

Division(s) affected: *Woodstock*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**14 NOVEMBER 2024**

### **WOODSTOCK – PROPOSED INTRODUCTION OF PAID PARKING BAYS, NO WAITING RESTRICTIONS & TIME LIMITED BAYS**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of parking controls in Woodstock as follows:

- a) The introduction of paid parking bays (with exemptions for permit holders) in areas of Cockpit Close where charges will apply 8am to 6pm (7 days a week),
- b) Introduction of no waiting at anytime restrictions (double yellow lines) in sections of Cockpit Close, Rectory Lane and New Road,
- c) The proposed reduction of a short section of no waiting at anytime restrictions (double yellow lines) in front of the vehicular access to No. 24 Market Street,
- d) The introduction of dual-purpose parking bays for 3 hour max stay or permit holders on New Road,
- e) The variation of existing permit eligibly for the Woodstock scheme to include No. 124 New Road.

#### **Executive Summary**

2. In May 2023, the County Council implemented a parking scheme for the centre of Woodstock which aimed to better manage the demand for parking and to give residents better opportunities to park near their homes.
3. Following a review of the original scheme, officers have responded to suggestions and requests from elected members to bring forward a number of minor amendments, which aim to provide further flexibility for residents and the operation of local establishments including the community centre.

4. The proposals include the introduction of paid parking bays in Cockpit Close, which mirrors other roads within the area. Residents will still be exempt from limits on time and charges when displaying a valid permit. The justification for the requested change was on the basis that an element of short stay parking for non-permit holder parking will allow residents more flexibility to have visitors and trades people without using up allocations of visitor permits.
5. In response to concerns raised about the reduced use of the community centre on New Road since the permit restrictions were introduced, proposals have been brought forward to introduce additional 3 hour bays around the centre to allow more options for non-permit holders to park. Residents can still park in the proposed bay without limits of time where a valid permit is displayed.
6. Other restrictions include the introduction of waiting restrictions to promote road safety and to ensure access is maintained.
7. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

### **Sustainability Implications**

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

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

9. The parking project is being funded through secured capital funding for the introduction of Controlled Parking Zones in Oxfordshire.

### **Legal Implications**

10. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Comments checked by: Jennifer Crouch, Head of Law (Environmental Team) – [Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

### **Equalities and Inclusion Implications**

11. No equalities or inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on double yellow lines and in permit holder/time limited bays without restriction.

## Formal Consultation

12. For the proposed changes, formal consultation was carried out between 26 September and 25 October 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Woodstock Town Council, West Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Woodstock division.
13. A letter was sent directly to approximately 402 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
14. A total of 14 responses were received via the online surveys during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Reduce DYLS in front of No.24 Market Street	2	1	5	6	14
New DYLS on the north side of Cockpit Close	2	1	5	6	14
New DYLS on the south side of Cockpit Close	2	2	4	6	14
New DYLS on the east side of Cockpit Close	2	1	5	6	14
New DYLS on the south side of New Road	4	0	6	4	14
Change to paid parking bays on Cockpit Close	5	2	3	4	14
Change to shared 3 hour parking or Permit holders on New Road	8	1	2	3	14
Allow No.124 New Road to apply for residents permits	3	1	3	7	14

15. Additionally, a further five emails were received, the comments from these have been included with the individual responses in **Annex 4**.
16. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally fore against the proposals these have been documented, all responses received were in objection, with four commenting about the Cockpit Close proposals, and one commenting on the New Road Proposals.

17. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals.
18. A representative of Woodstock Town Council has responded to confirm their position on the elements within the consultation which are as follows:
- a) Proposed reduction of yellow lines on Market Street: **No objection**
  - b) Proposed double yellow lines in Cockpit Close north side: **Objection**
  - c) Proposed double yellow lines in Cockpit Close south side: **Objection**
  - d) Proposed double yellow lines in Cockpit Close east side: **Objection**
  - e) Proposed double yellow lines in New Road south side: **Objection**
  - f) Parking Places in Cockpit Close south side: **No objection** with proviso that charges are amended as follows: 1 hour FREE, 2 hours FREE, 3 hours £2.00, 4 hours £4.00
  - g) Proposed inclusion of 124 New Road for permit eligibility: **No objection** with proviso that the WS' identifier is amended to include all properties within the OX20 postcode
  - h) Residents permits: **No objection** with proviso that there is no charge for a temporary permit
  - i) Visitors permits: **No objection** with proviso that there is no charge for a temporary permit
  - j) Contractors permits: **Objection**. Parking permits should be available free of charge to contractors through the property engaging them
19. In addition to their formal response to the proposals, the Town Council have submitted the outcome of their own consultation regarding the parking scheme for Woodstock. The County Council have not been involved in developing the consultation and the requested outcomes cannot be considered as part of this report as they haven't formed part of the proposals being considered. Officers will respond separately to the Town Council on the results on their consultation.
20. The County Councillor for Woodstock has responded to confirm his continued support for the proposals and recommendations within this report.
21. The individual responses are shown in **Annex 4**, copies of the original responses are available for inspection by County Councillors.

## **Officer Response to Objections/Concerns**

### **Proposed introduction of paid parking bays (with exemptions for permit holders) and no waiting at any time restrictions in Cockpit Close:**

22. In response to the consultation there were a mixture of responses to the proposals with 4 responses in objection and 3 responses in support. 2 responses partially supported the proposals.
23. The grounds for objection included concerns that the limited parking for residents would be further reduced if opened up to general users. Some residents pointed out that the original scheme introduced charges for permits

and was meant to prioritise residents needs and this proposal would be a reversal meaning permit holders were again competing for spaces with other users.

24. Concerns were also raised that the increase in non-residents looking for spaces would increase the traffic in the road. It was pointed out by one respondent that the Close is a residential road with no retail businesses so there isn't the need for paid parking spaces.
25. In contrast some respondents welcomed the proposals, stating that residents shouldn't have to use up their visitor permits where tradespeople are stopping for short periods. This includes where they are bringing equipment, so need to stop near the properties.
26. In response to the proposals for no waiting at any time restrictions (double yellow lines), generally there was a majority support for all aspects and locations where they have been proposed.
27. Those that objected to the introduction of double yellow lines in Cockpit Close, cited reasons such as introducing restrictions would further reduce residents' ability to park and that yellow lines are not in keeping with the area. On the north side, some questioned the need for restrictions as generally motorists park off the carriageway (in front of garages) and not on the road.
28. In support of the proposals, responses were received that agreed that something needed to be done to stop vehicles overhanging the road and obstructing refuse and delivery vehicles. The turning head at the end is also an area that was mentioned as somewhere yellow lines would be of benefit.

#### Officer response

29. The proposals for Cockpit Close were developed in response from complaints by residents that the current permit system didn't allow them flexibility to entertain frequent visits from trades people, friends and family and other users without using up their allocation of permits.
30. The current system of dual purpose bays (paid parking or permit holder) works well and offers some flexibility for non-permit holders to park for short periods.
31. It is noted that Cockpit Close is primarily a residential street and the solution being proposed could have the potential to increase number of non-permit holder vehicles into the area. However, given that the location is away from the main retail area within Woodstock, it is less attractive as a destination to park compared to the centre where spaces are regularly available.
32. On balance, the proposals will benefit the residents by providing additional flexibility for visitors who are only coming for short periods. It not expected that these changes will adversely impact residents' and their ability to park in the road, but if capacity issues did arise an option could be explored to limit the proportion of paid parking bays.

33. The proposed waiting restrictions would be necessary if the marked parking bays were introduced. This is to ensure that there is no confusion where parking is permitted and to avoid abuses where motorists park outside of marked bays to avoid charges.

**Proposed introduction of dual purpose parking bays for 3 hour max stay or permit holders and no waiting restrictions on New Road:**

34. In response to the consultation a majority of respondents objected to the proposals for additional 3 hour bays in New Road (total seven objections). The reasons for objecting varied but the common theme was the loss or reduction of parking availability for residents. Some concerns were also raised about displacement and the ability to park near their properties.

35. In support some respondents (two responses) agreed that more parking was needed for locals who don't have permits and that more shared parking would help the community centre and its operations.

36. In response to the proposals for double yellow lines there was a mixed response with five responses in support, and four responses in objection. The general grounds for objecting were on the basis that it would reduce available parking for residents and it would be unsightly for the area.

37. A number of comments received supported the proposals, with regular issues such as obstruction and access being an issue. Although not included in the proposals, parking issues at the top end of New Road near the junction with Shipton Road were highlighted by some concerned residents.

Officer response

38. The proposals have been developed in response to concerns raised that the permit scheme introduced for New Road has adversely affected the community centre and its users.

39. The changes would see the introduction of a marked bay which would accommodate 3-4 vehicles. Non-permit holders could park for a maximum of 3 hours but it should be noted that residents would still be able to park in the bay without time limit whilst displaying a permit.

40. Parking beat surveys undertaken in New Road showed that there is some latent capacity in the road during the day for a small increase in non-permit holder spaces, without impacting on residential parking.

41. The proposed double yellow lines are deemed necessary to address reports of vehicles parking on the footway and obstructing the access to the Football Club. The extents of the restrictions have been kept to a minimum to limit the impact on parking amenity within the vicinity.

**The Proposed reduction of a short section of no waiting at any time restrictions (double yellow lines) in front of the vehicular access to No. 24 Market Street:**

42. The majority of respondents who commented on this element, supported the change to reduce double yellow lines on Market Street. One respondent felt it would benefit the local community as the garage is not in use.

Officer response

43. The removal of a short section of double yellow lines has been brought forward at the request of a resident to allow parking in front of their vehicular access without being in contravention of the existing restrictions.

44. It should be noted that, although the local perception maybe that the garage is not used, a right of vehicular access exists, therefore parking and obstructing the access would be an offence.

**Changes to permit eligibility to include 124 New Road:**

45. There was a mixed response to the proposed change to permit eligibility for New Road. Some residents raised concerns that the end of New Road is congested and more vehicles parking in this area would exacerbate the problems. One resident questioned whether the property in question had access to off-street parking?

46. The Town Council took the opportunity to state that they would support the proposals, only if permit eligibility was extended to anyone would a Woodstock Postcode. This was not part of the proposed amendments and as such cannot be considered as part of the report.

Officer Response

47. The proposed change is a minor amendment include a single property in the eligibility for New Road. The property has a New Road address and therefore fits within the principles of the scheme and the roads included.

48. It is not expected that this change would adversely impact on other residential parking within the area.

**Paul Fermer**  
**Director of Environment and Highways**

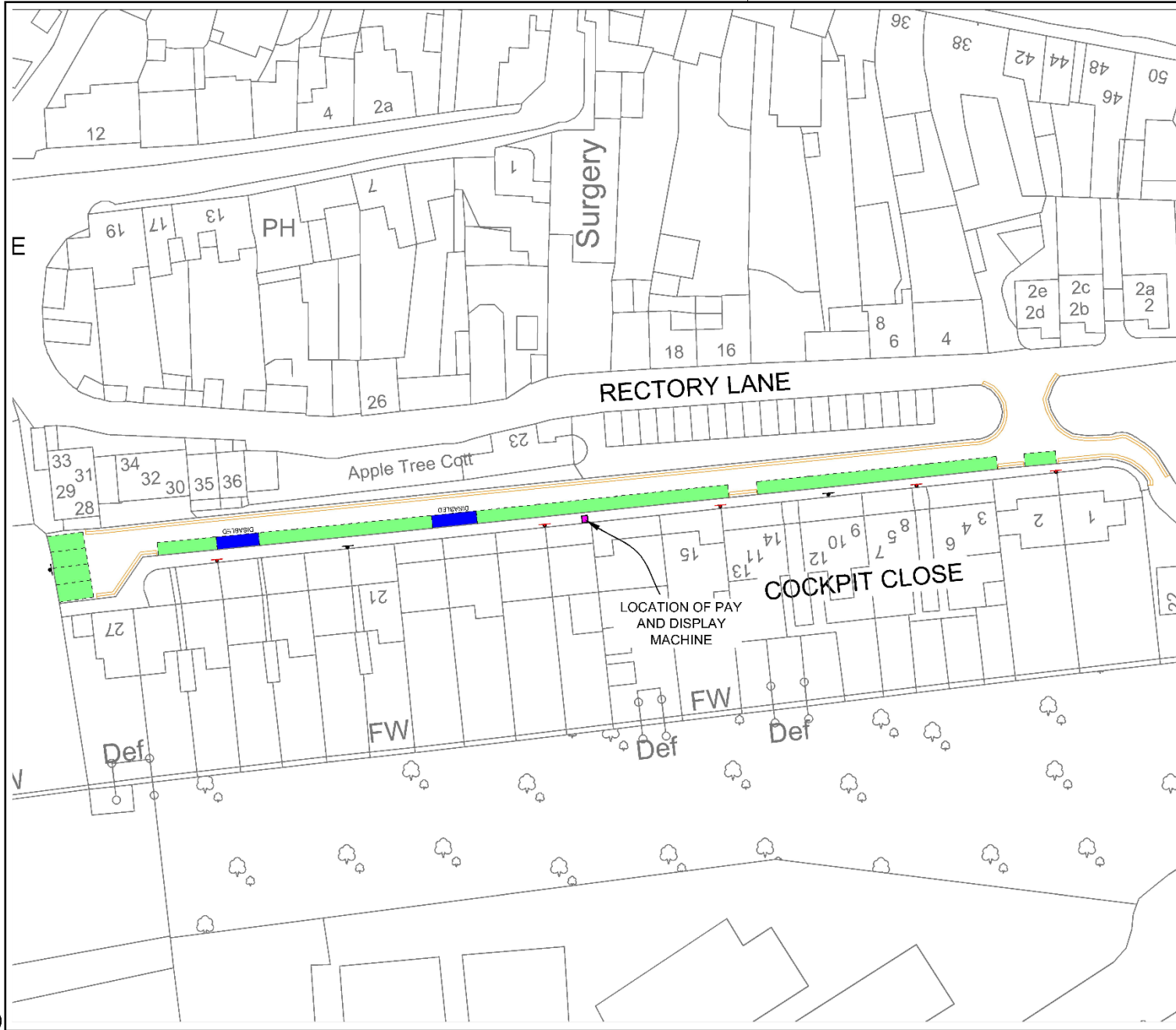
Annexes:                                          Annexes 1-3: Consultation plans  
                                                            Annex 4: Consultation responses

Contact Officers: James Whiting (Parking Schemes & Traffic Orders Team Leader)

November 2024



P:12 Network Management/Parking Control/SCHEMES & MAINTENANCE/2 District Areas/5 West Oxon/1 Live Projects/Woodstock P&D zone/12 month review/Design/Woodstock review 2024 - prelim design.dwg



- KEY**
- PROPOSED DOUBLE YELLOW LINES (NO WAITING AT ANY TIME)
  - EXISTING DISABLED BAYS
  - PROPOSED DUAL PURPOSE PAINTED BAYS - PAID PARKING OR PERMIT HOLDERS (PREFIX - WS) MAX STAY 4 HOURS, 8AM - 6PM (7 DAYS A WEEK) (NO RETURN WITHIN 1 HOUR)
- TARIFF:**  
 1ST 1 HOUR = FREE (WITH TICKET) IN ANY 24 HOUR PERIOD  
 1 HOUR - FREE  
 2 HOURS - £1.00  
 3 HOURS - £2.00  
 4 HOURS - £5.00
- + NEW SIGN ON NEW POST
  - + NEW SIGN ON EXISTING POST

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title  
Woodstock parking review 2024

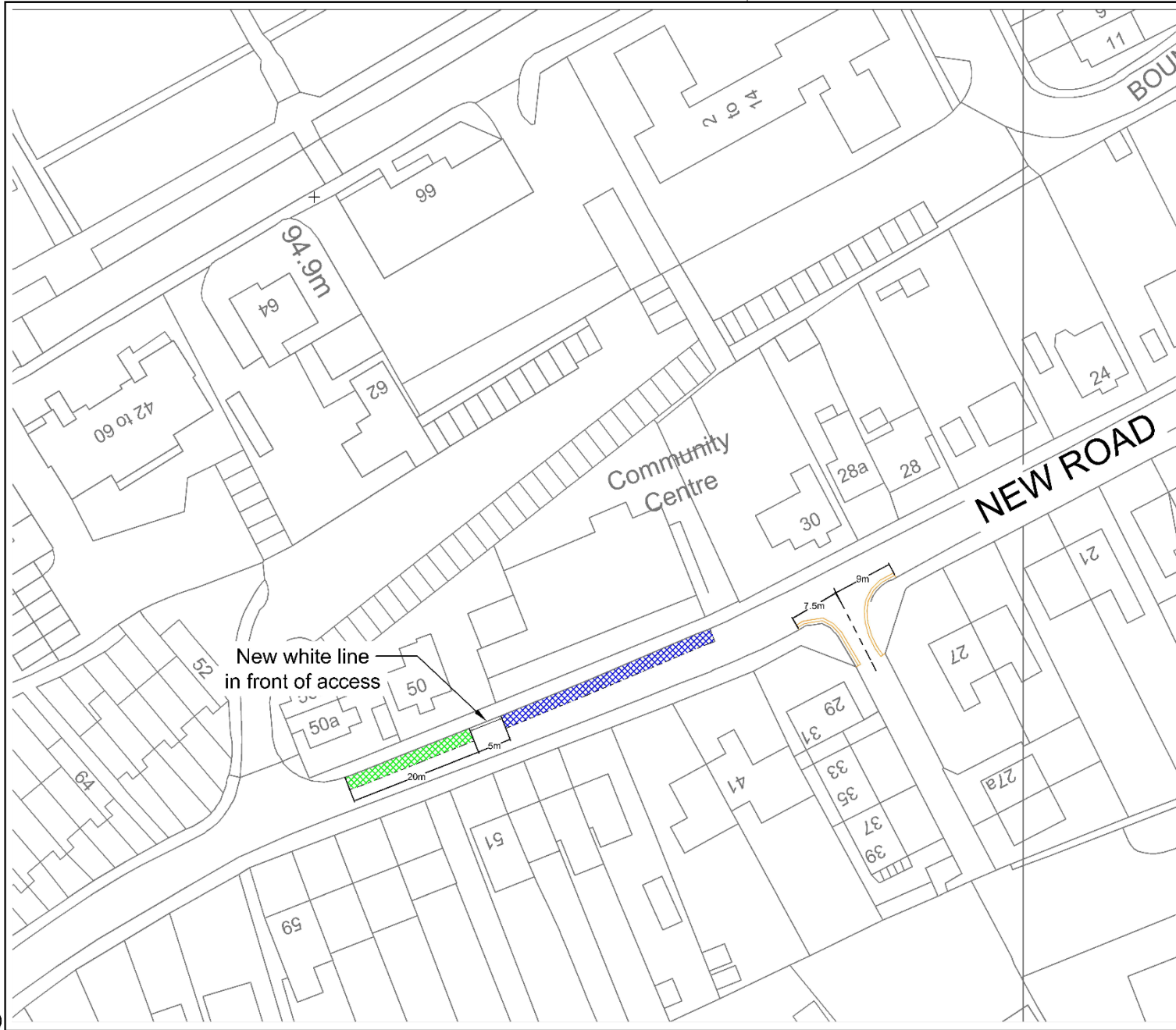
Drawing title  
Proposed new dual purpose bays and no waiting restrictions Cockpit Close, Woodstock

Drawing Status

Scale @ A3	Drawn by JW	Checked by VN	Approved by CC
NTS	Date drawn 15.07.24	Date checked	Date approved

Oxfordshire Project No. & File Ref  
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WS/2024/004

P:12 Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\5. West Oxon\1. Live Projects\Woodstock P&D zone\12 month review\Design\Woodstock review 2024 - prelim design.dwg



- KEY**
- PROPOSED DOUBLE YELLOW LINES (NO WAITING AT ANY TIME)
  - EXISTING 3 HOUR MAX STAY BAY, 8AM - 6PM, NO RETURN WITHIN 2 HOURS
  - PROPOSED DUAL PURPOSE BAY 3 HOURS MAX STAY, 8AM - 6PM, NO RETURN WITHIN 2 HOURS OR PERMIT HOLDERS (WS PREFIX)

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**  
 Woodstock parking review  
 2024

**Drawing title**  
 Proposed new dual purpose bay  
 New Road, Woodstock

**Drawing Status**

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NTS	JW	VN	CC
	Date drawn	Date checked	Date approved
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P:12 - Network Management/Parking Control/SCHEMES & MAINTENANCE/2 - District Areas/5 - West Oxon/1 - Live Projects/Woodstock P&D zone/12 month review/Design/Woodstock review 2024 - prelim design.dwg



**KEY**

	EXISTING DOUBLE YELLOW LINES (NO WAITING AT ANY TIME)
	PROPOSED REMOVAL OF DOUBLE YELLOW LINES (NO WAITING AT ANYTIME)

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Woodstock parking review  
2024

**Drawing title**  
Proposed reduction in double yellow lines  
Market Street, Woodstock

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Drawing No. WS/2024/003	Revision 0
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Woodstock Town Council	<p>Woodstock Town Council has carried out a survey within the town and the surrounding villages to gather local views on the parking restrictions introduced into Woodstock by Oxfordshire County Council in June 2023.</p> <p>The reasons for this survey were twofold:</p> <ol style="list-style-type: none"> <li>1. There has been substantial anecdotal evidence that the parking restrictions have had a markedly negative effect on town businesses and activities. Also since the parking controls were introduced 5 shops in the town have now closed. WTC felt the need to gather firm data as to whether that was in fact the case, and what other effects, positive or negative, the parking restrictions may have had.</li> <li>2. OCC proposes changes to the parking restrictions. WTC wanted to ascertain, as far as possible, how these changes accorded with feelings about the parking restrictions within the town and the surrounding villages.</li> </ol> <p>1. Summary of the findings of the WTC Parking Survey</p> <ol style="list-style-type: none"> <li>a) Effect on businesses and public space hire in Woodstock: There were a total of 370 responses, of whom 51% stated that they were discouraged from visiting the town because of the parking restrictions, with 8% stating that the parking restrictions mean they no longer visit the town at all. 2 All in all, there has been a 60% drop in visitors to the town because of the parking restrictions. This provides clear evidence to substantiate the claims made by traders in the town, that the parking restrictions have had a deleterious effect on their businesses. It also explains why bookings of public spaces, and in particular of the Community Centre, have fallen to a mere 5%.</li> <li>b) Desired changes: There were two main findings of the Parking Survey which we would ask be considered by OCC, as indicated in Responses to Questions 9 and 13. <ol style="list-style-type: none"> <li>(i) With 43% of respondents saying that they have parking issues in their street, at least partially because of displaced parking, WTC ask that OCC consider widening the area covered by parking restrictions within the town</li> <li>(ii) The majority of respondents would like to see changes to the costs of parking for residents in the town, with a substantial number supporting an extension of the availability of parking permits to all those within the OX20 postcode. WTC ask that ,OCC consider extending the availability of residents parking permits to all properties within the OX20 postcode</li> </ol> </li> </ol>

	<p>2. Response to the OCC discussion document on changes to parking restrictions in Woodstock</p> <p>Proposal 1) Proposed reduction to Waiting Restrictions: NO OBJECTION</p> <p>Proposal 2: Proposed Introduction of Waiting Prohibition:</p> <p>a) Double yellow lines in Cockpit Close north side: OBJECTION</p> <p>b) Double yellow lines in Cockpit Close south side: OBJECTION</p> <p>c) Double yellow lines in Cockpit Close east side: OBJECTION</p> <p>d) Double yellow lines in New Road south side: NO OBJECTION</p> <p>Proposal 3) Parking Places in Cockpit Close south side: NO OBJECTION with proviso that charges are amended as follows: 1 hour FREE, 2 hours FREE, 3 hours £ 4 hours £4.00</p> <p>Proposal 4) Eligible properties: NO OBJECTION with proviso that the ' identifier is amended to include all properties within the OX20 postcode</p> <p>Proposal 5) Residents permits: NO OBJECTION with proviso that there is no charge for a temporary permit</p> <p>Proposal 6) Visitors permits: NO OBJECTION with proviso that there is no charge for a temporary permit</p> <p>Proposal 7) Charges</p> <p>a) NO OBJECTION</p> <p>b) Contractors OBJECTION Parking permits should be available free of charge to contractors through the property engaging them</p> <p>Proposal 8)</p> <p>a) NO OBJECTION</p> <p>b) NO OBJECTION</p>
(3) As part of a group/organisation, (Woodstock)	<p>Reduce DYLS in front of No.24 Market Street: <b>Support</b></p> <p>New DYLS on the north side of Cockpit Close: <b>No objection</b></p> <p>New DYLS on the south side of Cockpit Close: <b>No objection</b></p> <p>New DYLS on the east side of Cockpit Close: <b>No objection</b></p> <p>New DYLS on the south side of New Road: <b>No objection</b></p>

	<p>The double yellows in front of 24 Market Street no longer serve a garage and therefore are no longer necessary. The extra parking space their removal would create is invaluable for community use</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Partially support</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Partially support</b>  Allow No.124 New Road to apply for residents permits: <b>No opinion</b></p> <p>Some shared use bays are needed in Cockpit Close and New Road but I'm not sure whether this should apply to the entirety of these roads</p>
<p>(4) Local resident,  (Woodstock, Cockpit Close)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>Object</b>  New DYLS on the north side of Cockpit Close: <b>Object</b>  New DYLS on the south side of Cockpit Close: <b>Object</b>  New DYLS on the east side of Cockpit Close: <b>Object</b>  New DYLS on the south side of New Road: <b>Object</b></p> <p>Proposed double yellow lines will prevent the garage owners to park their cars in front of the garage. The aim of this review is purely for fines generation income. There will no benefit to the public and only create problems for the residents of these roads.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Object</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Object</b>  Allow No.124 New Road to apply for residents permits: <b>Support</b></p> <p>The reason Residence Only Permit has been introduced was to allow Residence to be able to park. By introducing 1 hour free and payable bays we will again arrive to the same problem as we had before when residence can't find any parking.</p> <p>But now we all paying for residence parking permits and won't have access to the parking bays, as it will be overloaded with 1 hour free and payable parking tickets.</p>

<p>(5) Local resident, (Woodstock, Cockpit Close)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>No opinion</b>  New DYLS on the north side of Cockpit Close: <b>Partially support</b>  New DYLS on the south side of Cockpit Close: <b>Support</b>  New DYLS on the east side of Cockpit Close: <b>Support</b>  New DYLS on the south side of New Road: <b>No opinion</b></p> <p>I support DYL at the end of Cockpit close as it is very difficult to turn safely when cars are parked outside no 26. I don't understand why you need DYL on the north side as the road is not wide enough and it hasn't been made clear how that will affect parking in front of the garages. However if this will clarify parking then I will accept that.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Support</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>No opinion</b>  Allow No.124 New Road to apply for residents permits: <b>No opinion</b></p> <p>I support the paid parking in Cockpit close as I felt that it wasn't fair that people visiting me had to use a permit even if they were staying for less than an hour. It meant my family visiting me used up all my permits very quickly and it seemed such a waste of a 24 hour permit when it was only being used for an hour or two.</p>
<p>(6) Local resident, (Woodstock, Cockpit Close)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>Support</b>  New DYLS on the north side of Cockpit Close: <b>Support</b>  New DYLS on the south side of Cockpit Close: <b>Partially support</b>  New DYLS on the east side of Cockpit Close: <b>Partially support</b>  New DYLS on the south side of New Road: <b>No opinion</b></p> <p>On the North side of Cockpit Close is essential to stop parking overhanging the demi-lunes at the entrance to Cockpit Close and overhanging the forecourt of Cottsway's garages as emergency and waste vehicles can often not make the turn. On the East side of Cockpit Close I think it is very narrow so cars parked on the curve impede access. BUT putting double yellow lines the south side at 26-27 Cockpit Close must be treated with care to ensure valuable parking space is not diminished. There has never actually been any problem with people parking in the areas referenced and it might be good to consider the opinions of nearby residents who are fully familiar with the road and its hazards.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Partially support</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>No opinion</b></p>

	<p>Allow No.124 New Road to apply for residents permits: <b>No opinion</b></p> <p>I support bays on Cockpit Close being changed from Residents Only bay to dual purpose bays 1-4 hours as this enables people with equipment to have short stays.</p>
<p>(7) Local resident, (Woodstock, Cockpit Close)</p>	<p>Reduce DYs in front of No.24 Market Street: <b>No opinion</b>  New DYs on the north side of Cockpit Close: <b>Support</b>  New DYs on the south side of Cockpit Close: <b>Partially support</b>  New DYs on the east side of Cockpit Close: <b>Support</b>  New DYs on the south side of New Road: <b>No opinion</b></p> <p>Short stay parking for workmen or visitors is desperately needed on Cockpit Close.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Support</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>No opinion</b>  Allow No.124 New Road to apply for residents permits: <b>No opinion</b></p> <p>Parking short stay is seriously needed on Cockpit Close for visitors and workmen.</p>
<p>(8) Local resident, (Woodstock, New Road)</p>	<p>Reduce DYs in front of No.24 Market Street: <b>Partially support</b>  New DYs on the north side of Cockpit Close: <b>Support</b>  New DYs on the south side of Cockpit Close: <b>Support</b>  New DYs on the east side of Cockpit Close: <b>Support</b>  New DYs on the south side of New Road: <b>Support</b></p> <p>I have two requests</p> <p>1) Please look at the entrance to New Road and install DYs around the junction and opposite the junction. Since instantiating the parking restrictions in New Rd vehicles now park right up to the entrance and on the opposite side causing a danger to pedestrians and vehicles.</p> <p>2) We pay to park on the road and a traffic warden comes and issues tickets. During the times when children are going into school and leaving school people park all over the place regardless of the restrictions and also on the corners of the junctions, this is unsafe for pedestrians including children. Adequate</p>



	<p>parking needs to be allocated and for the children to walk from the car parks and tickets issued to people who park in dangerous locations and in restricted areas. Please send the wardens / police to review and issue tickets.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>No opinion</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Object</b>  Allow No.124 New Road to apply for residents permits: <b>No opinion</b></p> <p>Not sure what 124 is if it is the BT building they should have adequate space available More shared parking reduces the number of spaces for residence</p>
<p>(9) Local resident, (Woodstock, New Road)</p>	<p>Reduce DYs in front of No.24 Market Street: <b>Support</b>  New DYs on the north side of Cockpit Close: <b>Support</b>  New DYs on the south side of Cockpit Close: <b>Support</b>  New DYs on the east side of Cockpit Close: <b>Support</b>  New DYs on the south side of New Road: <b>Support</b></p> <p>Double yellow lines in the highlighted areas will ensure free movement of traffic and reduce congestion in areas where currently residents have trouble driving to their own homes due to inconsiderate parking. In addition to this I would request that the entrance/exit of New Road where it meets shipton road urgently needs further parking restrictions to ensure the safety of school children fighting between parked cars at school drop off and pick up times. This should not be ignored any longer.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Object</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Object</b>  Allow No.124 New Road to apply for residents permits: <b>Object</b></p> <p>This proposal will result in local residents losing their parking spaces to those outside of the town centre using these spaces as an extension to the public car park. If a resident needs to use their car to travel these spaces will be taken over by visitors and locals further afield to visit the coop or local shops, therefore leaving them unable to park at their own house. Already cockpit close and new Road are being used for quick visits up town, resulting in additional needless traffic movement resulting in frustration and confrontation at times with local residents. On a daily basis people are already using new Road, which has only one entrance and exit, to park up and meet friends for coffee or as is usually the case pop to the coop quickly because they can. The parking bays outside the community centre on new road are already being used by residents as well contractors again because they can. By increasing this parking</p>

	<p>will only lead to more frustration from local residents who already struggle to park even with a permit. I am totally against this new road/community centre proposal and firmly object to it. As a resident of new road I am well aware of the feelings of most of the local residents here and the anger this will cause. The community centre is so under used that it makes this proposal totally senseless. In terms of 124 New Road again I firmly object due the fact it is situated in a dead end and already is permanently congested, it's hard to see where they could be fitted in with existing residents already parking halfway down the road due to no space availability. There is absolutely no room for any more resident permits in this area of New road.</p>
<p>(10) Local resident, (Woodstock, New Road)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>No opinion</b>  New DYLS on the north side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of Cockpit Close: <b>No opinion</b>  New DYLS on the east side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of New Road: <b>Object</b></p> <p>Don't see the point of DYL in this position</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>No opinion</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Object</b>  Allow No.124 New Road to apply for residents permits: <b>Support</b></p> <p>The new parking places right outside our house where we park all the time and also the neighbour across the road parks there. We are retired (lived here 50 years) so will always be parked in this spot</p>
<p>(11) Local resident, (Woodstock, New Road)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>No opinion</b>  New DYLS on the north side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of Cockpit Close: <b>No opinion</b>  New DYLS on the east side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of New Road: <b>Support</b></p> <p>I live down New Road. It's a pain to drive down anyway with cars parked down the road let alone with people loitering by the football fields. May I suggest DYL at the end of new road where everyone parks for school pick up or leaves there car because they can't be bothered to pay for a permit. It causes chaos at that T junction now that people park all around it.</p>

	<p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Object</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Object</b>  Allow No.124 New Road to apply for residents permits: <b>Object</b></p> <p>We have been made to pay £65 to park our own vehicles outside houses that we own and now you are trying to reduce the number of available parking spaces to us by allowing paid or free parking for 3 hours to other people. This is not acceptable. For £65 we should at least be able to guarantee we can park outside our houses!!!</p>
(12) Local resident, (Woodstock, New Road)	<p>Reduce DYLS in front of No.24 Market Street: <b>No objection</b>  New DYLS on the north side of Cockpit Close: <b>No objection</b>  New DYLS on the south side of Cockpit Close: <b>No objection</b>  New DYLS on the east side of Cockpit Close: <b>No objection</b>  New DYLS on the south side of New Road: <b>Object</b></p> <p>double yellow lines on New Road will not stop people from parking on the pavement unless it is strongly monitored</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Object</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Object</b>  Allow No.124 New Road to apply for residents permits: <b>No objection</b></p> <p>Monitoring of the 3hour no return parking is not monitored This appears to allow people to park the vans/work vehicles they can not register at the home as they are used for business Lack of monitoring on a 3 hour basis also allows parking for longer term which impacts on parking available for the community centre</p>
(13) Local resident, (Woodstock, New Road)	<p>Reduce DYLS in front of No.24 Market Street: <b>No opinion</b>  New DYLS on the north side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of Cockpit Close: <b>No opinion</b>  New DYLS on the east side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of New Road: <b>Support</b></p> <p>Bottom of New Road chaotic at school times</p>

	<p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>No opinion</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Object</b>  Allow No.124 New Road to apply for residents permits: <b>No objection</b></p> <p>Not enough parking for residents already</p>
<p>(14) Local resident,  (Woodstock, New Road)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>Support</b>  New DYLS on the north side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of Cockpit Close: <b>No opinion</b>  New DYLS on the east side of Cockpit Close: <b>No opinion</b>  New DYLS on the south side of New Road: <b>Support</b></p> <p>I do not have an opinion on Cockpit Close as I am not a resident. I am a resident on New Road and entrance to our property is often obstructed by parked vehicles near the entrance to the football club</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>No opinion</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Support</b>  Allow No.124 New Road to apply for residents permits: <b>Support</b></p> <p>Shared 3 hour parking on New Road would allow more parking for the Community centre</p>
<p>(15) Local resident,  (Woodstock, New Road)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>Support</b>  New DYLS on the north side of Cockpit Close: <b>Support</b>  New DYLS on the south side of Cockpit Close: <b>Support</b>  New DYLS on the east side of Cockpit Close: <b>Support</b>  New DYLS on the south side of New Road: <b>Support</b></p> <p>DYLS needed to allow good traffic flow.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Object</b>  Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Support</b>  Allow No.124 New Road to apply for residents permits: <b>Object</b></p>

	<p>New Road change will help access to hall. 124 New Road has parking beneath the house, with access to the adjacent close. It does not have vehicle access to New Road.</p>
<p>(16) Local resident, (Stonesfield, Slate Crescent)</p>	<p>Reduce DYLS in front of No.24 Market Street: <b>Object</b> New DYLS on the north side of Cockpit Close: <b>Object</b> New DYLS on the south side of Cockpit Close: <b>Object</b> New DYLS on the east side of Cockpit Close: <b>Object</b> New DYLS on the south side of New Road: <b>Object</b></p> <p>Woodstock has very limited parking. Sometimes short term drop offs are required especially for residents and businesses. Double yellow lines are unsightly.</p> <p>Change 'Permit Holder only parking' to paid parking bays on Cockpit Close: <b>Support</b> Change 'Permit Holder only parking' to shared 3 hour parking or Permit holders on New Road: <b>Support</b> Allow No.124 New Road to apply for residents permits: <b>Partially support</b></p> <p>Require more parking for locals to park who do not have permits but use Woodstock as local service centre. It seems 124 is in Woodstock but not clear if they have allocated parking for the flat ..... do they have parking?</p>
<p>(17) Local resident, (Woodstock, Cockpit Close)</p>	<p>I am writing to confirm an objection for the proposal of changes to parking down cockpit close. I am a resident of cockpit close and I have just seen a proposal of parking changes. Parking down cockpit close has always been an issue for residents and this proposal will have a huge negative effect on residents. The proposal of Changing the only parking bays we have from permit holders to pay and display will only encourage other people to park here leaving residents with nowhere to go. This will affect my household massively as the proposal is putting double yellow lines outside my property.</p> <p>I have a disabled child and we struggle to park as it is, I have to carry my child to the car most days. We hold a blue badge and I'm hugely concerned and very worried on what I'm supposed to do. This proposal does not consider residents whom live down cockpit close at all. I applied for permission to change my front garden into a driveway and was declined. Then came the permit holder charges and now this proposal, I feel I have explored all options I'm extremely concerned on the impact the new proposals will have. Where are residents expected to park?</p>

<p>(18) Email response, (unknown)</p>	<p>With reference to the parking in Cockpit Close Woodstock, I wish to express my concern and dissatisfaction with the proposed changes to the parking arrangement. Previously we voted unanimously against the permit parking and the Council went ahead with it, One of the Councils reasonings was it would improve the parking for residents which it has done. Now you want to install parking meters for paid parking on top of residents paying for permits to park in our own street which puts it right back to a bun fight for parking between residents and shoppers, no benefit whats so ever to the residents, only a financial gain for the Council. Cockpit close is not a shopping area, it's a resident close. I have spoken to several residents and all are against your proposal, some are impacted even more due to the proposed double yellow lines outside properties 1 - 3. They have nowhere to park other than further up the road which then impacts the parking for others.</p> <p>Further the proposed double yellow lines opposite the properties bordering garage accesses serve no purpose at all as no cars park on the tarmac there anyway and have never done so. Cars are parked up against the garages away from the road and cause no problems. On occasion cars have caused an issue encroaching on the tarmac at the end of the garages where rectory Lane comes into Cockpit close, so yellow lines there would serve a purpose only if it's policed, when a car obstructs the close it normally happens at the end of the day when the parking wardens are not on duty.</p> <p>We hope you will reconsider your proposal.</p>
<p>(19) Email response, (unknown)</p>	<p>With reference to the parking in Cockpit Close Woodstock, I wish to express my concern and dissatisfaction with the proposed changes to the parking arrangement. Previously we voted unanimously against the permit parking and the Council went ahead with it, One of the Councils reasonings was it would improve the parking for residents which it has done. Now you want to install parking meters for paid parking on top of residents paying for permits to park in our own street which puts it right back to a bun fight for parking between residents and shoppers, no benefit whats so ever to the residents, only a financial gain for the Council. Cockpit close is not a shopping area, it's a resident close. I have spoken to several residents and all are against your proposal, some are impacted even more due to the proposed double yellow lines outside properties 1 - 3. They have nowhere to park other than further up the road which then impacts the parking for others.</p> <p>Further the proposed double yellow lines opposite the properties bordering garage accesses serve no purpose at all as no cars park on the tarmac there anyway and have never done so. Cars are parked up against the garages away from the road and cause no problems. On occasion cars have caused an issue encroaching on the tarmac at the end of the garages where rectory Lane comes into Cockpit close, so yellow lines there would serve a purpose only if it's</p>

	<p>policed, when a car obstructs the close it normally happens at the end of the day when the parking wardens are not on duty.</p> <p>We hope you will reconsider your proposal.</p>
(20) Email response, (unknown)	<p>I write with regard to proposed changes to parking regulations in Cockpit Close, Woodstock. It's proposed to add paid public parking in the Close.</p> <p>The plans are objected to on the grounds that there is already competition among residents for the existing parking spaces on the Close. Opening it up to the public will only create testy situations with residents.</p> <p>Moreover, Cockpit Close is a residential cul de sac therefore turning of cars is very difficult - all the more so for people who are not familiar with the street. There is also frequent movements of lorries coming in and out of the Coop delivery area, blocking egress for motorists leaving Cockpit Close.</p> <p>Before any parking changes, can I suggest that Council repaves the entire Close, which is in a terrible state with countless potholes, grass growing in the gutters etc.</p>
(21) Email response, (unknown)	<p>I therefore hope someone is going to read and consider the following comments:-</p> <ol style="list-style-type: none"> <li>1. New Road does not need further parking restriction, many people in New Road are not able to park off the road, and there is a block of flats totally without any parking. Further restrictions on them so you can accommodate occasional visitors are unfair.</li> <li>2 Some of your operatives do not know the rules and have booked people who have resident parking permits, and ignored other vehicles that have been unmoved for several days.</li> <li>3. No allowances are made for people unloading as they are working in the street, they are asked to move on when it really is not reasonable.</li> <li>4. The operatives patrol the road and leave people parked on the pavement for days over a disabled access untouched.</li> </ol>

	5. Some of your operatives dressed in dark clothes also wear completely black face masks, this is very disconcerting when walking in the street say on a winter afternoon, and would not be allowed in many places.
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