<p>Support - <u>Maple Road</u> - As much as the current proposals will solve part of the problems with parking in Maple Road, the proposal will only push the commuter parking problem further into the two cul-de-sacs of Maple Road as the yellow lines will not extend the full length of the road. Only restricting for an hour on either side of the road for the first part does not necessarily prevent commuter parking past the right hand turning as you enter Maple Road, and at the bottom of the cul-de-sac as you go forward into the straight run of the road. Commuter parking is throughout the road and not at one end where the proposed restrictions are marked. In recent months we have had to ask individuals to remove their cars or not to park in future in areas not covered by the proposals where they park opposite driveways, over entrances to driveways and on the right-hand junction (breaking rules 242 and 243 of the Highway Code). As soon as one person stops parking Another appears. We have had issues with an ambulance trying to access the road as we still have many elderly residents on Maple Road. The bin lorries have also been prevented from collections due to commuter/school run parking meaning the lorries having to return on weekends to empty bins. Twice a day, five days a week during school terms the amount of negligent and dangerous parking is a daily occurrence (breaking rules 242 and 243 of the Highway Code). Cars are parked on both corners of the right hand bend of the road (against rule 243 as they are within or opposite 10m of a junction) as well as directly opposite (rule 243) and at either end of both cul-de-sacs, whilst parents drop children at school and then some go shopping into town, leaving cars dangerously and I considerably parked (rule 242 again broken). The grass verges are ruined by cars parking on them which means the pathways are smeared with mud making the path difficult to walk on. The inconsiderate and inappropriate parking also means that it is often difficult to get your own car off of your own driveway as individuals are parked directly opposite or across your driveway (rule 243 of the Highway Code). The number and volume of cars accessing and parking on Maple Road in order to fulfil the school run in the morning and the afternoon is quite frankly dangerous and an accident is inevitable. And this is not a short period of time either. The school drop off and collection starts and ends for the best part of an hour at each time of the day. Not only cars but the number of children departing vehicles parked are at risk due to the way cars are parked. Children cannot exit the cars safely (rule 239) as they have to leave cars by stepping into the extremely busy road. Commuter parking does also occur on weekends and regularly we also see families parking their cars and going into town for 3 or 4 hours at a time. The other reason why the amount of traffic is an issue is because recently we have had the road resurfaced. Resurfaced quite badly. The pot holes and road surface issues we had previous to resurfacing were bad. Especially on the corner of the right-hand turn. The bottom of each cul-de-sac which has been resurfaced has already started to show wear and tear as commuter traffic is parking, travelling and persistently turning vehicles, many of which are 4 x 4's and vans, in order to park. Cars cannot pass each other safely in Maple Road as there is not enough space to pass due to inconsiderate parking. Consideration needs to be made on extending the yellow line proposal for the WHOLE road and increasing the no waiting times for longer than 2 hours as well as for 7 days a week rather than 5. We have photographic evidence of some of the dangerous/inappropriate/ commuter parking issues recently and welcome you to contact us for this.</p>
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<p>(97) Local Resident, (Bicester)</p>	<p>Support - <u>Maple Road</u> - I welcome the council's action on these parking issues as I know it's what many local residents have been calling for for some time.</p> <p>I'd encourage the council to further consider how affordable public transport provision in Bicester can be increased and how the use of active travel options can be better supported. Residents are rightly frustrated that they're constantly asked to reduce their carbon footprint but it often feels like the council is not on their side in helping them achieve this.</p> <p>Furthermore I'd suggest that planting additional trees along some of the roads affected by this consultation would not only prevent dangerous parking on the verges but also help to meet climate change targets.</p>
<p>(98) Local Resident, (Bicester)</p>	<p>Support - <u>Maple Road</u> - 1) Enforcement. Will these restrictions be enforced? It is very clear that the existing yellow and double yellow lines on Sheep Street between Bell Lane and St John's Street are not enforced, which results in dangerous parking most evenings and weekends. If the council are seeking to expand parking restrictions, by way of yellow lines, citing dangerous parking as one of the reasons, I would expect ALL such restrictions to be enforced.</p> <p>2) Maple Road. As a resident, I'm a little concerned that the parking restrictions on the first part of the road, presumably intended to deter commuters, will just have the effect of pushing them further into the two "legs" of the cul de sac where no restrictions are proposed. What has been the rationale for applying restrictions only to part of the road?</p>
<p>(99) Local Resident, (Bicester)</p>	<p>Support - <u>Maple Road</u> - There is likely to be a displacement of parking from Withington Road, Maple Road, and Longfields into Linden Road which is already heavily used 24/7. Whilst there are yellow lines at the end of the road, these are rarely enforced and vehicles are parked on the yellow lines every day.</p> <p>To ensure that parking regulations are more effective in Bicester, there is an urgent need to decriminalize parking and transfer on-road parking enforcement powers from Thames Valley Police to Cherwell District Council.</p>
<p>(100) Local Resident, (Bicester)</p>	<p>Support - <u>Shakespeare Drive</u> - I believe the addition of yellow lines from the roundabout on Middleton Stoney road past the junction (and including the entrance to wear road) is a great idea. It will improve traffic and safety. It is often difficult to get in and out of the road due to people parking too close to the junctions and roundabouts.</p>

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(101) Local Resident, (Bicester)	<p>Support - <u>Shakespeare Drive</u> - I strongly approve the proposed restrictions. Many thanks to Les Sibley.</p> <p>I should also appreciate a notice outside Kings Meadow School, reminding parents that it is illegal to sit in a car for anything up to 45 mins with the engine idling. 'I am making phone calls,' is not an excuse.</p>
(102) Local Resident, (Bicester)	<p>Support - <u>Shakespeare Drive</u> - I believe the proposed yellow lines would help make getting in and out of the roads safer.</p>
(103) Local Resident, (Bicester)	<p>Support - <u>Trefoil Drive</u> - Thank you for you considered consultation.</p>
(104) Local Resident, (Bicester)	<p>Support - <u>Windmill Avenue</u> - Thank you for actioning this. Cars whose drivers mainly work at Edon garage in Buckingham Road, park dangerously close to the junction. This has resulted in many near misses.</p>
(105) Local Resident, (Bicester)	<p>Support - <u>Windmill Avenue</u> - In addition to the proposed no waiting restrictions, we strongly feel the need for double yellow lines for 20-30 metres along both sides of Windmill Avenue at the Buckingham Road junction.</p> <p>There is regularly a line of cars and vans parked close together along the north side up to the junction, requiring outcoming traffic to drive 20-30 metres on the wrong side of the road. This is potentially dangerous when another vehicle is trying to turn off the main road into Windmill and there is very little space to get around.</p>
(106) Local Resident, (Bicester)	<p>Support - <u>Windmill Avenue</u> - We are residents of windmill avenue and parking on the entrance is extremely hazardous as you have to drive on the RHS of the road to get out of the street. Often you meet a car turning into the street.</p>
(107) Local Resident, (Bicester)	<p>Support - <u>Shakespeare Drive</u> – We are extremely happy to hear the plans to put double yellow lines on Shakespeare drive as we have had a lot of near misses pulling out of our junction in war road.</p>

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(108) Local Resident, (Bicester)	<p>Support - <u>Shakespeare Drive</u> – I live on Wear Road and have done for 20yrs and in that time the parking at the entrance to Wear Road and on Shakespeare Drive has worsened every year.</p> <p>Trying to enter or leave Wear Road when there is parking on Shakespeare Drive plus parking at the entrance to Wear Road can be difficult, and the risks of accidents are huge. I am so pleased that this is now being acknowledged and you will now be applying parking restrictions.</p>
(109) Local Resident, (Bicester)	<p>Support - <u>Barry Avenue</u> – I've fully supported the plan and would hope that some other concerns with parking on bends have may be taken into consideration if there are any further plans.</p> <p>I've had concerns about poor parking on or very close to the junctions of Ewart Close and others along my road forcing vehicles to take avoiding manoeuvres on to the wrong side of the road at junctions for some time, so am glad that you have listened to local residents' concerns passed on by our local councillors for Bicester West.</p>
(110) Local Resident, (Bicester)	<p>Support – <u>Barry Avenue</u> – I am writing to convey my support of the proposed parking restriction for Bicester as outlined in your letter to residents, particularly in respect of the proposal for double yellow lines at junctions along Barry Avenue. I live in Margaret Close, and frequently exiting Margaret Close to enter Barry Avenue driver visibility is severely impaired by vans and cars parked on the corner, in my opinion it is an accident waiting to happen. Barry Avenue itself is often a nightmare to drive down as cars are at present parked haphazardly on both sides of the road.</p>
(111) Local Resident, (Bicester)	<p>Support – <u>Shakespeare Drive</u> – I am pleased to see the changes are likely to go ahead. We had the local MP knock at the door a few months ago to discuss this.</p> <p>We live on Wear Road. People park so close to Shakespeare drive junction and sometimes often across my dropped curb. These people doing this are not living on my road and often walk off several streets away it's even worse at high sales times for Bicester village retail as people park anywhere they can find to go there.</p>

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	<p>I do a lot of medical work and sometimes have to bring the ambulance home. It is increasingly difficult to get out of the road daily due to parking in Shakespeare drive and Wear Road and sometimes difficult to get the vehicle off of the drive when I need to.</p> <p>My question is will the entry edges of Wear Road also be yellow lined as the map suggested. As people are not observing the Highway code in relation to parking close to a junction. There was a serious accident on Middleton Road /Shakespeare Drive before Xmas, so something needs to be done.</p>
<p>(112) Local Resident, (Bicester)</p>	<p>Support – <u>Barry Avenue</u> – I fully support the plan and would hope that some other concerns with parking on bends causing visibility problems have may be taken into consideration if there are any further planned roll outs for consideration.</p> <p>I've had concerns about poor parking on or very close to the junctions of Ewart Close opposite our house and others along my road forcing vehicles to take avoiding manoeuvres on to the wrong side of the road at junctions for some time, so am glad that you have listened to local residents concerns passed on by our local councillors for Bicester West.</p>
<p>(113) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> – We fully support the implementation of parking restrictions. However, I do not feel that restrictions on only 1 side of Longfields will help to solve the issue, the restrictions need to apply to both sides of the road.</p> <p>Where cars park on the west side of the road outside numbers 11 and 13 Longfields they cause cars to have to be on the wrong side of the road going into a chicane bend. Approaching this bend needs parking restrictions on both sides of the road otherwise it is still an accident waiting to happen.</p> <p>The roads will also continue to be used by commuters if they can still park on 1 side of the road.</p>
<p>(114) Local Resident, (Bicester)</p>	<p>Support – <u>Barry Avenue</u> – I own two properties this affects and have looked at the website and am in agreement with the plans for yellow lines.</p> <p>However, I do feel there should be either lines at the junction of Raymond Road and Barry Avenue or a give way sign as on numerous occasions I have been nearly wiped out by cars thinking they have the right of way.</p>

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<p>(115) Local Resident, (Bicester)</p>	<p>Support – <u>Moor Pond Close</u> – We live on moor pond close and feel the restrictions are much needed, I frequently have to creep in/out of moor pond close on the wrong side of the road due to parked cars. My first comment is that I feel the lines e lines should extend around the corner onto the very bottom of moor pond; people always park right on the very corner and it is such a danger for visibility exiting onto Longfields. I suppose my second question is how the changes plan to be regulated? Sheep Street is completely double yellow lined, but has cars and vans parked up on both sides dangerously daily and I have never seen anyone be penalised for it.</p>
<p>(116) Local Resident, (Bicester)</p>	<p>Support – <u>Barry Avenue</u> – I as a resident of Barry Avenue, I agree with the proposed parking restrictions.</p>
<p>(117) Local Resident, (Bicester)</p>	<p>Support - <u>Browning Drive</u> – I very much welcome that something is being proposed re the current parking in Kingsley Road and Browning Drive. I live on Browning Drive, we sometimes have great difficulty navigating this area as with all the parked cars you just cannot see if anything is coming towards you when you pull out to go down the road. This is also a bus route with a stop in the middle.</p> <p>I feel much of the problem is caused by 2 and sometimes 3 DPD vans, plus and a green mini which are always parked in the lay-by or in Browning Drive. I believe the owners live in flats above the shops, but these vehicles are rarely parked behind the actual shops in the spaces provided. These vans are long and take up potentially two car parking spaces each, they are a nuisance and sometimes they also park half on the pavement all of this restricts everyone's views. This area is an accident waiting to happen.</p> <p>However, I feel the other biggest cause of traffic congestion is the vets. This building was originally a residential bungalow before permission was granted for it to be changed into a commercial premise. As a resident at this time we were told that permission was being granted for it to be changed from residential to commercial 'as long as this didn't cause any disruption to the surrounding residences. This is no longer the case. The number of appointments, Pet training courses and facilities that are now held there have increased and this facility has outgrown this site and it just seems to continue to expand. Clients struggle to park in the limited car parking spaces offered at the facility, so they park in the road. Many don't even bother to see if there is a space available, they just park in the road. I have been told that their staff can't park in there and that their employers the vets, say they must park in the road.</p>

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	<p>If double yellow lines are put along Browning Drive as far as the Bunyan Road junction then what is going to happen to the cars and DPD vans that currently park there.? What will happen is that all these vehicles will then have to park further along into Browning Drive. This means that we will have cars permanently packed outside our property or opposite making it hard to get onto our drive. It seems to me the problem will be moved further along Browning Drive causing myself and my family difficulty accessing our property.</p> <p>Can you confirm that these measures will not just move the congestion further down Browning Drive causing access problems for those of us living there?</p>
<p>(118) Local Resident, (Bicester)</p>	<p>Support – <u>Maple Road</u> – yes the parking is both dangerous and thoughtless. As a resident of Maple Road I look forward to the restrictions but all you are doing is pushing the parking further down Maple Road and the drivers will only park on the grass and pavements making a complete mess of the road (evidence can be seen now).</p> <p>Also these restrictions will be abused all the time there is not a traffic warden to enforce them.</p>
<p>(119) Local Resident, (Bicester)</p>	<p>Support - <u>Moor Pond Close</u> – I agree with your proposals. But my main concern, is there is no mention of double yellow lines at the entrance to Moor Pond Close. I live at No 4 Moor Pond and the parking at the entrance on the right entering Moor Pond is very dangerous, cars are parked there by people that work in the town or catch the train. When leaving the close it is a job to see around the cars you have to edge right out, and this is very dangerous. I think that double yellow lines at the corner of the close would make it far safer for cars exiting the close.</p>
<p>(120) Local Resident, (Bicester)</p>	<p>Support - <u>Fallowfields</u> – We fully support the proposed restrictions relating to Fallowfields and Longfields. My husband and I live on Fallowfields and have been very concerned by the commuter parking which starts on Longfields opposite the junction with Fallowfields and also on the Fallowfields approach to Longfields junction. The parking extends from the junction passing beyond the nearly 90-degree corner which is further along Fallowfields. The commuter parking is dangerous as there is a long line of cars parking virtually right up to the Longfields/Fallowfields junction making approach and exit very difficult. Also the parking has made the corner further along Fallowfields "blind" at certain times which again makes driving in and out of Fallowfields very dangerous as it is difficult to see approaching cars from the other direction.</p> <p>Some commuters just leave their cars during the working day, but a few have left their cars for much longer periods ie</p>

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	<p>several weeks. When the road was resurfaced a while ago the resurfacing had to go around one of the commuter cars which had been left for a long period.</p> <p>Our only concern is that, once the restrictions are in place, commuters will just move further up the road where restrictions do not apply making the bottom half of Fallowfields the new commuter area. If this does come into being, I hope that consideration will be made to extend the restrictions along the whole length of the road.</p>
(121) Local Resident, (Bicester)	<p>Support - <u>May Tree Close</u> – We write to confirm that we welcome the news of the proposed parking restrictions.</p>
(122) Longfields Primary & Nursery School, (Bicester)	<p>Support - <u>Longfields</u> – We have always had issues with parking around the school site and in particular at school drop off and collection times.</p> <p>Some of this, in my opinion is due to people parking and then walking to work in town and therefore not leaving enough space for parents to park at drop off times. Hopefully the 11:00 - 12:00 restriction will stop this from happening and will enable greater space for parents at these times and also lead to less inappropriate parking which is a nuisance for our neighbours.</p> <p>If these proposals take place, then it is important that the no parking restrictions are monitored and upheld as I am sure some will continue to park and take the chance they won't be caught.</p>
(123) Local Resident, (Bicester)	<p>Support – <u>Barry Avenue</u> – I agree with the proposed parking restrictions proposed on your letter.</p>
(124) Local Resident, (Bicester)	<p>Support - <u>Browning Drive</u> – I feel relieved about the proposed DYLS on Browning Drive/ Bunyan Road junction which has become difficult for navigate into and out of Bunyan Road where I live, due to cars parked outside and up to Kingsley Road for the Veterinary Clinic on Browning Drive. Two or three courier vans DFD also often park there or in the lay-by overnight too.</p> <p>I notice their traffic cones around the kerbs and grass verges at the moment, so when the DYLS are painted on Kingsley Road where will the delivery lorries park to deliver to the Co-op store there. A delivery lorry was parked on Bunyan Road yesterday for some time and it does pose the question as to where it will push the vehicles to.</p>

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	<p>The bus route goes along Bunyan Road and onto Kingsley Road on its way to Bicester. Hopefully this will continue to serve the same route as several older people and others do depend on the service.</p>
<p>(125) Local Resident, (Bicester)</p>	<p>Support – <u>Maple Road</u> – The reason for this email is people who drive their children to school parking on the grass verges and paths, which I believe is a more pressing issue. This completely destroys the verge, creates dangerous driving conditions on the road, and makes a complete mess of the path. It's a school road, but also a residential street with residents that are being made to suffer because of inconsiderate parking. Pictures attached.</p> <p>The school have tried to prevent this from happening, but the situation has just become worse. We need to find a solution to deter parents parking on the verge and path. I'd be happy to work with you, and school, if required to find a long-term solution.</p>
<p>(126) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> – I welcome this good news, as I live on Longfields, and have put up with bad parking.</p>
<p>(127) Local Resident, (Bicester)</p>	<p>Support - <u>Fallowfields</u> – As residents of Fallowfields, one of the roads affected by these proposals, we are fully in support of this scheme.</p> <p>In particular, the junction with Fallowfields and Longfields is 'an accident waiting to happen' with cars parking right on top of the junction in both Fallowfields & Longfields. This junction is, at certain times of day, a busy route for school children and students walking/cycling to/from Longfields primary school & Coopers secondary school. I think your proposals will ease the problems that both drivers and pedestrians have at this junction, since many people park round here and go to work in the town centre for the day.</p> <p>Have you also considered restrictions in Moor Pond Close, where you could end up with the same problem as people try to find alternative free parking options for their day at work.</p>
<p>(128) Local Resident, (Bicester)</p>	<p>Support – <u>Barry Avenue</u> – I am extremely pleased to read your intentions to introduce double yellow lines at the junctions of the side roads adjoining Barry Avenue. It has been extremely difficult and dangerous to drive into Barry Avenue from any of the side roads. I live in Margaret Close and it seems due to large extensions being built on Barry</p>

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	<p>Avenue the parking issues have increased. These houses all have driveways, yet the residents always park on the corner of Margaret Close causing a restricted view. Hopefully the new Restrictions will elevate the current problems.</p>
<p>(129) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> – we are in favour of the proposed parking restrictions.</p>
<p>(130) Local Resident, (Bicester)</p>	<p>Support - <u>Fallowfields</u> – I fully support your parking restrictions proposals in the subject document as commuter etc all day free parking has been a nightmare for a considerable time.</p> <p>But, I am suggesting changes concerning Fallowfields as vehicles continually park on and adjacent to the bend between the entry from Longfields and the main straight stretch causing difficulty, and visibility, in navigating the bend. Large vehicles are particularly affected! I would consider it reasonable, and essential, to have double yellow lines to eliminate the problem.</p> <p>Would you also consider some form of Residents and Visitor Parking only signs on the main stretch as I can envisage commuters etc using it as an all day free parking area when the proposals are implemented.</p>
<p>(131) Local Resident, (Bicester)</p>	<p>Support – <u>Moor Pond Close</u> – I agree with suggestion for Roads around the area. Unfortunately, you have missed out Moor Pond Close.</p> <p>The parking in Moor Pond Close is already dangerous, parking right on corners, making it difficult for large vehicles and services like ambulances. My husband mentioned this issue when he was on the council a few years back. If Moor Pond Close is not included, it will get a lot worse.</p>
<p>(132) Local Resident, (Bicester)</p>	<p>Support - <u>Shakespeare Drive</u> – I live on Wear Road and have done for 20yrs and in that time the parking at the entrance to Wear Road and on Shakespeare Drive has worsened every year.</p> <p>Trying to enter or leave Wear Road when there is parking on Shakespeare Drive plus parking at the entrance to Wear Road can be difficult and the risks of accidents are huge. I am so pleased that this is now being acknowledged and you will now be applying parking restrictions.</p>

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<p>(133) Local Resident, (Bicester)</p>	<p>Support – <u>Blenheim Drive</u> – Having lived opposite Hemmingway Drive for the last 40 years. When we first occupied the premises the road junction opposite was clearly marked with white lines indicating who had right of way. The road was subsequently resurfaced but the white lines were never replaced, could these lines be replaced as we notice around the local estates that junction white lining has taken place on roads which are less arterial and less speedy.</p> <p>I would also like to say that I agree with these proposed Double Yellow Lines and there should be a lot more of them about.</p>
<p>(134) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> – We are pleased to see there will be parking restrictions along parts of Longfields as this has become a commuter parking area. However, we are concerned that my daughter who lives in the village comes in regularly to check we are ok (we are both in our 70s) and she will not be able to park, unless you can issue some kind of permit to grant a visitor to park directly outside our property only. We also have a hairdresser who calls every 6 weeks and are concerned she will also not be able to park outside.</p>
<p>(135) Local Resident, (Bicester)</p>	<p>Support - <u>Longfields</u> – I have lived at Longfields for several years. The traffic parking is ridiculous, they use Longfields as a short cut since St. John Street is 2- way traffic. Longfields use instead of going through market square parking is used by people working in Bicester and railway stations the speed they come through is appalling - an accident waiting to happen especially as a school is nearby. One cannot sometimes get out of ones drive as they park over it. Resident parking should be enforced or only parking for people dropping at school. Cars parked on blue lines to indicate for pupil's parents dropping of kids, any cars left say after 10am to be towed away. Permits should be issued to resident's so family and friends can park on the road.</p>
<p>(136) Local Resident, (Bicester)</p>	<p>Support - <u>Fallowfields</u> – the parking had steadily got worse. We are so pleased about the parking restrictions. Who is responsible for policing the restrictions? Why we ask is the double yellow lines we already have in the town don't stop people parking.</p>