

ANNEX 3

A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	No objection
(s2) Local MP (Banbury)	<p>I have been contacted by one of my constituents who is very concerned about this and he tells me that many of the residents are also.</p> <p>Their main concern is the impact on the local businesses, in particular a childcare facility that has been established in the village since 2012. Little Monkeys Charlbury employs many of its staff from surrounding areas and they are required to use their cars to commute each day. There is a very real possibility that these proposed restrictions could cause significant difficulty for staff members.</p> <p>I would like to request that local businesses and their workforce are consulted with on the potential impact of these restrictions.</p>

B. Responses received by email:

RESPONDENT	COMMENTS
(e1) Local resident, (Charlbury, The Playing Close)	<p>Car parking is indeed a problem in Charlbury so I was delighted to receive your letter regarding proposed changes in Charlbury.</p> <p>Whilst I was pleased to note you are proposing a system to try to solve the problem, theres no proposal to provide alternative car parking, so it is quite likely to cause a problem elsewhere. Also for your suggestions to work it will take a great deal of supervision, so will the town be patrolled regularly by traffic wardens?</p>

	<p>Also will there be an extra charge levied on the properties allotted permit holder status? Another question is how do blue badge holders fit in with these proposed new regulations. At present they can park almost anywhere.</p> <p>I would be grateful if you would include these points in your discussions on whether to proceed with your proposals.</p>
<p>(e2) Local resident, (Charlbury, Dyers Hill)</p>	<p>The proposal fails to make any proposals for Church Lane. This is opposite my house on Dyers Hill.</p> <p>If all the surrounding areas are subject to new parking restrictions, this area will be targeted by passers-by/train passengers given the convenience for the station and is anyway, close to full on goingly for residents (myself included) who live on or very near Church Lane and choose to park there.</p> <p>I would urge you to reconsider this area in your proposals</p> <p>Especially since, following the new parking allocation, there will be an increase in traffic wardens and ticketing so those present residents using Church Lane will be penalised on goingly - without an alternative parking arrangements.</p> <p>I moved into Dyers Hill, and like many others initially parked on Dyers Hill - I have now over £1,000 of damaged paintwork to deal with on my car following drivers pushing thru this area - it is too narrow with impatient drivers.</p> <p>Would it not make more sense to increase the residents parking down Dyers Hill (where it is presently opposite Dyers Hill House land) and along Church Lane to alleviate these problems - I know I am not alone, several of my neighbours have experience similar expense thru no fault of their own.</p> <p>As a resident, I don't object to paying ODCC for residents parking, what I do object to is the fact this proposal doesn't cover residents needs (even with one car) and when the restrictions are in place, it occurs as a further revenue increase for the council, with residents paying for the permits then, when there is no parking available, paying again for parking fines.</p>
<p>(e3) Local resident, (Charlbury, Dyers Hill)</p>	<p>I am a resident of Market Street, Charlbury, and am naturally interested in your consultation on the proposed parking restrictions in the town centre.</p> <p>I have looked at the Let's Talk website and see the following statement</p>

	<p>“Those properties which would be eligible to apply for permits would be residents of: Browns Lane, Church Lane, Church Street, Dyers Hill, Park Street, Sheep Street, Thames Street, and The Playing Close.”</p> <p>I assume that this list should also include the residents of Market Street but would be grateful if you could confirm this. (Market Street is also not mentioned in the sections of the Public Notice and the Statement of Reasons which deal with permit holders, despite the fact that permit holders are mentioned in the proposals for the street.)</p>
<p>(e4) Local resident, (Charlbury, Market Street)</p>	<p>Thank you for the advice regarding the proposed new parking restrictions in Charlbury. It is sad that we should have to resort to the introduction of residents' parking permits in a little place like Charlbury BUT it is clearly necessary.</p> <p>Many residents are obliged to park a long distance from home because visitors and rail travellers occupy the most desirable slots.</p> <p>It is difficult to follow the finer detail on your plan and I apologise if my point which follows has already been taken into account:</p> <p>In Market Street, there are a number of places in the road marked KEEP CLEAR. These are where some of us residents drive in and out to access our properties (where we park). Please will you ensure that these spaces are maintained under the new arrangements and to the same width, as Market Street is narrow and if cars encroach, access is impossible.</p>
<p>(e5) Local resident, (Charlbury, Thames Street)</p>	<ol style="list-style-type: none"> 1. I live in Thames Street with off-street parking for once car and have many elderly, fairly disabled visitors who have difficulty when walking. 2. As a church goer I am concerned as to where people going to services, weddings, funerals, etc which are not confined to Saturdays are going to park. 3. the following comments ignore all street except Dyers Hill, Church Lane, Thames Street and Nine Aces Lane. 4. It should be noted that traffic jams in Dyers Hill, Thames Street & Nine Acres Lane are caused mainly by the considerable number of large vehicles trying to pass each other because of the weight restriction on the bridge. These

	<p>vehicles are banned but OCC never enforces this. Remove these vehicles and the jams would go and cars need not be banned from parking on these roads.</p> <p>5. However, another cause of people not finding places to park is the number of vehicles parked in these streets for days, even weeks, and sometimes months by people using the station. This could be solved by banning most people from parking on these roads for more than say 4 hours.</p> <p>6. This leaves parking for residents which could be solved by allowing one car for any resident to have unrestricted parking.</p>
<p>(e6) Local resident, (Charlbury, Church Street)</p>	<p>Thank you for sharing the Charlbury parking proposal. We live on Church Street with our six month old daughter and we often struggle to park near our home. We are strong supporters of permit holders parking. However by making Church Street "Permit holders only or 3 hours no return within one hour" when the other streets around have more restricted parking it will make the 3 hour spaces more attractive and put pressure on the parking spaces for permit holders on Church Street.</p> <p>We would like to propose amending the shared parking bay times on Church Street to align with Market and Sheep Street 'Permit holders or 1 hour, no return within 1 hour, Monday - Sat 8am - 6pm'</p>
<p>(e7) Local resident, (Charlbury, Browns Lane)</p>	<p>Thanks for your letter of 24 October 2024 – we take note of your proposals for changes to on-street parking and approve of them.</p> <p>We note your plan to have parking for residential permit-holders in Browns Lane and look forward to receiving a permit for our dwelling, Heathfield Cottage, as indicated on your plan.</p>
<p>(e8) Local resident, (Charlbury, The Playing Close)</p>	<p>1 Sadly without extra parking being made available restricted parking will only move the problem on to another part of town.</p> <p>2 If restricted parking is installed who will enforce it?</p> <p>3 Permit holding isn't required by the residents of The Playing Close, we have our own parking at the rear of the houses.</p>

	<p>To me it seems at present an insoluble problem which certainly won't be solved by instigating the suggestions you have made. Good luck!</p>
<p>(e9) Local business, (Charlbury, Church Street)</p>	<p>I am sure you are aware of the proposed parking changes in Charlbury. We feel very strongly about these, and genuinely believe that they will have a large negative effect on our business.</p> <p>We own a private children's day nursery in Charlbury. We currently provide quality childcare for 92 children throughout the week and have a waiting list up until Easter 2026, so we class ourselves as a successful local business.</p> <p>We employ 22 members of staff with 14 of these living outside of Charlbury. Most of these were Charlbury residents who have had no option but to move away to surrounding areas due to the astronomical house prices in Charlbury. These 14 members of staff all have to drive to work and will need to be able to park their cars somewhere. They all work varying hours with some of them working 10-hour days, with the shortest working day being 5.5 hours. The proposed parking scheme limits the on-street parking to a maximum of 3 hours on Church Street and shorter periods of time elsewhere. The only all-day parking available will be the Spendlove carpark which I believe has 26 spaces. There are obviously surrounding streets that can be parked on, but these are already busy, and it doesn't seem right to simply create a problem elsewhere.</p> <p>We have investigated bus timetables, but these simply do not work. For example, some of our staff live in Carterton, they would need to catch a 6.30am bus to get to Charlbury for 8am. Some of these staff have school children who need to be dropped of and collected, so with the 3-hour bus journey, simply this does not work.</p> <p>Working in childcare is low paid, due in part to the low funding rates imposed by the government. The new employer National Insurance payments are going to compound this further. Most of our staff could earn significantly higher wages elsewhere, but choose to work in childcare, because they feel that they are carrying out a very important job role and making a positive impact on the lives of hundreds of children. If parking is made difficult, or impossible, we have genuine concerns that we will loose our valuable staff, and ultimately will result in us having to close our business.</p> <p>We have expressed our concerns with the Town Council, but they seem to be keen on pushing these changes through. A member of the Town Council did come out and have a meeting with us, and their suggestion was that our staff should consider getting electric bikes!</p>

	<p>A number of the Town Council members are going to benefit directly from these changes, and I am not confident that these changes are being pushed for the benefit of the town.</p> <p>I understand that approximately 150 people are currently employed in the town, and it seems utter madness that this proposal does not cater for any of these people and where they are going to park. How is it right that business (ours has been here for 27 years), are being overlooked. All I hear is that this scheme will improve parking for visitors to the town, but there isn't going to be a lot left to visit if all of the workers cannot park.</p> <p>As a side issue, I have heard from a Town Councillor that the Spendlove carpark is also being considered for having time restrictions put in place to stop all day parking, but this seems to be kept very quiet. All very worrying.</p>
<p>(e10) Local business, (Charlbury, Church Street)</p>	<p>I am the owner of a children's day nursery situated in Church Street Charlbury. There has been a nursery situated here since 1995, we are full and have a waiting list until Easter 2026, people want their children to come to us.</p> <p>The nursery is good mainly due to the amazing staff we employ. Many have worked with us for years and we value our staff members greatly, they are what makes Little Monkeys special, they know the children, they know the parents, they have knowledge, qualifications and experience and they ensure the children are happy, having fun and are safe and the parents feel supported in leaving their child to go to work. Something every working parent struggles with. They are also special as they could probably earn more and have a less stressful job as a cashier at Sainsburys, but their passion is childcare, and they are irreplaceable.</p> <p>I employ 23 staff. 15 live outside of Charlbury. We work long days - some staff work 10-hour shifts starting at 7.30 or 8am, making sure we are here ready for the children to be dropped off so the parents can get to their jobs. Some have no option but to drive to work. We have explored all other options - getting a bus from Carterton would mean leaving at 6.30 am and arriving home at around 8pm. It's just not viable, childcare is tiring, it's hard work both physically and mentally and it would make it a ridiculously long day, allowing for no work/home balance, no downtime and would not be good for anyone's mental health. Staff who can lift share do, but different shifts, days and personal commitments (collecting children from school etc.) means this can't always happen. So, Staff drive to work.</p> <p>The proposed parking restrictions in Charlbury worry me, where are my staff going to park, they won't be able to park in the roads around the nursery as we have for years and there are only 24 spaces available in the coop. The town council said they have talked to businesses, yes they came out and spoke to us and we told them our concerns and they agreed it would be difficult, now they are saying they are exploring options for businesses, but what options no</p>

	<p>one seems to know and surely these options need to be secured before the restrictions come in? They also need to be sensible options.</p> <p>What if parking for businesses becomes too tricky, childcare recruitment is difficult and I don't want to lose my staff over parking, I don't want a mediocre staff team, I want the best, the staff I have now. What if I do lose staff and can't replace them, then what happens, we work to ratios, if we can't meet the ratios, we then have to close. It concerns me. The staff themselves are worrying, some are angry, of the 15 who live outside of Charlbury, 6 staff members started with us when they were young and lived at home in Charlbury. As they have grown up, qualified and wanted to naturally purchase their own homes, they have had no choice but to move away from Charlbury to Carterton, Chipping Norton, Witney etc. as house prices are more favorable there than the astronomical prices in Charlbury. Downside, they have to drive to work!</p> <p>I feel sad that I feel we are not being listened too, the nursery has been here for a long time, we have been and are important to a lot of families, we have been here a lot longer than most of the people who live on Church street, but we don't seem important to the town council, as we are not useful to them. The town council has even admitted on Charlbury Forum that this is being done because residents can't park near their homes - surely this should have been addressed and thought about when they bought a house with no parking attached as the problem now is no worse than previously. It does seem though that many of the town council will benefit as they live on the streets due to get the parking restrictions - surely this isn't fair?</p> <p>Purely selfishly, not even thinking about the nursery and my staff, surely all these people who can't park will just park on the estates and roads outside of the parking restrictions (where I live), so we will be moving the parking problem to a different area - luckily for me, I had the foresight to buy a house with a driveway!</p>
(e11) Local resident, (Charlbury, Jeffs terrace)	<p>I live ,Jeffs terrace Charlbury, on nine acre lane we can have permit holders parking in the lay-by out side our homes as well as all the well off areas in Charlbury getting priority as we will have no where to park once you put more yellow lines down.</p> <p>The problem is that the railway station cars park outside my property in mornings from 06.00-19.00 at night and the garage opposite in day time so the only option will to move up road in front off other peoples houses which is not right, or as some say next to wall near football field meaning single file traffic up there. I've asked cottesway to talk to you see if we can sort something out.</p>

	<p>No one seems to care or reply to my emails. I've bought my property and this just not fair. If the railway station was free parking we would not have this problem.</p>
<p>(e12) Local resident, (Charlbury, Church Lane)</p>	<p>We're writing to respond to the proposed changes regarding parking in Charlbury. We are currently live on Church Lane. Having reviewed the proposals and completed the survey, we would like you to also consider the following request:</p> <p>We are lucky enough to have a gated driveway on Church Lane however people are blocking our access by parking opposite the entrance to it. It renders the driveway useless as we don't want to risk being blocked in and unable to get to work / take our daughter to school. We would like some 'No parking' road markings and 'No parking - gates in use 24/7' sign to ensure people don't park opposite our gates, preventing access. I attach photos below. Our landlords are also aware of our request and support it. Part of the reason we rented this house was because it came with a driveway, we don't wish to spend more money on having to obtain a resident's parking permit. We would be happy to welcome anyone from the council who wishes to physically see the space.</p>
<p>(e13) Charlbury Community Centre</p>	<p>It was concluded that the proposed parking scheme would have a negative impact on the Charlbury Community Centre and on the Playing Close. If the scheme is implemented there is an expectation of compensation should mitigations by TGT be necessitated to deal with increased unauthorised parking in the car park at the Community Centre (ie by people not using the Community Centre), and/or with damage to grass verges and road surface caused by increased parking on the Playing Close.</p>
<p>(e14) Member of public, (Charlbury, Cornbury Park)</p>	<p>I have lived in Charlbury for over thirty years. At least I thought I had. But if I understand the document laying out the new parking restrictions correctly I am now longer a resident of Charlbury but 'a visitor ' although my address remains ' Charlbury.</p> <p>My dentist is in Charlbury as is my vet, chemist, shop and post office, the Coop, and the local beauty parlour, Clarimore. Not forgetting the deli, the pubs, and Tim at Number 4.</p> <p>I live in Cornbury Park and in order to avail myself of any of the above it requires the use of my car. I am not alone in facing this dilemma.</p>

	<p>I find the document confusing to understand and there seem to be a few contradictions along the way which makes it even more difficult to get to grips with the proposal.</p>
<p>(e15) Local resident, (Charlbury)</p>	<p>I am writing to share my thoughts on the current parking proposal for Charlbury, as I believe it could negatively affect the area. I have outlined my concerns below and wish to formally express my objection to the proposal.</p> <p>As a lifelong resident of Charlbury, I wanted to share some thoughts and concerns about the proposed parking plan for our town centre. While I understand the council's aim to address parking challenges, I'm not sure the current proposal fully supports a sustainable solution for the community.</p> <p>The parking issues we're facing today have some relation to the railway station's car park renovation several years ago. Although the upgrade and additional spaces were much needed, the current pricing may unintentionally discourage use. Many commuters from nearby villages, as well as Charlbury residents, prefer to avoid these additional charges on top of already high train fares. As a result, they opt to park in nearby streets for days at a time—often from Monday morning to Friday evening—leaving limited spaces for local needs.</p> <p>In addition to this we have an increased number of visitors who are choosing Charlbury as the place to enjoy. However, the introduction of double yellow lines, limited waiting parking bays and the addition of resident parking permits will shift these parking issues to other areas around Charlbury. I also worry that our community's shared spaces, like the co-op/community centre car park, may become the next choice for parking. This could limit access for people visiting local businesses, the community centre, and essential services such as the doctor, dentist, and vet. Would the council consider how to address this potential impact if the town centre restrictions are introduced? For instance, would residents be required to pay for parking in the co-op/community centre car park? And would parking metres then need to be installed in these areas?</p> <p>Additional restrictions could also affect our town's convenience for families, especially for those dropping off children at nursery or collecting prescriptions. Businesses in the centre—like the deli and framing shop—might also see reduced foot traffic if parking becomes too restrictive. Are we sure this plan won't unintentionally discourage visitors from using these amenities? Parking challenges are indeed a known part of living in Charlbury, and most residents are likely aware of them when choosing to live here. Given the careful consideration we know the council puts into each decision, I wonder if the costs of this proposed plan could outweigh its benefits.</p>

	<p>Implementing and enforcing these restrictions will likely require significant investment (new signage, council staff issuing parking permits, line painting etc.), including the potential hiring of full-time parking attendant to monitor compliance.</p> <p>Might it be worth exploring a partnership with the station's car park operator instead? Perhaps the council could assist in funding a reduced parking fee for Charlbury residents or those within a certain radius who frequently use the station. A discounted annual permit, supported by a council contribution, could encourage commuters to utilise this designated parking space at a potentially lower overall cost than implementing town-wide restrictions. Maybe this could be trialled over a 12 month period to see if this may be a successful alternative to the one already proposed by the council?</p> <p>In conclusion, I believe solving one problem by shifting it to other parts of town doesn't feel like a sustainable solution. I worry that assisting a small number of residents at the expense of others will ultimately do more harm than good for our community. I really do think there are other options to consider other than the current proposal and I hope the above helps provide perspective on how we might best support a balanced solution for everyone living and parking their car(s) in Charlbury.</p>
<p>(e16) Local resident, (Charlbury, Market Street)</p>	<p>I broadly support the proposals though some arrangement could be considered for employee parking.</p> <p>Ultimately, though, the supply/demand issue for parking in Charlbury town centre will continue. Demand has skyrocketed since Covid (overflowing station car park, destination food pubs, larger cars, more working from home, planning preference for infill leading to former off-street parking spaces being redeveloped). There is no opportunity to increase supply and nor should there be - Charlbury is a conservation area, in the Cotswolds AONB, and no one sensible wants more of its green space concreted over.</p> <p>50% of those using the town centre car park are making a journey of less than two miles. Others are travelling from areas with a train or (OCC-supported) bus link. We should be doing everything we can to replace car trips with active travel and public transport.</p> <p>To this end, I would suggest that an accompanying package of (cheap!) "quick wins" is brought in with the introduction of this scheme, to encourage walking, cycling and public transport:</p> <ul style="list-style-type: none"> • pavement parking prohibition as part of the TRO • cycle contraflows on one-way streets in the town centre

	<ul style="list-style-type: none"> • advisory road markings to make drivers aware of crossing pedestrians (particularly at the south end of Browns Lane by the Bull, and at the entrance and across the Spendlove car park) • promotional commuter fare campaign on the X9 from Witney/Chipping Norton • consider routing selected X9 journeys via the railway station and Catsham Lane, river bridge weight limit permitting (e.g. the 07.05 Witney-Chipping Norton service) • a "Travel Plan"-like initiative, working with the food pubs, other employers and Town Council, to inform employees and customers of non-car options <hr/> <p>A few matters of detail:</p> <ul style="list-style-type: none"> • I may have missed it, but in the draft orders, I can't find the wording used in Oxford's CPZs requiring that vehicles are parked within the marked bays "with every part of the vehicle on the carriageway". Pavement parking is a big issue in the town centre, particularly with the wide cars of visitors to the two food pubs: it obstructs the pavement for the less mobile, wheelchair and pushchair users. Please could you ensure this stipulation is included? • Pooles Lane (section north of Fisher's Lane) is narrow with very little on-street parking and residents usually park nearby in the town centre. These properties could be added to the list of those eligible for permits. • The bollards proposed for Church Street don't address the problem area, which is not at the junction itself, but at the end of the existing DYs outside the Rose & Crown (by the pub's side gate and the wall-mounted maps). Cars parked there regularly obstruct buses. A bollard on a small build-out would be clearer than pavement bollards. • The other area for obstruction of buses, most recently last Saturday night, is the recently extended DYs on Browns Lane which are regularly ignored by pub customers. A small build-out here with a bollard would make a massive difference. <p>(None of these change the intention of the plans so I'm sure, where necessary, they could be included in a TRO without re-consulting.)</p>
(e17) Local resident, (Charlbury, Dyers Hill)	<p>I have completed the survey relating to these proposals which I mainly welcome. I would just like to reiterate to you and extend some of the comments I made and ask a couple of questions for clarification relating to the proposals for Dyers Hill and Church Lane, Charlbury.</p> <p>All the places in the survey where residents' parking is proposed have sections where they are largely without resident off street parking, so in every case the proposed Residents' Parking Permits are to be welcomed.</p> <p>The anxiety that this issue causes has built up over the many years that I have lived on Dyers Hill, when returning home, always wondering if there will be anywhere to park. The current Time Limited system on Dyers Hill worked for</p>

residents when it was enforced, with our registration numbers being collected by WODC, when they had overview of the system. Since the scheme was taken over by OCC, the whole thing has collapsed and parking has again become a free for all, with Dyers Hill and Church Lane particularly being subject to station users leaving vehicles for a length of time on many days of the week, on a street where there is almost no off street parking available for residents.

In addition, many users of the road seem oblivious of the need to respect the pavements, when heading precipitously to or from the station. Although this is not the issue being currently discussed, it is clear from the fact that it is proposed to remove the time limited parking on the north side of Dyers Hill that highways inspectors and councillors are aware of this additional problem. It would be very useful if 'Give Way'/priority signage could be installed in conjunction with the proposed new parking scheme.

*Space will still be at a premium for the residents who need to park on Dyers Hill. The proposals suggest 89m of residents' parking space = approximately 18 vehicles. There are 13 + houses with frontage onto Dyers Hill with no off street parking. The plans are not clear about what happens on Dyers Hill, adjoining the eastern entrance to Church Lane. Reducing the section allocated for Residents' Parking at that point from the current 15 m Time Limited approx to 10 m Residents' Parking, means that effectively only two vehicles will be able to park at that point, rather than the current three. Can this be reviewed?

Together with the loss of three spaces on the North side of Dyers Hill, we will effectively lose five potential spaces. Although not every household is in possession of two vehicles, several are, for various necessary reasons. There also needs to be space for contractors, health visitors, normal visitors to come and go. Therefore, will residents with parking permits on Dyers Hill be allowed to park in other parts of Charlbury where there will be residents' parking, most particularly Church Lane, as they often need to do now, if space is not available on Dyers Hill?

The Dyers Hill 'No waiting at any time' lines depend entirely on the detail. The length of the line going into Church Lane (east side) from Dyers Hill (south side) is not at all clear on the plans (map). There also seems to be a blue Residents' Parking line across the mouth of the triangle at the junction of Church Lane and Dyers Hill. I am not sure if this is intended, but if it were, it would be very welcome and worked well prior to the current Time Limited scheme being introduced.

This is a long awaited rethink of parking in Charlbury and it is a great relief for someone who has lived on Dyers Hill for 34 years, seen a huge increase in the traffic using the hill, the introduction of parking charges at the station, which have added to the difficulties and who has campaigned for something similar for at least 20 of those years. I do hope that the proposals come into being. I am concerned, however, about the charge to tradesmen, which will surely then

	<p>be passed on to clients and add to the inflationary spiral. Issuing a visitors permit to them would perhaps be a better alternative.</p>
<p>(e18) Local resident, (Charlbury, Dyers Hill)</p>	<ol style="list-style-type: none"> 1. The hours for parking restrictions should be extended by one hour in the evening. The cover letter states the changes propose to address concerns regarding commuter and non-resident parking in Charlbury. The non resident parking in central Charlbury is in large part made up of pub visitors, especially in the evenings. Given this, Charlbury's own commuters are not served by a system that times out before you can get home. A standard working day in, say, Oxford, where you use your car to park and ride, or drive in some other way, does not see you home by 6pm. To be of use, the hours for parking restrictions in Charlbury should be extended from 8am-6pm to 8am-7pm. This would also assist users of the Co-op. 2. The restrictions should also apply on a Sunday. Sunday is a pub trading day in Charlbury, and free spaces tend to be just as rare on a Sunday because of this. Correspondence by residents to both the planning and environmental health departments refers also to the reduction in size and the repurposing of the car park at the Bull pub on the corner of Browns Lane. The proposals for limited waiting time with permit holder exceptions should be extended from Mon-Sat to Mon-Sun. Again, this would also assist users of the Co-op. 3. With regard to 1.e.v. The length of the proposed resident permit holders parking only bays in Browns Lane should include all the current places that are available for car parking (4 cars and 2 cars). While I have done my best to follow the proposal, I cannot be certain whether or not another car parking space is being removed from the Memorial Hall end of Browns Lane. No further spaces should be removed. One space was removed to help buses navigate near the Memorial Hall. Sometimes, people still park there. They are not residents. Council authorities may be tempted to conclude that a further space should be taken out of use, but if you look at the photo below, the lines marking the old bay are still highly visible. Once a driver has parked, they're on top of the double yellow, and the no parking sign is, rightly, discreet. Those lines showing the old bay need to be burned off or otherwise removed completely, and no further spaces should be taken out of use at the Memorial Hall end of Browns Lane. 4. Regarding 1.e.vi. The length of the proposed resident permit holders parking only bays in Browns Lane should include all the current places that are available for car parking (2 cars and 4 cars). The shape of the road can and does hold 4 cars parked outside the Over 55's Development (formerly known as the Beechcroft Development on the old primary school site). It has done so for years. The proposal appears to remove one of the spaces on The Playing Close, towards Poole's Lane, and this is unnecessary. Every space in the Browns Lane/Co-op precinct is precious. Improve the marking e.g. with a double yellow line boundary at the Poole's Lane end, but don't remove a space. This stretch of road can and ought to continue to hold 4 cars.

	<p>5. With regard to 7a. The use of visitors permits by pubs must be capable of monitoring for abuse. Unlike staff in other businesses, pub staff tend to live in and are therefore a distinct kind of resident because it is the business of pubs to attract as many visitors as possible to their premises. The car park at the Bull has been significantly repurposed so as to take it effectively out of use as a car park for patrons of the pub. My reading is that staff residing permanently in the pubs are deemed permanent residents and the pub may obtain two resident parking permits, and 50 permits a year for visitors (I am not sure whether this is 50 permits for the property or 50 for each permit for the eligible property). Temporary pub staff residing for several weeks are entitled to 25 visitors permits (I am not sure whether this is 25 permits on a rolling sort of basis, or whether the cap is 50). Pub staff also live locally in other properties, and while I do not know the exact locations of all properties owned by the Bull, or those owned by other pubs in Charlbury, I am aware the Bull has staff residing in several houses in the town. Whichever way you look at it, there is great scope for a pub to make the proposed system for parking restrictions in central Charlbury laughable. Blocks of visitors permits should be issued in such a way they can be traced back to the eligible property.</p> <p>6. Any scheme introduced should have a timely review. In truth, I am ambivalent about these well meant proposals to regulate parking. Parking is very tight in central Charlbury, and I am uncertain if it can be regulated to achieve what people say they want to achieve. It is difficult to foresee whether new rigidity will make for added parking pressure in the centre or indeed displace problems to other streets in the town. I request that a timely review is scheduled to see whether this scheme meets need, or whether it gives rise to central Charlbury's version of musical chairs for drivers, where we go around the town in circles but find there is no space.</p>
(e19) Local business, (Charlbury, Sheep Street)	<p>We have been running a successful beauty salon in Sheep Street for nearly 8 years and we are extremely worried that the proposed parking restrictions will seriously impact our business as we have a high number of clients that travel in by car from surrounding areas.</p> <p>We understand that something needs to be done with the current parking situation as over the 8 years our clients have faced more and more parking struggles. However, if what has been proposed the only parking available for our clients would be Spendlove, we understand a survey was carried out and it was found that spaces became regularly available however from experience we were shocked of these findings as most of our clients would try Spendlove before parking on the streets surrounding the salon and Street parking would become more successful!!</p> <p>The time limits on the street parking which have been proposed would not be long enough for our clients who on average are in the salon for 90 minutes or more. A 3 hour limit, would be more welcomed, we also believe that would help other businesses for example the restaurants but would hopefully act as a deterrent to anyone using it for the</p>

	<p>station. We believe Church Street is the only street offering 3 hours and majority of that Street will be used for residence we don't believe spaces will be available for our clients, plus it would be battling with the pub customers.</p> <p>We strongly believe if these restrictions are put into place than an additional car park would be needed. With the amount of people that work in the town from the doctors, dentist, vets nurseries, etc these workers alone would fill Spendlove twice over - which then leads back to our clients having no chance of getting into Spendlove.</p> <p>One last note we would like to express is since the community centre has opened, this alone has affected our parking situation. We share quite a few clients with the community centre that use their classes and these clients are again from outside of the town, not enough space was made available when this opened. We really worry that this proposed plan will kill what's left of the town.</p> <p>Also we were told that some local businesses have been interviewed on this matter, unfortunately no one has been to visit us as we would have appreciated voicing our concerns.</p>
<p>(e20) Local business, (Charlbury, Sheep Street)</p>	<p>I have been a resident of Charlbury for the past 42 years and have lived at the above address for nearly 21 years now. The problems with parking first came about owing to the parking charge being introduced at the Charlbury Railway station when it was more cost effective for rail users to park in Charlbury rather than use the car park provided for them. This could have been addressed during the Planning consent process and perhaps could be reviewed as many rail users leave their cars in Charlbury - some for some weeks at a time? Free parking at the station would alleviate this problem to some extent.</p> <p>My customers are generally locals who walk unaided, although a few are partially disabled and need to get access to the front door. Likewise, access to my cellar is from Sheep Street and either stock is brought by my wholesalers to the front or else delivered from my own van and being unable to access the front would mean that I would miss deliveries. That will be the case for other businesses and perhaps a loading/unloading area could be made available with (say) 30-minute parking for this purpose only? Otherwise, deliveries stop vehicles moving along Sheep Street for 20 minutes or more which leads to fractious incidents with other road users.</p> <p>Also. Sheep Street has a problem in that it gets constricted from the front of Greater Hone House to No.2 Sheep Street (approx. 17m in length) and I think it would be best if parking was prohibited on one side over this length and combined with a width restriction put in place at the Junction of Sheep Street with Church Street. We are often asked to identify cars in order that we can ask the owners to move them so that large HGV's can pass through – wrongly directed to Sheep Street by their Sat Nav's.</p>

	<p>In fact, if the 17m length was used for deliveries only with a 30-minute maximum stay, the drivers would be near their vehicles anyway and so could move them quickly in the event of a blockage.</p> <p>There is also a man hole cover at the front of Greater Hone which has fuses within it that have to be replaced when power goes down to The Bull and other properties at the North of Sheep Street. Cars often park over it and the SEC often ask who owns them in order that they can gain access in an emergency. A post would prevent parking at this position and allow the SEC access.</p> <p>It would also be useful if windscreen parking permits had the car owners telephone number because of these problems, otherwise the police have to be called to deal with them which takes some time.</p> <p>I realise that whatever happens there will be problems caused for someone and it may be a case of having a trial period but it will never be possible to get agreement from everyone as we all know so well!</p>
<p>(e21) Charlbury Baptist Church</p>	<p>The members of this congregation, located at the top of Dyers Hill, have requested that you provide some Disabled Parking spaces near the church.</p> <p>We have several attendees who need near and easy access to the premises.</p>
<p>(e22) Local resident, (Charlbury, Dyers Hill)</p>	<p>I have already completed the online survey, and in the form suggested that on Dyers Hill the proposed no waiting restriction is 'swapped' with the proposed resident's parking holder parking bay opposite so as to (a) create a chicane to slow traffic flow up and down the hill and (b) put the proposed parking bay on the same side of the road as the residents who are likely to use it.</p> <p>Another alternative is set out in the sketch attached. The introduction of chicanes with downhill priority would also slow traffic up and down the hill, but has the added advantages of (a) ensuring downhill traffic has priority which should help keep the junction with Thames Street and Market Street from becoming blocked at peak times and (b) affording drivers proceeding uphill the advantage of being able to remain on the left hand side of the road and so give them better visibility up the slightly curved section of road between Lawn Cottage and Kimbell House where parked cars are being damaged as they come into conflict with traffic proceeding downhill. It may also remove the need for the bollards I suggested to protect the pavement opposite this bay.</p>

	<p>I hope this suggestion is helpful. I am also copying in Cllr Leffman as several residents have been in correspondence with her asking for something to be done to resolve the ongoing issue of damage to resident's cars on this stretch of road.</p>
<p>(e23) Local resident, (Charlbury)</p>	<p>I am writing as a follow-up to responding to the survey. I initially responded largely supporting the parking proposals. However, having read this long thread on the Charlbury website, https://www.charlbury.info/forum/12512, I'm concerned that people who work in Charlbury are not included in the scheme, for example workers at the pubs and the nursery in Church Street. I wanted to register this concern and ask that the proposals are amended to make provision for people who work in the centre of the town.</p>
<p>(e24) Local resident, (Charlbury, Sheep Street)</p>	<p>As a resident of Charlbury I filled in the online questionnaire about parking recently. I wanted to highlight a concern that I have that I suggested in my response.</p> <p>I live on Sheep Street at the top end near The Bull. We do not have a front garden so our front door is directly onto the road. We now regularly have large vehicles parking on the pavement close to our front door. In Market Street where there are narrow pavements they have bollards which prevent vehicles from going near the pavements. The proposal suggests that there will be bollards on the corner of Church Street. I would like to suggest that we have them on the section of road between the Bull and Wallden House to prevent parking on the pavement. It causes problems because</p> <ul style="list-style-type: none"> • It narrows the footpath which means that people often have to walk in the road including people with buggies, children and people with disabilities which is very unsafe as not everyone keeps to speed limits and also we often have vehicles coming the wrong way up Sheep Street • It makes household maintenance at the front of the house problematic • It can be very intrusive and cut out light <p>The alternative would be to have fewer parking spaces at this point.</p>

C. Online responses:

RESPONDENT	COMMENTS
<p>(o1) Local resident, (Charlbury, Browns Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion No opinion</p> <p><u>Shared use parking bays:</u> <u>Church Street – No opinion</u> no opinion</p> <p>Market Street – No opinion, Sheep Street – No opinion no opinion</p> <p>Grammar School Hill/Park Street – No opinion no opinion</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – Support, The Playing Close – No opinion Resident</p> <p>Church Lane residents parking area – No opinion No opinion</p> <p>Church Lane DPPP removal – No opinion no opinion</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – Object, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion Resident</p>

	Any other comments?
(o2) Local resident, (Charlbury, Browns Lane)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support I am a resident on Browns Lane. The significant increase in car traffic since the newly refurbished pubs opened (especially when the Bull Inn has removed 7 parking spaces without planning permission) has made it basically impossible to park in front of our house. This causes significant disruption as a young family with prams, shopping, etc. We are forced to park in the sports centre due to the lack of any alternatives. Also, all street residents understand the need to park properly and close to the kerb so that the hourly bus can pass. Visitors with huge cars blocking the bus on Browns Lane are an almost daily occurrence, so residents parking only on Browns Lane would help the local bus route significantly.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion N/A</p> <p>Market Street – No opinion, Sheep Street – No opinion N/A</p> <p>Grammar School Hill/Park Street – No opinion N/A</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – Support, The Playing Close – Support I am a resident on Browns Lane. The significant increase in car traffic since the newly refurbished pubs opened (especially when the Bull Inn has removed 7 parking spaces without planning permission) has made it basically impossible to park in front of our house. This causes significant disruption as a young family with prams, shopping, etc. We are forced to park in the sports centre due to the lack of any alternatives. Also, all street residents understand the need to park properly and close to the kerb so that the hourly bus can pass. Visitors with huge cars blocking the bus on Browns Lane are an almost daily occurrence, so residents parking only on Browns Lane would help the local bus route significantly.</p>

	<p>Church Lane residents parking area – No opinion N/A</p> <p>Church Lane DPPP removal – No opinion N/A</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Support, Browns Lane – Support, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>I am a resident on Browns Lane. The significant increase in car traffic since the newly refurbished pubs opened (especially when the Bull Inn has removed 7 parking spaces without planning permission) has made it basically impossible to park in front of our house. This causes significant disruption as a young family with prams, shopping, etc. We are forced to park in the sports centre due to the lack of any alternatives.</p> <p>Also, all street residents understand the need to park properly and close to the kerb so that the hourly bus can pass. Visitors with huge cars blocking the bus on Browns Lane are an almost daily occurrence, so residents parking only on Browns Lane would help the local bus route significantly.</p> <p>The double yellow lines on Browns Lane have become a de-facto parking space for Bull Inn visitors and/or tradesmen. The width of the road means that vehicles must park on the pavement in this section, often on my front door and they have frequently caused damage. The bus is often blocked and given residents have no right to park here, it is unclear why delivery drives should have the right to park on the pavement and block pedestrians.</p> <p>Any other comments? The success of the new local establishments has significantly increased car traffic, has effectively removed parking spaces on Browns Lane and has made it impossible to park in front of our house which is very disruptive.</p>
<p>(o3) Local resident, (Charlbury, Browns Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support People need access to Coop</p> <p><u>Shared use parking bays:</u> Church Street – No opinion No view</p>

	<p>Market Street – No opinion, Sheep Street – No opinion No view</p> <p>Grammar School Hill/Park Street – No objection No view</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – Support, The Playing Close – Support residents of Browns Lane and Playing Close should have priority over visitors to the pubs</p> <p>Church Lane residents parking area – No opinion No view</p> <p>Church Lane DPPP removal – No opinion no view</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion no view</p> <p>Any other comments?</p>
<p>(o4) Local resident, (Charlbury, Centre of Charlbury)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p> <p>I support the changes. I do wonder what the plans for enforcing the parking restrictions will be. There are currently various restrictions in the areas of proposed changes which people simply ignore as they are not enforced often enough - receiving a parking ticket once every 6 months is probably worth it for most. Currently visitors to the pubs simply park on the double yellows and pavements if they cannot find a space. I do not think the restrictions will stop this without enforcement.</p>

	<p><u>Shared use parking bays:</u> Church Street – Support See above</p> <p>Market Street – Support, Sheep Street – Support See above</p> <p>Grammar School Hill/Park Street – Support See above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support See above</p> <p>Church Lane residents parking area – Support See above</p> <p>Church Lane DPPP removal – No opinion See above</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Partially support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support What about the garage? The traffic flows much better since the yellow lines were put in place a year ago. Could this section be for use by the garage only? I presume they could be issued with disks to put in the cars they are servicing.</p> <p>Any other comments? I would add permit holders only for nine acres lane.</p>
(o5) Local resident, (Charlbury, Church Close)	<u>'Time-limited' parking bay:</u> Browns Lane – Support Allows space for shoppers at Coop and Market Street

	<p><u>Shared use parking bays:</u> Church Street – Support more flexibility for visitors</p> <p>Market Street – Support, Sheep Street – Support See 3 and 5</p> <p>Grammar School Hill/Park Street – Partially support residents need parking here more than casual visitors</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Very limited space for residents parking</p> <p>Church Lane residents parking area – Support no station users please Sundays excepted NO Parking at any time yellow lines for 4 car lengths opposite Church Close required. When parking occurs here there is no access for emergency vehicles to the Close. Also space required for waste bins on Mondays and Tuesdays</p> <p>Church Lane DPPP removal – Support limited Disabled parking elsewhere in town</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Support some present parking hazardous to other road users</p> <p>Any other comments? mostly improvements but dependent on finding an alternative parking area for displaced vehicles</p>
(o6) As part of a group/organisation, (Charlbury, Church Lane)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection N/A</p>

	<p>Shared use parking bays: Church Street – No opinion N/A</p> <p>Market Street – No objection, Sheep Street – No objection N/A</p> <p>Grammar School Hill/Park Street – No objection N/A</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No objection, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion N/A</p> <p>Church Lane residents parking area – Object St Mary’s church is at the very centre of life in Charlbury, hosting worship, community and charitable events. It is vital that there is access for people with limited mobility as close as possible to the church. The proposals would limit access for a number of people.</p> <p>Church Lane DPPP removal – Object See above</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion N/A</p> <p>Any other comments?</p>
(o7) Local resident, (Charlbury, Church Lane)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p>

	<p>There are no current parking issues here</p> <p><u>Shared use parking bays:</u> Church Street – Object It restricts parking for the pubs</p> <p>Market Street – Support, Sheep Street – Support Parking here is dreadful</p> <p>Grammar School Hill/Park Street – Object Not needed</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object There are no real parking issues here</p> <p>Church Lane residents parking area – No objection Very much needed to stop station parking!</p> <p>Church Lane DPPP removal – Object This space is used daily by the resident of Cricket Cottage who has a Blue Badge</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Not needed</p> <p>Any other comments?</p>
<p>(o8) Local resident, (Charlbury, Church lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Seems absolutely spot on</p>

	<p><u>Shared use parking bays:</u> Church Street – Support Sensible</p> <p>Market Street – Partially support, Sheep Street – Partially support It would need a trial run</p> <p>Grammar School Hill/Park Street – No objection Not sure of the situation there</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support I notice these residents unable to get near their homes</p> <p>Church Lane residents parking area – Support I live there. It has been extremely difficult lately. Weekends etc. The scheme is sooooo necessary</p> <p>Church Lane DPPP removal – Support The current space has never been used. We are unsure why it's there. The house it is opposite does not seem to have a disabled resident</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Object, Market Street – No opinion, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object These are residential streets and realistically people need to park outside their home</p> <p>Any other comments? A well thought out scheme but possibly too many yellow lines. Limit signage</p>
(o9) Local resident, (Charlbury, Church Lane)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p>

Very sensible to allow people to shop without blocking residents ability to park

Shared use parking bays:

Church Street – Support

Rightly prioritises residents parking while making sure people are still able to visit local businesses

Market Street – Support, Sheep Street – Support

Similar to above. Supports residents parking while still allowing people sufficient time to go to chemist and other shops. Reasonable to stop at 6pm to let people park to go to restaurants and pubs. Residents may find it more difficult to park at these

Grammar School Hill/Park Street – Support

As above. Sensible balance between protecting residents but allowing brief visits

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support

I think that all these areas need protected residents parking as there are no easy options for parking elsewhere especially if residents are older or cannot carry shopping for longer distances. However, where possible, some parking should still be left open for anyone. Many residents do have driveways so not all residents need to use the permit zones. I imagine the number of residents needing parking can be estimated.

Church Lane residents parking area – Support

I live in Church Lane with my wife. We are both in our 70s and my wife has arthritis and has had several falls. Being able to park near our house is very important to us and becoming increasingly so over time. Cars of people who are not residents are frequently left in the lane for long periods and, even though there is now ample station parking, many people still use Church Lane as a station car park. Having a protected parking area would be a massive relief to us and enable us to stay in our home long term (we have no other parking options). This has been a constant anxiety to us over the years, especially as we have got older, and it would be marvellous for us if these plans are put into action. We would be so relieved.

Church Lane DPPP removal – No objection

At the moment I do not believe there are any residents who need the disabled space. I understand that blue badge holders who are visiting can use residents parking anyway so this seems very helpful.

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>I am presuming these double yellow line areas are mostly the ones that are already in existence. I would prefer that double yellow lines are only used where necessary to prevent obstructions and delays and that this is not simply a blanket option for all non designated parking areas.</p> <p>Any other comments? I am very grateful to everyone who has worked on these comprehensive, sensible and proportionate proposals. I believe they will be hugely beneficial to the people of Charlbury, especially those who are older or who have disabilities. At the same time I</p>
<p>(o10) Local resident, (Charlbury, Church Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support We need more parking spaces in general</p> <p><u>Shared use parking bays:</u> Church Street – No opinion It's more for the residents of that street to respond on this one.</p> <p>Market Street – No opinion, Sheep Street – No opinion It's for the residents of those streets to reply</p> <p>Grammar School Hill/Park Street – No opinion It's more for the residents of that street to reply</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion It's for the residents of those streets to respond</p> <p>Church Lane residents parking area – Support We can't use our driveway on Church Lane as people park opposite our gates and block our access to it (I have sent a separate email on this to Mr Mauz). It is stressful finding parking when it shouldn't be. I believe people use our street</p>

	<p>to avoid having to pay for parking at the station so hence why I support this. However I don't believe there should be a fee for residents to apply for a parking permit - I don't find this very fair. There needs to be clarity as well on how you apply for a visitor's permit and the cost of one as my mother helps us with childcare and parks in our street and she shouldn't have to pay each time she comes to help us.</p> <p>Church Lane DPPP removal – Support If it's not being used it could be used by other residents.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support People often block roads</p> <p>Any other comments? I would like our own request considered which is to mark an area as 'no parking' opposite the gates to our driveway on Church Lane (I have emailed Mr Mauz about this separately). Also there should be more parking provision overall in Charlbury. Could the</p>
(o11) Local resident, (Charlbury, Church Lane)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support I support the above proposal except I feel that Blue Badge holders should still have a designed bay outside the Coop so that they can get to the door of the Coop easily. I know there are designated bays in the Spendlove carpark but feel that may be a long way for some disabled people to walk particularly if unaided.</p> <p><u>Shared use parking bays:</u> Church Street – Support I support the above proposal but feel, even although Blue Badge holders can park in residents' bays, that there should still be a designated disabled space, perhaps near Little Monkeys kindergarten.</p> <p>Market Street – Support, Sheep Street – Support Good to allow 1 hour for people to use the shops.</p> <p>Grammar School Hill/Park Street – Support Good to allow brief time for visitors</p>

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

It is almost impossible for residents to find a parking space ANYWHERE in Charlbury let alone in the road in which they live.

Church Lane residents parking area – Support

We live in Church Lane and have done for over 30 years. Both my husband and I are in our 70s and parking has become a total nightmare. We are both still active and still drive and parking is becoming an increasing problem. Cars belonging to non-residents of Church Lane are very often left in the lane for long periods of time, occasionally a week at a time, as it is used as free parking by people catching the train instead of the parking available at the station. I absolutely dread going out in the car as I may not be able to park when I get home. If I can't park, I have to drive around Charlbury looking for a space which is almost impossible to find. I can no longer carry heavy shopping a long way from the car to the house and I long to feel free to be able to leave my house without fear of not being able to park on my return. To be able to easily park in the lane in which I live would be the most enormous relief. I am beginning to think that I would have to park at the station, pay the fee and trudge up the hill to reach my house. PLEASE, PLEASE allow the "Residents permit holders parking only" area on the entire length of Church Lane.

Church Lane DPPP removal – No objection

Whilst I believe that there should be a few designated bays for Blue Badge holders in the centre of town, I do not feel it is necessary in Church Lane. I believe that, with the new proposals, there will be space in the residents' parking areas for Blue Ba

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

Support the above as long as the yellow lines are only used as a deterrent for blocking the roads/obstructions

Any other comments?

I feel so relieved that at last the parking problems in Charlbury are being addressed in what seems to be a very thoughtful manner. I and two other residents were taken to court many years ago as we refused to pay the parking fines that had been given to

<p>(o12) Local resident, (Charlbury, Church Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Won't residents there need somewhere to park if they don't have a garage?</p> <p><u>Shared use parking bays:</u> Church Street – No objection The proposal seems reasonable.</p> <p>Market Street – Support, Sheep Street – Support Seems reasonable</p> <p>Grammar School Hill/Park Street – Support Seems reasonable</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Seems reasonable</p> <p>Church Lane residents parking area – Partially support There is only room to park on one side of Church Lane except by Queen's Own where there is room on both sides. There needs to be a 'keep clear' area opposite Church Close for access.</p> <p>Church Lane DPPP removal – Support What is the reason for it?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – No opinion, Browns Lane – Support, Sheep Street – No opinion, Park Street – Support, Grammar School Hill/Park Street – No opinion, Dyers Hill – Support Depends where the double yellow lines are. Certainly important near road junctions, eg end of Church Lane/Dyers Hill, Dyers Hill/Thames Street, Nine Acres/Thames Street</p> <p>Any other comments?</p>
---	--

	<p>It's hard to say if these changes will be an improvement to Charlbury parking arrangements until they are put into practice.</p>
<p>(o13) Local resident, (Charlbury, Church lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support to keep traffic flowing</p> <p><u>Shared use parking bays:</u> Church Street – Support fair split between residents and visitors</p> <p>Market Street – Support, Sheep Street – Support fair split etc</p> <p>Grammar School Hill/Park Street – Support Fair split though 15 minutes is probably adequate for dropping off children</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Space is limited if the traffic is going to be able to flow</p> <p>Church Lane residents parking area – Support It gets blocked by train users and then that is all day or longer</p> <p>Church Lane DPPP removal – Support presumably the person it was made for is no longer disabled?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support for traffic flow</p> <p>Any other comments?</p>

<p>(o14) Local resident, (Charlbury, Church St. Private resident)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Parking is impossible for residents</p> <p><u>Shared use parking bays:</u> Church Street – Partially support I don't want shared parking on this basis, too long a stay. One hour is enough. I want residents to have priority</p> <p>Market Street – Support, Sheep Street – Support Residents need priority to park.</p> <p>Grammar School Hill/Park Street – Support Walkers at Cornbury and others cause a huge hazard parking on this road</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Residents need to be able to park</p> <p>Church Lane residents parking area – Support Church St is mayhem with anyone and everybody parking for the station, going away on holiday for weeks, business workers parking all day, customers of local hotel and Airbnb, tourists. Residents can never get parked. It's a nightmare! I welcome visitors to Charlbury but as residents we must have priority over parking.</p> <p>Church Lane DPPP removal – Support It's not needed anymore. That person has passed away.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support As above</p>

	<p>Any other comments? Just please get this scheme in place as soon as possible.</p>
<p>(o15) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion No opinion</p> <p><u>Shared use parking bays:</u> Church Street – Partially support The 3 hour returners are likely to take the place of residents. Better to keep resident spaces for qualifying residents only</p> <p>Market Street – Object, Sheep Street – Object Shared use will not work (would get blocked). Please calculate how many residents are approved, and keep parking bays for them. Separate parking bays for visitors.</p> <p>Grammar School Hill/Park Street – Object Again, shared use would create non-residents taking up permit bays. Better to keep non-shared parking bays for residents</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support To prevent parking bays being taken up by non-residents</p> <p>Church Lane residents parking area – Support Narrow street with very little room</p> <p>Church Lane DPPP removal – Object Important to provide space for at least one disabled person for the church.</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – No objection, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support If there is room, parking should be available.</p> <p>Any other comments? 1/ The restrictions will not be useful unless there is MORE parking made available in the town. It will cost the council, but (free) parking should be made available. Sites to consider could be part of the field that faces the Grammar school, ie pa, ie s</p>
<p>(o16) Local Cllr (i.e. Town/Parish/District), (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Needed</p> <p><u>Shared use parking bays:</u> Church Street – Support Needed</p> <p>Market Street – Support, Sheep Street – Support Needed</p> <p>Grammar School Hill/Park Street – Support Needed</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support All Needed</p> <p>Church Lane residents parking area – Support Needed</p> <p>Church Lane DPPP removal – Support No longer required</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Needed</p> <p>Any other comments?</p>
(o17) As a business, (Charlbury, Church Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p> <p>I object as I own a business in Church Street (Little Monkeys) and I employ 23 staff. Over 3/4 of these staff live outside of Charlbury and have no option but to drive into work and need to be able to park somewhere. The coop gets very full at the best of times. We have looked at car sharing for them, this doesn't work as they work different shifts, don't all come from the same place, some have to go direct to schools to collect their children etc. If my staff who live in carterton were to come by public transport, to start at 8am they would need to get on two buses and leave at at 6.15am. who wants to do that with young children in bad weather???</p> <p><u>Shared use parking bays:</u> Church Street – Object</p> <p>I object as I own a business in Church Street (Little Monkeys) and I employ 23 staff. Over 3/4 of these staff live outside of Charlbury and have no option but to drive into work and need to be able to park somewhere. The coop gets very full at the best of</p> <p>Market Street – Object, Sheep Street – Object</p> <p>As above - My nursery provides excellent care and is very oversubscribed as the parents want to use us, we are seen as an asset to Charlbury and to the Charlbury community and the parents, to continue to be able to provide this care I need the best staff</p> <p>Grammar School Hill/Park Street – Object as above.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p>

	<p>As my previous points. Also if you want to be able to park outside your house, surely you buy a house with a driveway. These houses have been here for a very long time and have never had driveways. Its just the way it is. I also believe you will just push the problem of parking onto the estates like Marlborough place, Wychwood close and Hixet wood. If you do this, you need a bigger car park, so people can park. The town is nearly dead already and its hardly encouraging for people to come if they cant park anywhere.</p> <p>Church Lane residents parking area – Object as above.</p> <p>Church Lane DPPP removal – Object surely people park here for church who have a disability?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>.</p> <p>Any other comments? We have spoken in depth to the town council in meetings and in private meetings and aired our concerns along with other businesses and feel that our views and concerned are not been listened too. This is not fair.</p>
(o18) Local resident, (Charlbury, Church Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object This simply moves the problem round, it can only be resolved by creating additional parking in the town.</p> <p><u>Shared use parking bays:</u> Church Street – Object This simply moves the problem round, it can only be resolved by creating additional parking in the town. And I live in Church Street.</p> <p>Market Street – Object, Sheep Street – Object This simply moves the problem round, it can only be resolved by creating additional parking in the town.</p> <p>Grammar School Hill/Park Street – Object</p>

	<p>This simply moves the problem round, it can only be resolved by creating additional parking in the town.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p> <p>This simply moves the problem round, it can only be resolved by creating additional parking in the town.</p> <p>Church Lane residents parking area – Object This simply moves the problem round, it can only be resolved by creating additional parking in the town.</p> <p>Church Lane DPPP removal – No opinion No opinion</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>I am not qualified to have a view on this</p> <p>Any other comments? This simply moves the problem round, it can only be resolved by creating additional parking in the town.</p>
<p>(o19) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Averts parking by non-residents. If a residential building such as Tall Storeys at the corner of Church Street and Sheep Street, where I live, is granted permits for each of the six apartments, I completely support the proposal.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Averts parking by non-residents. If a residential building such as Tall Storeys at the corner of Church Street and Sheep Street, where I live, is granted permits for each of the six apartments, I completely support the proposal.</p>

Market Street – **Partially support**, Sheep Street – **Object**

I park on Sheep Street, and thus it is extremely important for me to be able to hold a Permit, please! I live in a six-apartment residential building, named The Tall Storeys, located at the corner of Church Street and Sheep Street.

Grammar School Hill/Park Street – **Partially support**

Averts parking by non-residents.

As regards Park Street, if a residential building such as Tall Storeys at the corner of Church Street and Sheep Street, where I live, is granted permits for each of the six apartments, I completely support the proposal.

Re

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **No opinion**, Park Street – **Partially support**, Sheep Street – **Object**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

I live in a six-apartment residential building, named The Tall Storeys, and thus it is extremely important for me to be able to hold a Permit for Sheep Street, please!

If The Tall Storeys, located at the corner of Church Street and Sheep Street, is granted permits for each of the six apartments, I partially support the proposal, as it averts parking by non-residents, however, I consider temporary parking during the day for non-permit-holders a solution that will accommodate the local businesses.

Church Lane residents parking area – **Partially support**

I live in a six-apartment residential building, named The Tall Storeys, and thus it is extremely important for me to be able to hold a Permit for Sheep Street, please!

If The Tall Storeys, located at the corner of Church Street and Sheep Street, is granted permits for each of the six apartments, I partially support the proposal, as it averts parking by non-residents, however, I consider temporary parking during the day for non-permit-holders a solution that will accommodate the local businesses.

Church Lane DPPP removal – **No opinion**

I am not familiarised with how often it is used and the particular area in question.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

The only place where I can park is Sheep Street. The proposed double yellow line on it is at its end at Fisher's Lane where Sheep Street becomes wider than its middle section, thus affording parking on both its sides.

	<p>At its middle section Sheep Street needs extension of the double yellow line by just one-car length opposite the driveway, as the first car next to the driveway needs to be parked on the pavement because of the car parked opposite the driveway.</p> <p>Any other comments? I live in a six-apartment residential building, named The Tall Storeys, located at the corner of Church Street and Sheep Street, and I really need to be able to hold a Permit, please!</p>
<p>(o20) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I think that things should stay as they are</p> <p><u>Shared use parking bays:</u> Church Street – Object Parking is working very well in Church Street and there should be no change</p> <p>Market Street – Object, Sheep Street – Object This will not solve the parking problem and could make it worse</p> <p>Grammar School Hill/Park Street – Object This will not solve the parking problem and could make it worse for other parts 8th the town</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I do not think any of the restrictions should go ahead as it will move the problem elsewhere</p> <p>Church Lane residents parking area – Object It will move the problem elsewhere</p> <p>Church Lane DPPP removal – No objection No opinion</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>Not enough knowledge to express an opinion</p> <p>Any other comments? I feel very strongly that these proposals should not go ahead as they will move the problem elsewhere.</p>
<p>(o21) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object my concerns centre who will be checking the restricted parking and the bigger concern of the empirical evidence on entitlement and the respect for the law. i am happy to park anywhere where it is legal, i just want to be confident i can park legally. i am very open please use evidence based decision making processes</p> <p><u>Shared use parking bays:</u> Church Street – Object As above in 4, people will not respect the law and 35£ will not deter most demographic using the space</p> <p>Market Street – Object, Sheep Street – Object As previous comments</p> <p>Grammar School Hill/Park Street – Object As above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As per previous comments</p> <p>Church Lane residents parking area – Object As before</p> <p>Church Lane DPPP removal – Support Only if disabled or less able bodied people have equal chance to legally park long term</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Deliveries need to be considered</p> <p>Any other comments?</p>
<p>(o22) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible.</p> <p>Market Street – Object, Sheep Street – Object All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible.</p> <p>Grammar School Hill/Park Street – Object All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – Partially support, Park Street – Support, Sheep Street – Support, Browns Lane – Partially support, The Playing Close – Partially support</p>

	<p>As residents of church street, we desperately need Resident Only parking for residents in the streets surrounding (and including) church street.</p> <p>Church Lane residents parking area – No opinion i don't personally feel church lane has a significant parking issue, as we experience in the centre of town ie church street, therefore i have no real opinion on this</p> <p>Church Lane DPPP removal – No opinion We don't have any information to make an informed comment on this</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion There are already double yellows on all of these streets, also unsure how this would be policed as at present - cars park on double yellows everywhere in charlbury</p> <p>Any other comments? As residents of church street, parking is a significant issue, 9/10 we cannot park on our own street, and even the surrounding streets. There simply needs to be an additional parking area solution for visitors to charlbury / businesses - in addition to th</p>
<p>(o23) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support I believe the 3 hours no return within 2 hours needs to be extended to streets near the pubs beyond Church Street.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support I believe this should extend to Sunday too.</p> <p>Market Street – Partially support, Sheep Street – Partially support I believe the 3 hours no return within 2 hours needs to be extended to streets near the pubs beyond Church Street.</p> <p>Grammar School Hill/Park Street – Support</p>

	<p>I believe this is fair given these streets are not as close to the pubs</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support</p> <p>I believe the 3 hours no return within 2 hours needs to be extended to streets near the pubs beyond Church Street.</p> <p>Church Lane residents parking area – Support This is a key street to relieve pressure on residents parking and should not be used for train station traffic</p> <p>Church Lane DPPP removal – Support This is a key street to relieve pressure on residents parking and should not be used for train station traffic</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>I believe this is sensible</p> <p>Any other comments? Market Street, Browns Lane & Sheep Street all need to support & share the parking pressure brought on by the pressure of the popularity of the pubs. The community benefits from having such successful & popular pubs and should support its patrons in parkin</p>
<p>(o24) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Should be no return within 2 hrs.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support It is not clear why Church street has been singled out for a 3hr limitation when others are 1hr or 30 minutes. This result in Church street becoming the de-facto parking street of choice, particularly for all the pubs, which is already a significant probl</p> <p>Market Street – Partially support, Sheep Street – Partially support</p>

	<p>Should be no return within 2 hrs.</p> <p>Grammar School Hill/Park Street – Partially support Should be aligned to others at 1hr and no return within 2 hrs.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Should be aligned to others at 1hr and no return within 2hrs to provide more options for visitors but distribute the parking better.</p> <p>Church Lane residents parking area – Partially support Should be aligned to others at 1hr and no return within 2hrs to provide more options for visitors but distribute the parking better.</p> <p>Church Lane DPPP removal – Support It doesn't appear to serve a need.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Double parking has been an issue.</p> <p>Any other comments? The overall proposal is a welcome step forward, but it needs to be more consistently applied to each of the roads. The distance between these roads isn't significant and therefore such differences wouldn't appear to be warranted. As it stands, the proposa</p>
<p>(o25) Local resident, (Charlbury, Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support short stay for people needing to park by the co-op.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support</p>

Prefer 1 hour parking with no return within 1 hour. Otherwise Church Street will become the car park of choice. This discriminates against Church Street residents compared to the rest of the central Charlbury streets whose residents will receive resident

Market Street – **Partially support**, Sheep Street – **Partially support**

As long as Church Street is aligned with this proposal then I fully support the idea.

Grammar School Hill/Park Street – **Support**

Excellent timing for parents dropping off children to The Pre-school.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

As previously, Church Street should be aligned with 1 hour shared zones with all the above streets.

However, Dyers Hill should be residents only to stop train users taking up spaces and causing more traffic issues.

Church Lane residents parking area – **Partially support**

1 hour shared zones to align with the other streets in Charlbury and to add Church Street to this proposal. Church Street has greater issues with parking than Church Lane.

Church Lane DPPP removal – **Support**

If disabled access is needed for the Church then visitors could request parking and drop off directly to the Church entrance.

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

Making clear areas not suitable for parking is beneficial.

Any other comments?

Church Street has suffered with parking issues and this needs to be addressed as correctly as the other streets in Charlbury.

<p>(o26) Local resident, (charlbury, church street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion I do not have a strong opinion</p> <p><u>Shared use parking bays:</u> Church Street – Support as a resident of Church Street we regularly face the challenge of finding parking due to people leaving cars for several days - presumably using the station - and then customers of the Bell and Bull - it has worsened since they reopened.</p> <p>Market Street – Support, Sheep Street – Support reasons as above</p> <p>Grammar School Hill/Park Street – No opinion I do not have a strong opinion on this and would leave to the local residents to comment</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – No opinion, The Playing Close – No opinion due to the fact that local residents find it challenging to park and that sometimes parking can make it difficult for pedestrians and other users for those not used to the narrowness of the streets</p> <p>Church Lane residents parking area – Support as previous answers</p> <p>Church Lane DPPP removal – No opinion unless there is a local resident who requires the space</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion the challenge is that people regularly ignore these areas already in other parts of Charlbury so unless policed I am not sure they work ?</p>
---	---

	Any other comments?
(o27) Rather not say, (Charlbury, Church Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available.</p> <p><u>Shared use parking bays:</u> Church Street – Object These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available.</p> <p>Market Street – Object, Sheep Street – Object These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available.</p> <p>Grammar School Hill/Park Street – Object These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available.</p> <p>Church Lane residents parking area – Object</p>

	<p>These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available.</p> <p>Church Lane DPPP removal – Object These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion No comments.</p> <p>Any other comments? The provision of additional parking spaces would help to alleviate the current parking problems, rather than restricted the use of the already limited space.</p>
<p>(o28) Local resident, (Charlbury, CO Op, Little Monkeys, Nara Charlbury, No 5 Market street, Charlbury Deli, Charlbury Community Centre)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion N/A</p> <p><u>Shared use parking bays:</u> Church Street – No opinion N/A</p> <p>Market Street – No opinion, Sheep Street – No opinion N/A</p> <p>Grammar School Hill/Park Street – No objection N/A</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – Object N/A</p> <p>Church Lane residents parking area – No opinion N/A</p> <p>Church Lane DPPP removal – No opinion N/A</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion N/A</p> <p>Any other comments? I am extremely concerned for the parking in the Spendlove centre and in the town being changed. A lot of town businesses rely on the parking in town and if they are changed and there is no resource given to workers coming into Charlbury there will be a hu</p>
<p>(o29) Local resident, (Charlbury, Cotswold View)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support I support this as it would be useful for people who just want to pop into the Coop for a few minutes.</p> <p><u>Shared use parking bays:</u> Church Street – Object I object because some of these parking spaces are used by people who work in the town. It would be impossible for some businesses, such as the nursery, to survive if their employees cannot park in Charlbury.</p> <p>Market Street – Object, Sheep Street – Object There are many businesses along these streets, such as the restaurants and pubs, that depend on people coming in from outside Charlbury and they need to be able to park. I walk often along Market Street and there are always one or two parking spaces avail</p>

	<p>Grammar School Hill/Park Street – Object If there was restricted parking on Grammar School Hill/Park Street, the parking problem would be pushed onto Church Street.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I do not feel that parking restrictions are necessary in Charlbury. It is important that we don't do anything to undermine the thriving businesses in the centre of Charlbury. They are very important employers and contribute hugely to the economy of the town.</p> <p>Church Lane residents parking area – Object I do not feel that parking restrictions are necessary in Charlbury. It is important that we don't do anything to undermine the thriving businesses in the centre of Charlbury. They are very important employers and contribute hugely to the economy of the town.</p> <p>Church Lane DPPP removal – No opinion I don't have any information as to whether it is still necessary.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Object, Browns Lane – Support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Support, Dyers Hill – Support There are awful problems with gridlock in parts of NineAcres Lane, Dyers Hill and Park Street. In addition, Pound Hill is very dangerous for pedestrians particularly if vans or cars have parked there.</p> <p>Any other comments? I don't agree with residents permits; but if they are introduced, I suggest that a restriction of only an hour at, say, 2-3pm, would deter commuters from the train station from parking in Charlbury. I think that all day permits are an overkill and would d</p>
<p>(o30) Local resident, (Charlbury, Crawborough)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support 30 mins is adequate for those parking to avsil of shops</p>

	<p><u>Shared use parking bays:</u> Church Street – Support 3 hrs is ample time for visitors dining at local pubs</p> <p>Market Street – No objection, Sheep Street – No objection Adequate time period for those without permit</p> <p>Grammar School Hill/Park Street – Support Adequate duration for parent drop off and pick up at pre school</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Residents parking should be prioritised</p> <p>Church Lane residents parking area – Partially support Church Street residents need parking</p> <p>Church Lane DPPP removal – Object Disability parking is a necessity</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support It is becoming increasingly difficult to navigate through streets of Charlbury unimpeded. This will improve the situation.</p> <p>Any other comments? N/a</p>
(o31) Local resident, (Charlbury, Crawborough)	<u>'Time-limited' parking bay:</u> Browns Lane – Object No changes required

	<p><u>Shared use parking bays:</u> Church Street – Object No changes required</p> <p>Market Street – Object, Sheep Street – Object No changes required</p> <p>Grammar School Hill/Park Street – Object No changes required</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object No changes required</p> <p>Church Lane residents parking area – Object No changes required</p> <p>Church Lane DPPP removal – Object No changes required</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – No objection, Market Street – No objection, Browns Lane – No objection, Sheep Street – Object, Park Street – No objection, Grammar School Hill/Park Street – No objection, Dyers Hill – No objection No changes required</p> <p>Any other comments? Concerned about knock-on affect on the other residential streets in the town, Concern about parking for workers and visitors.</p>
(o32) Local resident, (Charlbury, Crawborough)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p>

	<p>Don't think this will reduce the parking problem. Who's going to police it?</p> <p><u>Shared use parking bays:</u> Church Street – Object This will move the parking problem to other parts of the town</p> <p>Market Street – Object, Sheep Street – Object This will move the parking problem to other parts of the town</p> <p>Grammar School Hill/Park Street – Object This will move the parking problem to other parts of the town</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This will move the parking problem to other parts of the town</p> <p>Church Lane residents parking area – Partially support Should be limited to residents.</p> <p>Church Lane DPPP removal – Object This space is needed.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object This will move the parking problem to other parts of the town</p> <p>Any other comments? Perhaps there is a need to use the top field in Nine Acres for additional parking.</p>
<p>(o33) Local resident, (Charlbury, Crawborough)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support This assists users of the Co-op</p>

Shared use parking bays:

Church Street – Object

Conceptually, I object to the whole scheme. There is insufficient parking in Charlbury. The scheme will not change that. There are no plans for a new car park into which cars displaced by the scheme can park. Rather, you are simply moving the problem e

Market Street – Object, Sheep Street – Object

As above

Grammar School Hill/Park Street – Object

As above

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

As above

Church Lane residents parking area – Object

As above

Church Lane DPPP removal – Support

Increases parking available

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

Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support

I have not looked at the detail, but double yellow lines and no parking in some areas is necessary so traffic can flow.

Any other comments?

I have set out my general views above

<p>(o34) Local resident, (Charlbury, Crawborough)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Not sure this benefits anyone</p> <p><u>Shared use parking bays:</u> Church Street – Object Residents on church street mostly have off road spaces somewhere and parking need for businesses</p> <p>Market Street – Object, Sheep Street – Object I don't think this will help anyone. People won't be able to use businesses if parking for so short a time.</p> <p>Grammar School Hill/Park Street – Object As above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Residents do not need parking on all these streets. This just discourages tourism and visitors.</p> <p>Church Lane residents parking area – Object As above</p> <p>Church Lane DPPP removal – Object Disabled parking important</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Support Object apart from one dryers hill which makes sense given proximity to station</p> <p>Any other comments?</p>
---	---

<p>(o35) Local resident, (Charlbury, Dancers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It enables disabled/people with small children to shop quickly in the co-op with a quick turnover while leaving other spaces available in Spendlove.</p> <p><u>Shared use parking bays:</u> Church Street – Support Seems reasonable.</p> <p>Market Street – Support, Sheep Street – Support Seems reasonable.</p> <p>Grammar School Hill/Park Street – Support Seems reasonable.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Object, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection Many houses on Park Street have garages, so reasonable to share with those dropping off children at the nursery. Pound/Dyers Hills are not close to shops/businesses, so less in need of non-permit sharing.</p> <p>Church Lane residents parking area – Partially support Depends how many houses have garages: hard to tell, but many do.</p> <p>Church Lane DPPP removal – Object If that's for church access, perhaps fair enough: I can't picture where this space is located.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Partially support, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support It seems unreasonable to limit parking spaces further, unless needed for traffic flow, such as Dyers Hill for station traffic, or for buses to pass on Browns Lane.</p>
--	---

	Any other comments?
(o36) Local resident, (Charlbury, Dancers Hill)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object The only issue regarding parking on Browns Lane relates to The Bull pub and that is a separate issue.</p> <p><u>Shared use parking bays:</u> Church Street – Object This town should avoid organising permit holders for residents cars. That is the last resort.</p> <p>Market Street – Object, Sheep Street – Object Organising permit holders for cars parked in a residential street is a last resort. The issue here is with those residents who have cars but nowhere to park them.</p> <p>Grammar School Hill/Park Street – Object As above.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Charlbury doesn't support multiple cars in streets that were never designed to accommodate them.</p> <p>Church Lane residents parking area – Object Same as before.</p> <p>Church Lane DPPP removal – Support Because this is obviously useful.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – Object, Market Street – Object, Browns Lane – No opinion, Sheep Street – Support, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Objecting to those streets where residents have bought houses without relevant and sufficient parking facilities and haven't given this any thought. This then becomes the problem of those who have given it thought.</p>

	<p>Any other comments? I would be very careful before I would grant anywhere in Charlbury parking permits. That is not the answer.</p>
<p>(o37) Local resident, (Charlbury, Ditchley Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support This relies on honesty, seldom seen with drivers in the town, will it be enforced on a random basis?</p> <p><u>Shared use parking bays:</u> Church Street – Support Something needs to be done</p> <p>Market Street – Support, Sheep Street – Support Something needs to be done</p> <p>Grammar School Hill/Park Street – Support Something needs to be done, especially here, it can be dangerous due to the speed of traffic and parked vehicles.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Something needs to be done</p> <p>Church Lane residents parking area – Support Something needs to be done</p> <p>Church Lane DPPP removal – No objection n/a</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Something needs to be done, but enforcement will be needed as existing restriction are frequently ignored.</p>

	<p>Any other comments? I think consideration has to be given to the shift of traffic movement and parking to other streets in the town where there are no restrictions, although common sense doesn't seem to come into that. The other problem is that you are seeking support/object</p>
<p>(o38) Local resident, (Charlbury, Ditchley Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Feel there hasn't been adequate consultation with residents of the town who live outside the centre, also with those who work in businesses in the town centre. A map has been belatedly posted near the Co-Op, but so high up it is very difficult to read. I have strong objections to some (not all) of the detailed proposals, and will reply setting out my reasons on these.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion I would prefer things to remain as they are, primarily because of the businesses on Church Street, but object less strongly to shared use parking bays than to residents only parking bays.</p> <p>Market Street – Object, Sheep Street – No opinion I would prefer things to remain as they are, but object less strongly to shared use parking bays than to residents only parking bays. On Market St especially: 1 hr too short. Insufficient consideration has been given to those with limited mobility, but wh</p> <p>Grammar School Hill/Park Street – Partially support I would prefer things to remain as they are, but object less strongly to shared use parking bays than to residents only parking bays. 30 minutes very short for those with limited mobility, including to visit the Church.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – Object, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – Object I would prefer things to remain as they are, but strongly prefer shared-use parking bays to residents only parking bays. I have very strong objections to the proposed resident-only parking on the lower part of Dyer's Hill. This would prevent many of those with limited mobility accessing the Mill Field and the river walk -- much used by dog walkers. Keeping the parking as now, but enforcing the time restriction would be preferable. Also the Retirement Houses on the Playing</p>

	<p>Close have their own garages. I see no reason for Residents Only restrictions there. Both proposed restrictions are likely to increase pressure on the Spendlove Centre parking area.</p> <p>Church Lane residents parking area – Object I would prefer things to remain as they are, but strongly prefer shared-use parking bays to residents only parking bays. This would prevent some with limited mobility gaining access to the Church or Priory Gardens. Keeping the parking as now, but enforcing the time restriction would be preferable.</p> <p>Church Lane DPPP removal – Object Best left as at present. See above.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – Object, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>Don't object where there are safety concerns, but the proposals for Sheep Street too extensive and are likely to increase pressure on Hixet Wood. Replacing the Residents-only spaces with Shared Parking bays would help.</p> <p>Any other comments? I am pleased that parking in the Spendlove Centre remains free, but have no confidence in the survey of those parking at the centre that was done there. I park there once or twice a week, often for longish periods, but never saw anyone doing a survey. I o</p>
(o39) Local resident, (Charlbury, Ditchley road)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support sufficient time.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support 3 hours is generous</p> <p>Market Street – Support, Sheep Street – Support support it</p>

	<p>Grammar School Hill/Park Street – Support support it</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – No objection, Browns Lane – Support, The Playing Close – No objection parking in these streets should be for mainly residents</p> <p>Church Lane residents parking area – Partially support church visitors to consider</p> <p>Church Lane DPPP removal – No objection if not required</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – No objection, Market Street – No objection, Browns Lane – No objection, Sheep Street – No objection, Park Street – No objection, Grammar School Hill/Park Street – No objection, Dyers Hill – Support allow more access for passing traffic</p> <p>Any other comments? need to reduce the congestion on the roads in town</p>
(o40) Local resident, (Charlbury, Dyers Hill)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion I walk to that location. I only park when I have heavy goods such as firewood to pick up. I can switch to use Londis so it may harm Coop business however.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support 2 hours may not be enough time for eating at restaurants on Church St. could result in no longer frequenting these businesses which would be bad for Charlbury</p>

	<p>Market Street – Support, Sheep Street – Support I don't park there. (However local businesses may depend on for Customer parking for more than 1 hour)</p> <p>Grammar School Hill/Park Street – Support I don't park there. Sometimes it is hard to get past at present, due to car parking</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support As a resident of Dyers Hill, I support having someplace to park. However parking space should be expanded to include the area outside Grooms Cottage (1 Dyers Hill) and only 1 spot per house rather than 2.</p> <p>Church Lane residents parking area – Support Better parking to allow cars to get past. Bad parking makes it hard to do so.</p> <p>Church Lane DPPP removal – No objection Parking is at a premium and all spots are needed for residents.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Object Object to no waiting which is needed for Grocery delivery to senior residents on Dyers Hill.</p> <p>Any other comments? Object to residents having 2 spots per household plus visitors for each on Dyers Hill as there is not enough space at present.</p>
(o41) Local resident, (Charlbury, Dyers Hill)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Because too many customers visiting The Bull leave their cars inconveniently for residents of Charlbury</p> <p>Shared use parking bays:</p>

	<p>Church Street – Support Because too many visitors to The Bull are leaving their cars overnight or for long parts of the day</p> <p>Market Street – Support, Sheep Street – Support Because too many large cars visiting The Bull are left for large parts of the day or overnight</p> <p>Grammar School Hill/Park Street – Support Cars are left overnight</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Not enough spaces for residents as it is and customers particularly if The Bull park inconveniently. In Dyers Hill and Thames Street cars are left for the station.</p> <p>Church Lane residents parking area – Support Difficulty for delivery drivers if excess cars are parked, many for the station.</p> <p>Church Lane DPPP removal – Object Need for disabled parking for elderly people visiting the church</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Need for dropping off/ picking up pupils from Pre School</p> <p>Any other comments?</p>
<p>(o42) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support All the proposals seem very reasonable. It makes it easier for residents to park near their properties.</p> <p>Shared use parking bays:</p>

	<p>Church Street – Support Overall improvement for Charlbury</p> <p>Market Street – Support, Sheep Street – Support Useful for short drop offs but gives parking to residents</p> <p>Grammar School Hill/Park Street – Support As above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Currently significant challenges for some residents to find parking spaces. Some non residents use these spaces when commuting by train</p> <p>Church Lane residents parking area – Support See above</p> <p>Church Lane DPPP removal – No opinion NA</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Improve traffic flow and reduce congestion which can be particularly problematic when trains arrive</p> <p>Any other comments?</p>
<p>(o43) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Provides better parking provision for visitors wanting to use the Coop/Post Office</p> <p><u>Shared use parking bays:</u> Church Street – Support</p>

Provides better parking provision for both residents and visitors wanting to use the pubs, shops and restaurants in the town centre, or wanting to drop off and pick up from the nursery

Market Street – Support, Sheep Street – Support

Provides better parking provision for both residents and visitors wanting to use the pubs, shops and restaurants in the town centre, or wanting to drop off and pick up from the nursery

Grammar School Hill/Park Street – Support

Provides better parking provision for both residents and visitors wanting to drop off and pick up from the pre-school

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support

Provides better provision for resident parking

Church Lane residents parking area – Support

Provides better provision for resident parking

Church Lane DPPP removal – Support

This space now appears to be unused

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

Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support

These changes will aid the flow of traffic. However on Dyers Hill can I suggest that the proposed no waiting restriction is 'swapped' with the proposed residents parking holder parking bay opposite so as to (a) create a chicane to slow traffic flow up and down the hill and (b) put the proposed parking bay on the same side of the road as the residents who are likely to use it

Any other comments?

The pavement opposite the parking bay on Dyers Hill between Lawn Cottage and Kimbell House would benefit from the additional protection of bollards to prevent impatient drivers from mounting the pavement in order to allow two cars to pass on this section.

(o44) Local resident,
(Charlbury, Dyers Hill)

'Time-limited' parking bay:

Browns Lane – Support

It is appropriate for those using the Co-op and yet prevents pub guests (likely to stay >30 mins) blocking this road. Problems with buses passing should be eased but consideration should be given to where local residents park.

Shared use parking bays:

Church Street – Partially support

Shared use bays are appropriate but otherwise parking should be limited to 1 hour. This is sufficient time for drop offs at Little monkeys, a visit to the Deli, shop or one of the hair dressers. It would discourage Pub guest parking. These guests shou

Market Street – Support, Sheep Street – Support

It protects parking for local residents, who, if need be on the look out for a car to leave. It provides appropriate visitor parking for visitors to the shops yet avoids pub guests blocking the streets for hours at a time.

Grammar School Hill/Park Street – Support

The 30 min parking is appropriate for playschool drop offs but the parking still favours local residents.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support

The partial support for Sheep Street, Brown's Lane and Playing close is to ensure that some provision is made so that local businesses continue to thrive. Where guests intend staying at local businesses for hours as for the restaurants and pubs it would not seem unreasonable to park a little further away.

Church Lane residents parking area – Support

1. There are no local businesses on Church lane.
2. There is a need to keep the flow of traffic on Church lane to a minimum due to the need to turn around at the end of church lane .
3. There is a heavy density of housing on that street that does not have access to parking and spaces therefore need to prioritise residents.

Church Lane DPPP removal – Support

Not regularly used as such at present

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Partially support, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object We need more parking not less! The only exception is where double lines are necessary to prevent parked cars blocking bus routes.</p> <p>Any other comments? There should be a real push to encourage those with parking to use their allocated parking spaces. To leave a car on the road because a garage is full of other items or because it involves extra effort is not neighbourly.</p>
<p>(o45) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Would hopefully stop Browns Lane being a pinch point for buses</p> <p><u>Shared use parking bays:</u> Church Street – No objection The top of Church Street - outside Little Monkeys - is another bus pinch point which would hopefully be alleviated by restrictions.</p> <p>Market Street – No objection, Sheep Street – No objection Restrictions would hopefully make the pavements clearer for pedestrians on Market Street</p> <p>Grammar School Hill/Park Street – No objection Would help to clear bus route</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – Support, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection As a Dyers Hill resident - our car has been hit twice on Dyers Hill by vehicles trying to squeeze through parked cars. Many of the few available on-street car spaces are used by rail commuters and parking for residents can often mean driving around and trying to find a space on Nine Acres. Restricting parking would hopefully deter commuters leaving their car on Dyers Hill for a week - and locking up parking spaces - while working in London.</p>

	<p>Church Lane residents parking area – No objection Would hopefully deter commuters from using - instead the station car park.</p> <p>Church Lane DPPP removal – Support It's an unusual siting for a disabled bay - assume it's purpose was for a local resident and is no longer required?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – No objection, Market Street – No objection, Browns Lane – No objection, Sheep Street – No objection, Park Street – No objection, Grammar School Hill/Park Street – No objection, Dyers Hill – Support</p> <p>On Dyers Hill - cars often park on the double yellow lines at the top of the road. So not sure whether more double yellow lines would be beneficial - if they can easily be ignored.</p> <p>Any other comments? A residents parking scheme - is a pretty much tried and tested system which has been adopted in towns and cities across the country. Seems the most obvious steps to take to tackle the town's parking issues.</p>
<p>(o46) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection This should be long enough for people if the parking is full next to Co op.</p> <p><u>Shared use parking bays:</u> Church Street – No objection I do think this needs to be monitored by parking officers as inevitably people using the train will chance parking here all day as they currently do on church street and Dyers Hill if no ticketing is enforced.</p> <p>Market Street – Support, Sheep Street – Support This puts a time limit on those visiting Charlbury</p> <p>Grammar School Hill/Park Street – Support Will reduce people parking here all day</p> <p>Residents Permit Holders Parking only bays:</p>

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

Charlbury has become increasingly challenging to live in since the opening and success of the many gastro pubs and increased use of the train station with less now working regularly from home. Most evenings after work it is a struggle to find parking on the same road that I live on (Dyers Hill). To the point that we were considering moving somewhere else. The proposal of permitted parking has come just at the right time and we are very much in favour of this. The amount of times I see people parking outside my house and running down to the the train station or walking back into town to presumably head to one of the pubs, when I have been forced to park ages away from my house is so frustrating, especially when we will soon have a child to manoeuvre out of our car. This has been an issue for a long time and I am relieved to see that progress is now being made to help resolve this situation.

Church Lane residents parking area – **Support**

Church Lane and Dyers Hill suffer the most from people parking for train access. It is becoming increasingly frustrating trying to find parking near my home. Opening this up to permit holders only is the only means I can think of to reduce people chancing access to the train and leaving their cars here all day.

Church Lane DPPP removal – **Support**

This parking space is hardly ever taken with a disabled badge, in fact I can think of only one time I have seen a disabled car parked here in the last 3 years. With limitations on parking that exist I think this space could be better used.

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

Charlbury is a small town with high traffic volume. I can speak generally for other streets but personally for Dyers Hill which has become blocked with traffic in both directions more times that I care to mention.

Any other comments?

I am appreciative of the efforts to improve this and am fully in support particularly of the parking permits. Policing of this should also be considered along with how to improve parking at the train station for train users so that they are not encouraged

<p>(o47) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Enables shopping at Co-op if town car park full</p> <p><u>Shared use parking bays:</u> Church Street – Support Allows for visitors to visit local hosteleries and shops, though may affect Church Street residents adversely (am not a Church Street resident, so leave it to them to say more)</p> <p>Market Street – Support, Sheep Street – Support Means residents should be able to park and discourages long term parking in places where it is not advisable.</p> <p>Grammar School Hill/Park Street – Support Means residents should be able to park and discourages long term parking in places where it is not advisable.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – No opinion All those places have sections where they are largely without resident off street parking. The nearest to the station, Dyers Hill particularly, are subject to station users leaving vehicles for a length of time on many days of the week on a street where there is almost no off street parking available for residents. Space is at a premium for the residents who need to park on Dyers Hill. The proposals suggest 89m of residents' parking space = approximately 18 vehicles. There are 14+ houses with frontage onto Dyers Hill. Space will still be at a premium and the plans are not very clear about what happens at the eastern entrance to Church Lane. It is to be hoped that residents with parking permits on Dyers Hill will be allowed to park in other parts of Charlbury where there is residents parking, most particularly Church Lane, as they often need to do now, if space is not available on Dyers Hill. I am not sure what the problems are on the Playing Close, so must remain with no opinion on that one.</p> <p>Church Lane residents parking area – Support Church Lane suffers the same fate as Dyers Hill, for the same reasons, station users leaving vehicles for long periods of time, though there is comparatively more off street parking for residents there than on Dyers Hill.</p> <p>Church Lane DPPP removal – No opinion I don't know if there is someone in Church Lane who needs a Disabled Parking bay.</p>
--	---

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Partially support The Dyers Hill 'No waiting at any time' lines depend entirely on the detail. The length of the line going into Church Lane (east side) from Dyers Hill (south side) is not at all clear on the plans. The double yellow lines on the north side of Dyers Hill, I fully support. I support the proposals for the other roads outlined, if the residents of those roads do too.</p> <p>Any other comments? This is a long awaited rethink of parking in Charlbury and it is a great relief for someone who has lived on Dyers Hill for 34 years and campaigned for something similar for at least 20 of those years. I do hope that the proposals come into being. I am co</p>
<p>(o48) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre).</p> <p><u>Shared use parking bays:</u> Church Street – Support I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre).</p> <p>Market Street – Support, Sheep Street – Support I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre).</p> <p>Grammar School Hill/Park Street – Support I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre).</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support</p> <p>I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre).</p> <p>In the case of Dyers Hill there is a real and growing problem as a result of parking spaces being taken up by those driving to the railway station. The car park there is inadequate - now being routinely full from Monday to Thursday. And in any event, some people choose not to use it, in order to avoid paying the (modest) car parking fees. As a result, at any one time there are a number of cars parked in Dyers Hill belonging to station users - which often remain there for several days at a time. And on occasions when there is a replacement bus service to stations north of Charlbury the problem is acute, as many people prefer to drive to pick up the train at Charlbury rather than using the replacement bus service - resulting in some very selfish parking, including on the footpath down the hill which those accessing the station on foot need to use. There is accordingly an urgent need to address this situation.</p> <p>Church Lane residents parking area – Support</p> <p>Similar considerations apply in this case to those outline above in relation to Dyers Hill.</p> <p>Church Lane DPPP removal – Support</p> <p>There no longer seems to be any need for the current provision.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u></p> <p>Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Please see my general comments above. I support this particular proposal because it strikes a fair balance between the interests of different types of user.</p> <p>Any other comments?</p> <p>I welcome the proposals, which seem to me to be an appropriate response to the increasing problems in relation to parking in Charlbury.</p> <p>Those who oppose the proposals in principle have evidently forgotten that the extensive consultation process undertake</p>
(o49) Local resident, (Charlbury, Dyers Hill)	<p><u>'Time-limited' parking bay:</u></p> <p>Browns Lane – No objection</p>

Should solve the problem of people parking badly and/or going off for the day unaware that they may have created a problem for the buses.

Shared use parking bays:

Church Street – No objection

Few people on Church Street have garages so need to park on the street. People working in and using nearby pubs etc also need to park somewhere BUT buses shouldn't have to deal with obstructions.

Market Street – No objection, Sheep Street – No objection

My reasons are the same as for Church Street save that for Market Street and Sheep Street it is delivery lorries who sometimes have the same problems as buses do on Browns Lane and Church Street.

Grammar School Hill/Park Street – No objection

As above for Church Street.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – No objection, Dyers Hill – Support, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection

I live on Dyers Hill where most houses have no garages or parking provision. The proposals unfortunately do reduce the already limited number of parking spots but the restrictions should help avoid the impatient driving and damage to parked cars which we currently endure. My own car has been bumped into twice already this year.

Church Lane residents parking area – No objection

People who live in Church Lane take care not to damage the dry stone walls on the field boundaries. Visitors often don't realise how vulnerable the walls are.

Church Lane DPPP removal – Partially support

I understood this was in place for someone who is disabled and lives on Church Lane but don't know whether this is actually the case or not. If it is not necessary for a current resident then I would support the proposal.

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

Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion

I don't really understand this question and how it relates to earlier references to these streets in this questionnaire.

	<p>Any other comments? No solutions are going to be perfect here but there are clear indications for future planning proposals and the provision of parking space within any development plans, whether for individual houses or small developments.</p>
<p>(o50) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It's a parking place I use occasionally when briefly visiting the Coop.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion Residents of Church St. will have infinitely more valuable opinions on parking in their road than mine.</p> <p>Market Street – Support, Sheep Street – No opinion I park briefly in Market St to visit the pharmacy, but never park in Sheep St.</p> <p>Grammar School Hill/Park Street – No opinion Not an area I use for parking</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Support, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – Support Pound Hill/Thames St - the area of Thames St south of Nine Acres Lane often gets clogged up with traffic from Spelsbury, Market St, Dyers Hill and Station, and traffic from Witney heading for Chipping Norton avoiding the town centre by going up The Slade and on into Nine Acres Lane. Dyers Hill - I have supported Residents Parking for many years. Parking space is critical, so it must be clear that no permits or visitors permits will be issued to residents who themselves have off-street parking. The north side of the Triangle at the junction of Dyers Hill and Church Lane could support at least 2 cars, possibly 3. And the space north-east of the Triangle should be extended to take 3 cars. Thank you for taking on this chronic problem. Park St/Sheep St/Browns Lane - I have no objection. The Playing Close - I support, on behalf of residents along there.</p> <p>Church Lane residents parking area – Support A narrow and uneven little cul-de-sac that needs all the support local residents can give it.</p>

	<p>Church Lane DPPP removal – No objection No opinion.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – Support, Market Street – Partially support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Only concern is Market St which has a number of residents who need parking for their cars. No Waiting at Any Time along the east side of Market St, as currently observed, is fine. Support for, or no objection to, other proposals.</p> <p>Any other comments? These proposals will surely help. But Dyers Hill particularly will remain dangerous as traffic is funnelled up and down at speed, mostly related to pick-up and drop-off at the station. Just 2 weeks ago, our car parked well within the space north-east of</p>
<p>(o51) Local resident, (Charlbury, Elm Crescent)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support People cannot park there all day and gives others a chance to park</p> <p><u>Shared use parking bays:</u> Church Street – No opinion This is acceptable</p> <p>Market Street – Partially support, Sheep Street – Partially support This gives people the chance to park for an hour rather than a whole day</p> <p>Grammar School Hill/Park Street – Partially support This should be an hour and not 30 minutes</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support All acceptable</p>

	<p>Church Lane residents parking area – No objection Acceptable</p> <p>Church Lane DPPP removal – No objection Acceptable</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Parking is needed</p> <p>Any other comments? Spendlove carpark should have 2 hour bays as well as the existing 60 minute bays</p>
<p>(o52) Local resident, (Charlbury, Enstone Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Hopefully will eliminate a regular bottleneck</p> <p><u>Shared use parking bays:</u> Church Street – No objection Seems sensible</p> <p>Market Street – No objection, Sheep Street – No objection Seems a sensible solution to current parking problems</p> <p>Grammar School Hill/Park Street – No objection Unable to suggest a better solution to current parking problems</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Object Resident only bays are appropriate where residents have no alternative parking facility</p>

	<p>Church Lane residents parking area – No objection I have no objection</p> <p>Church Lane DPPP removal – No objection I have no objection</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support All seem sensible suggestions</p> <p>Any other comments? These proposals will probably cause more parking on Enstone Road. I think there should be a no waiting area established on the west side of Enstone Road from 10 Enstone Road to the crossroads to prevent obstruction, especially opposite the bus stop.</p>
(o53) Local resident, (Charlbury, Enstone Road)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Encourages visits to local shops</p> <p><u>Shared use parking bays:</u> Church Street – Support Prevents rail users parking all day</p> <p>Market Street – Partially support, Sheep Street – Partially support Good for stopping all day parking by rail commuters, but people attending classes in the centre of town that last longer than one hour would be disadvantaged.</p> <p>Grammar School Hill/Park Street – No objection Would allow playgroup pickups</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support</p>

	<p>If they are not shared spaces, there may be huge gaps once residents have gone out for the day, and if nobody else can park, it will push parking to the fringes of town.</p> <p>Church Lane residents parking area – Support Church lane is too narrow for use other than by residents.</p> <p>Church Lane DPPP removal – No opinion I do not know the space, so cannot comment on its suitability.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support There should be no waiting at any time on places where parked cars create gridlock at busy times.</p> <p>Any other comments? If central restrictions are introduced, there should,also be double yellow lines at the top of Enstone Road, between no 10/wychwood House and the crossroads with the Slade. When the centre of town gets busy,(or if traffic were prohibited from parking the</p>
<p>(o54) Local resident, (Charlbury, Enstone Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Will allow older residents or those with less ability who live further out of the town to drive in to collect prescriptions etc. The rest of Browns lane should be permit holders only for residents to park.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support I support permit holder bays for the residents.....BUT....this will push the parking problem to further out of town. The 3 hours no return for 2 hours would help absorb traffic from The Bull, and I support this ONLY if a better solution further out of tow</p> <p>Market Street – Partially support, Sheep Street – Partially support</p>

It will stop commuters from parking there all day....BUT only will work if this is enforced....AND....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here.

Will a

Grammar School Hill/Park Street – **Partially support**

It will stop commuters from parking there all day....BUT only will work if this is enforced.

BUT....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

Improved parking options for residents...BUT.....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here.

Church Lane residents parking area – **Partially support**

Improved parking options for residents...BUT.....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here.

Church Lane DPPP removal – **Object**

I feel that this is needed for disabled / less able to access the church more easily.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

People need to be able to access the amenities in town.

Residents need to be able to park near their homes.

Any other comments?

It is my opinion that the proposed parking restrictions were to be put in place, it will push the parking problems to further out of town....commuters will just park for the day / while on hols in the areas not addressed here thus causing similar problems

<p>(o55) Local resident, (Charlbury, Enstone Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Supporting because priority should be given to residents of those addresses. Will also hopefully support the restrictions that are already in place regarding double yellow lines. Illegal parking on Brown's Lane affects local bus services also and can cause damage to vehicles as the bus is forced through.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Partial because double parking and illegal parking on double yellows is an issue. however i'm mindful of the impact this will have on i.e the nursery, pub and church.</p> <p>Market Street – Partially support, Sheep Street – Partially support Same as above</p> <p>Grammar School Hill/Park Street – Partially support Right of way is already tricky and so far back that when approaching the road it's tricky to see who is coming through. It's already tight with people double parking. However, also mindful of the impact on the pre-school</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Charlbury is a hub for grocery shopping and transport for many surrounding villages. This should be supported by adequate parking options. Public transport is not regular enough to replace this and people should not be required to get a bus if they're feeling ill or need to catch a train. Let's be practical, not ideological.</p> <p>Church Lane residents parking area – Object As above</p> <p>Church Lane DPPP removal – Object Removing access for disabled people does not seem in line with the spirit of a town that likes to pride itself in being inclusive and welcoming</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u></p>
--	---

	<p>Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>Impractical. I would support however better signage on Brown's lane and double yellow lines on Enstone Road, particularly in front of Wychwood House and up to the cross roads, as it can be tricky to enter and exit</p> <p>Any other comments?</p>
<p>(o56) Local resident, (Charlbury, Enstone Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p> <p><u>Shared use parking bays:</u> Church Street – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p> <p>Market Street – Object, Sheep Street – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p> <p>Grammar School Hill/Park Street – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p> <p>Church Lane residents parking area – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p>

	<p>Church Lane DPPP removal – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.</p> <p>Any other comments? The proposals will only move the problem and not address it. The fundamental issues are two fold, firstly the station car park a not big enough, and its expensive. Secondly people buy houses with little or no parking and then abandon their cars, and even</p>
<p>(o57) Local resident, (Charlbury, Enstone Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town</p> <p><u>Shared use parking bays:</u> Church Street – Object I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town</p> <p>Market Street – Object, Sheep Street – Object I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town</p> <p>Grammar School Hill/Park Street – Object I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town</p>

	<p>Residents Permit Holders Parking only bays: Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town</p> <p>Church Lane residents parking area – Object I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town</p> <p>Church Lane DPPP removal – Object Why would you remove disabled parking spaces?! This makes no sense!</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Everything works fine as it is for Charlbury residents - no need to change anything</p> <p>Any other comments?</p>
<p>(o58) Local resident, (Charlbury, Fishers Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support This area needs to be kept free for visitors to the Co-op. Recently cars have been prked there for days at a time.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support The key issue here is enforcement. At present visitors to the local pubs (especially the Bull) park on the double yellow lines in the evenings with impunity. There is no point going ahead with these restrictions unless they can be enforced: a quick visit</p> <p>Market Street – Support, Sheep Street – Support This would help residents to park nearer their homes.</p> <p>Grammar School Hill/Park Street – Support</p>

	<p>Same reason as 7. above.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support As for 7. above.</p> <p>Church Lane residents parking area – Support This is needed as people park here all day and longer when using Charlbury Station.</p> <p>Church Lane DPPP removal – No opinion No strong views on this.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – Support Double yellow lines should only be introduced on the narrower streets. The key challenge is Dyers Hill which is usually congested with Station users. Note that the existing parking restriction on Dyers Hill (one hour a day) seems not to be enforced.</p> <p>Any other comments? These proposals do not address the key problem..the lack of parking spaces. The Council needs to engage with GWR and their parking contractors so that visitors could be encouraged to use the Station Car Park at weekends for a nominal fee (say £3). This ca</p>
<p>(o59) Local resident, (Charlbury, Fishers Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion Parking needs sorting out</p> <p><u>Shared use parking bays:</u> Church Street – No opinion No opinion</p> <p>Market Street – No opinion, Sheep Street – No opinion</p>

	<p>No opinion</p> <p>Grammar School Hill/Park Street – No opinion I don't understand this form</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – No opinion I've responded</p> <p>Church Lane residents parking area – Support All residents need parking</p> <p>Church Lane DPPP removal – No opinion No opinion</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support No opinion</p> <p>Any other comments? Sheep street should have double yellow lines down all one side and only a very few on hebothor OO pavement parking.</p>
<p>(o60) Local resident, (Charlbury, Fishers Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets from which we will now be debarred. This is inequitable.</p> <p><u>Shared use parking bays:</u> Church Street – Object</p>

My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets

Market Street – Object, Sheep Street – Object

My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets

Grammar School Hill/Park Street – Object

My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets from which we will now be debarred. This is inequitable.

Church Lane residents parking area – Object

My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets from which we will now be debarred. This is inequitable.

Church Lane DPPP removal – Object

Surely disabled people need this access?

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

This seems sensible and reasonable.

Any other comments?

	<p>As noted above, my concern is about the negative impact on Fishers Lane residents, whose opportunities to park will be seriously reduced but do not appear to be eligible for permits. I don't think this has been thought through.</p>
<p>(o61) Local resident, (CHarlbury, Fishers Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in on-street parking options and by not being eligible for parking permits.</p> <p><u>Shared use parking bays:</u> Church Street – Object As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in</p> <p>Market Street – Object, Sheep Street – Object As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in</p> <p>Grammar School Hill/Park Street – Object As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in on-street parking options and by not being eligible for parking permits.</p> <p>Church Lane residents parking area – Object</p>

	<p>As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in on-street parking options and by not being eligible for parking permits.</p> <p>Church Lane DPPP removal – Object I believe disabled people need this parking place</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support I believe these proposals are designed to make Charlbury safer for pedestrians</p> <p>Any other comments? As a resident of Fishers Lane I, like many of my neighbours, have no off-street parking and there is no allowed on-street parking on this narrow one-way lane. As a result, I have to park on neighbouring streets. The current proposal means that I will n</p>
<p>(o62) Local resident, (Charlbury, Fishers Lane, Charlbury)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Parking restrictions here will allow more people access to short stay parking while using Charlbury shops.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support these restrictions will help residents find parking and facilitate short stay parking in the town centre by displacing commuters seeking all day parking that avoids paying at Charlbury station car park. My only reservation is over the who qualifies as a re</p> <p>Market Street – Partially support, Sheep Street – Partially support Samer answer as above. I approve of the restrictions in principle but would have a definition of resident that allows people living in adjacent streets to be classified as residents for the purpose of obtaining a parking permit.</p> <p>Grammar School Hill/Park Street – Support</p>

	<p>I support restrictions here because these streets have an especially high incidence of people using the station for commuting parking here all day blocking off spaces for local residents and people wanting to access Charlbury shops and services in the town</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Partially support, Browns Lane – Support, The Playing Close – Partially support</p> <p>I think specifying some residents parking only areas is a good idea in principle but would set a definition of local resident that includes people living in adjacent streets. As mentioned earlier, I live in Fishers Lane which has no possibility of onstreet parking. Fishers' lane residents, in my view, should be allowed to obtain residents' parking permits for streets with restrictions, especially for Sheep Street and the Playing Close, which are close to Fishers Lane. The establishment of resident's permit zones will displace non-residents cars to other streets which will make it even more difficult for people living in Fishers lane, where there is no parking, to find places for their cars. The problem would be avoided if Fishers Lane residents were able to obtain residents' parking permits in some of the streets listed above.</p> <p>Church Lane residents parking area – Partially support Same as my answers to previous questions. Parking permits are ok if Fishers Lane residents are able to obtain permits as well as people actually living in Church Street.</p> <p>Church Lane DPPP removal – No objection This space is often empty, suggesting that it is little used by disabled drivers.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Limited application of no waiting areas will ease traffic flow but there shouldn't be too many of them. Charlbury is desperately short of parking spaces.</p> <p>Any other comments?</p>
(o63) Local resident, (Charlbury, Grammar School Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – Support A quick turnover parking bay would be useful for the Coop.

Shared use parking bays:

Church Street – **Object**

Seems that it disadvantages householders on Church Street. More information is needed on householders' needs. The Bull, by reducing their parking have contravened their contract and pushed their obligation onto nearby streets and Spendlove.

Market Street – **Object**, Sheep Street – **Object**

Not enough detailed information available.

Grammar School Hill/Park Street – **Object**

There isn't a problem on Grammar School Hill at the moment. Householders need their street parking towards the town on Park Street.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No objection**, Sheep Street – **No opinion**, Browns Lane – **Partially support**, The Playing Close – **Object**

The Playing Close residents have parking at the back and visitor parking.

Browns Lane time limited parking Bay is useful.

Church Lane residents parking area – **Partially support**

It seems a reasonable ratio for the residents on Church Street. Other areas I would need more information as to the extent of the problem for residents.

Church Lane DPPP removal – **No objection**

If it is no longer needed by residents.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

No information is given to justify the need.

Any other comments?

We need more information

<p>(o64) Local resident, (Charlbury, Hill Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection n/a</p> <p><u>Shared use parking bays:</u> Church Street – No opinion Need to ensure it works for parents dropping and picking up from Little Monkeys</p> <p>Market Street – Support, Sheep Street – Support Will help local residents to park</p> <p>Grammar School Hill/Park Street – No objection Needs to work for parents dropping and picking up children from preschool</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Must allow a reasonable range of parking options - e.g. residents of bayliss yard need to be able to park where there is a space whether that is pooles lane, browns lane or sheep st</p> <p>Church Lane residents parking area – Support Prevent rail commuters from using it instead of the car park</p> <p>Church Lane DPPP removal – Object Don't understand the reason to remove it</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Not clear where they would be and whether they would impact on existing parking - also unclear if this is as well as or instead of parking proposals for these roads elsewhere in the survey. Support only if it makes sense in addition to existing parking on these roads.</p>
--	---

	Any other comments?
(o65) Local resident, (Charlbury, Hill Close)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support This is unlikely to make much of a difference as most people visiting the coop park in the spendlove car park.</p> <p><u>Shared use parking bays:</u> Church Street – Object This scheme is unnecessary as residents currently have ample parking space available, and it is rare for anyone to need to park more than 50 meters from their homes. While there was a temporary increase in demand for parking in 2023 due to the opening of</p> <p>Market Street – Object, Sheep Street – Object Specific to Market Street, it should be noted that some residents with off-road parking prefer to park on the street, which contributes to the parking issues. However, the presence of parked cars actually helps to slow down traffic, making the street safe</p> <p>Grammar School Hill/Park Street – Object For similar reasons to my previous objections regarding Church Street, Market Street and Sheep Street, the proposed scheme is redundant. The parking issues experienced in 2023 have largely resolved themselves due to a decrease in visitors to the new pubs</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object There is very rarely a problem with parking in any of these areas that would prevent residents from parking close to their homes. Some homes within the area have off-street parking which they choose not to use in favor of parking on the street. Introducing parking restrictions in these areas will push any problems into other parts of Charlbury, thus inconveniencing other residents.</p> <p>Church Lane residents parking area – Object There are only four houses on Church Lane that do not have their own off-street parking, most residents choose to park on the street rather than in their driveways. The current parking restrictions for Church Lane are just right,</p>

	<p>however the lines need repainting and the scheme needs to be policed, it is common for people to park on double yellow lines for long periods as the lines have faded and become broken.</p> <p>Church Lane DPPP removal – Support The disabled space was specifically provided for a resident who has now passed away.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Existing double yellow lines need repainting and parking needs to be policed. Nine Acres Lane and Pound Hill have both recently had their double yellow lines extended that has improved road safety, some further tweaking in these areas may necessary.</p> <p>Any other comments? Two Main Issues Firstly, in 2023, new restaurants and pubs opened in Charlbury. For a short time, these were very popular and featured in the press, making Charlbury 'trendy.' This popularity occasionally caused parking issues in the town centre and at t</p>
(o66) Local resident, (charlbury, Hixet Wood)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Only if resident permit are exempt for those spaces</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Not sure this will ease parking problems. Ideally dedicated resident only spaces with a few shared use spaces.</p> <p>Market Street – Partially support, Sheep Street – Partially support Think probably needs dedicated resident only spaces</p> <p>Grammar School Hill/Park Street – Partially support Need resident only spots. Plus why not Sunday, arguably busier with walkers and pub goers</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Yes please. Sorely needed. Ideally the majority of them</p> <p>Church Lane residents parking area – Object Not if other streets don't get that in the centre. It'll cause knock on problems</p> <p>Church Lane DPPP removal – No opinion Not sure one space makes a difference in the scheme</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion Dunno if it'll make much difference. It's not waiting that's the problem it's people parking up and leaving because there's no wardens</p> <p>Any other comments? Generally in favour of more restrictions in favour of households in the town</p>
<p>(o67) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Good to have space for users of the co-op. However limits spaces for current residents of Browns lane.</p> <p><u>Shared use parking bays:</u> Church Street – Object It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park.</p> <p>Market Street – Object, Sheep Street – Object It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park.</p> <p>Grammar School Hill/Park Street – Object</p>

	<p>It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p> <p>It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park.</p> <p>Church Lane residents parking area – Object</p> <p>It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park.</p> <p>Church Lane DPPP removal – Object</p> <p>I don't feel that by introducing permits you will remove the parking problem. Instead you will push it to other areas of the town for others to deal with. Keep the disabled space rather than introduce permits. Perhaps instead just line out spaces for all</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>If these are placed in areas that if a vehicle where to park it would restrict access then I support it. However if a car could comfortably park there without blocking passing vehicle or pedestrian access it seems a little pointless to me as this could have been a perfectly usable space to park.</p> <p>Any other comments?</p> <p>We need to consider where residents of surrounding roads will park when visitors to the town, (not the visitors of the residents) end up being pushed onto these roads instead. We also need to consider where workers in the town will be able to park such as</p>
(o68) Local resident, (Charlbury, Hixet wood)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection</p>

These are useful spaces if coop car park is full. I would not support this all the way down Browns lane as these spaces are used by residents

Shared use parking bays:

Church Street – Object

I am concerned about the businesses located in the town centre that don't have their own car parks such as the nursery. However The Bell apparently do not let their staff park in their car park...this might help to change their policy!!

Market Street – Object, Sheep Street – Object

I am concerned that introducing a residents permit will push all visitors to the surrounding streets. Most of the airbnbs are in these roads, their guests will not be eligible for permits and each property will not receive enough permits to cover their gu

Grammar School Hill/Park Street – No opinion

.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

I am concerned that introducing a residents permit will push all visitors to the surrounding streets. Most of the airbnbs are in these roads, their guests will not be eligible for permits and each property will not receive enough permits to cover their guests. Many visitors park on double yellow lines anyway, clearly many of these visitors are not put off by a £30 fine if paid in 14 days!

Church Lane residents parking area – Object

I am concerned that introducing a residents permit will push all visitors to the surrounding streets. Most of the airbnbs are in these roads, their guests will not be eligible for permits and each property will not receive enough permits to cover their guests. Many visitors park on double yellow lines anyway, clearly many of these visitors are not put off by a £30 fine if paid in 14 days!

Church Lane DPPP removal – Object

This seems unnecessary...although blue badge holders can park on yellow lines, many don't want to

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

	<p>Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>Does this mean no parking at all? This seems counter productive, the goal should be to increase the amount of available space not reduce it</p> <p>Any other comments?</p> <p>The lack of parking at the train station seems to have had a major impact on parking in the town, there are a number of very vocal residents that have chosen to live in close proximity to the station with no allocated parking that have been badly affected</p>
<p>(o69) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support It moves the problem it doesn't solve it</p> <p><u>Shared use parking bays:</u> Church Street – Partially support The restrictions aren't broad enough, they just move the problem without solving it.</p> <p>Market Street – Partially support, Sheep Street – Partially support We live on the corner of Fishers Lane and Hixet Wood, these restrictions just cause more cars to park in Hixet Wood and its become a problem to park over the last few years as it is, either extend the restrictions or don't bother with them</p> <p>Grammar School Hill/Park Street – Support It will hopefully leave less cars blocking the road outside school time</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support In principal its fine but moves the problem, what alternative parking are you proposing</p> <p>Church Lane residents parking area – No opinion see previous answer</p>

	<p>Church Lane DPPP removal – No opinion see previous answer</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Object, Park Street – Partially support, Grammar School Hill/Park Street – Support, Dyers Hill – Partially support see previous answer make the restrictions go further or don't bother</p> <p>Any other comments? Restricting parking in these areas is obviously necessary but the proposals just move the problem they don't solve it. Hixet Wood is already full of cars from Sheep Street that can't find parking there. There's also a development underway which will incre</p>
<p>(o70) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection In theory, this could add a very few short-term spaces for Co-op users, especially when the car park is full. I don't see the point in having these 30 minute spaces right next to an existing couple that are 1 hour. That is just plain confusing, and will mean the need for even more street signs.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support There has to be some leeway for parents to park for long enough to drop off/collect their offspring from the playschool - unless, of course, they can be persuaded to remind said offspring that their hind legs are there for a purpose.</p> <p>Market Street – Support, Sheep Street – Support Giving residents priority over others. Having said which, it would be really nice if everyone who parks on the east side of Sheep Street could be persuaded to do so on the road, not the pavement.</p> <p>Grammar School Hill/Park Street – No objection Again, there should be space available for parents to park within reasonable distance of the Preschool for drop-off/collect. At the moment, the double yellow lines might as well not be there.</p>

	<p>Residents Permit Holders Parking only bays: Pound Hill/Thames Street – No objection, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – No objection Hopefully it will help traffic flows.</p> <p>Church Lane residents parking area – No objection Church Lane is not a main through route.</p> <p>Church Lane DPPP removal – No objection See previous.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Essential to keep traffic flowing.</p> <p>Any other comments? I do not live in the affected area of the town. We wait to see whether the proposed scheme merely serves to push the parking problem further out from the centre, in which case some consideration will have to be given to providing, as a minimum, H-bars in</p>
<p>(o71) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support My understanding is that the reason for the proposal is the difficulty of parking for people working in Charlbury and visiting The Bull , Amarello or Chloe's. By having short stay bays, will help less able residents to pop in for a meeting or shopping. It will also push much of the longer term parking further into streets away from the Centre. Therefore just pushing the issue elsewhere. Residents' opinion should have priority. Sadly what Charlbury may need is additional edge of town parking. Charlbury may have a need for additional disability parking bays as the population's needs change.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Shifts issue elsewhere, unless anlternative additional edge of town parking is provided.</p>

Work with the station/ Network Rail/ GWR, to reduce fees?

Market Street – **Partially support**, Sheep Street – **Partially support**

These streets should give priority to residents.

Grammar School Hill/Park Street – **Object**

Not sure of the level of need.

I want to give comment not declare one of the compulsory boxes. I do not feel this will solve the parking issues.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

Residents need to be able to park. I believe the scheme is a money raiser first.

Church Lane residents parking area – **Partially support**

Priority to residents.

If a Disabled Persons Bay is needed in a particular place it should be provided.

Church Lane DPPP removal – **No opinion**

A Council money raiser.

Residents of particular streets need priority.

Will shunt issues further afield.

Due to businesses in town, Charlbury may well need an edge of town parking provision in addition to The Spendlove.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

Waiting suggests driver can move vehicle immediately.

Any other comments?

I fear this will not resolve the “current issues” completely.

I do believe these initiatives are money raisers, although I appreciate admin. does cost.

<p>(072) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion We're not affected by the proposals for Browns Lane and feel its best for those in the immediate area to decide</p> <p><u>Shared use parking bays:</u> Church Street – No opinion We're not affected by the proposals for Church St and feel its best for those in the immediate area to decide</p> <p>Market Street – No opinion, Sheep Street – Object As residents living at the lower end of Hixet Wood we write to express our concerns about the proposals for Sheep Street. We understand there may be issues with outsiders taking residents parking spaces, however the bigger problem in this part of town is</p> <p>Grammar School Hill/Park Street – No opinion Please see our response to question 7</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – Object, Park Street – No opinion, Sheep Street – Object, Browns Lane – No objection, The Playing Close – No opinion To reiterate our response to an earlier question..... As residents living at the lower end of Hixet Wood we write to express our concerns about the proposals for Sheep Street. We understand there may be issues with outsiders taking residents parking spaces, however the bigger problem in this part of town is the high proportion of dwellings on Sheep Street, Fishers Lane and Hixet Wood with no off-street parking, which leaves residents vying for a limited number of on-street spaces. At present we benefit from two local developments being at a standstill, which eases the parking pressures and provides a few extra spaces in front of the gates, but this is temporary. When you get a parking space its fine, when you don't, you're obliged to park two or three streets away, so not exactly convenient. This is what the residents of Sheep Street will face on a regular basis if the proposals are introduced. Displacing approx. 6 cars from Sheep Street is not the solution, it's the wrong answer to the wrong question. We're aware of occasional problems with lorries getting stuck, but we'd like to see some serious exploration of other solutions, that don't involve residents paying a heavy price. To make some positive suggestions: 1) Restrict access to larger vehicles, with exceptions as appropriate</p>
--	--

	<p>2) We note that in places the pavements on Sheep Street are very narrow and not user friendly. We suggest that a 'shared surface' might be an option worthy of further exploration. For those unfamiliar with shared surfaces, they are usually combined with lower speed limits, pedestrian priority and restrictions on access. Such a solution would hopefully maintain the existing parking numbers and might even allow the introduction of a few street trees or other embellishments.</p> <p>Church Lane residents parking area – No opinion As residents of Hixet Wood we don't anticipate being directly affected by the proposals for Church Lane</p> <p>Church Lane DPPP removal – No opinion As residents of Hixet Wood we don't anticipate being directly affected by the proposals for Church Lane</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object There is already a significant shortage of parking for residents. Throughout the town there is a high proportion of dwellings with no off-street parking, which leaves residents vying for a limited number of on-street spaces</p> <p>Any other comments? Throughout the town there is a high proportion of dwellings with no off-street parking, combined with limited on-street parking (i.e. in most streets the parking is single sided and in some streets (Fishers Lane, parts of Pooles Lane etc) there is no on-s</p>
<p>(o73) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection understand hard for buses to pass through</p> <p><u>Shared use parking bays:</u> Church Street – Support 3 hours good time for business clients in pubs restaurants and beauticians etc</p> <p>Market Street – Object, Sheep Street – Object should be shared permit holders or 3 hours no return for the businesses</p>

	<p>Grammar School Hill/Park Street – Object should be shared permit holders or 3 hours no return for the businesses</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support should 100 percent include Hixet Wood which is in the same radius from the centre of town and otherwise will get all the pushed out overflow traffic there instead</p> <p>Church Lane residents parking area – Object should allow some 1 to 3 hour parking</p> <p>Church Lane DPPP removal – No opinion if not used much remove</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object will push the parking elsewhere like Hixet Wood which for some strange reason has not been included, and no alternative parking is being offered</p> <p>Any other comments? In the radius from the centre of town, why on earth has Hixet Wood not been included in this survey ? It already gets all the overflow of traffic from the town centres businesses, air b n b s and pubs and from roads like Fishers Lane with no parking facil</p>
(o74) Local resident, (Charlbury, Hixet Wood)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p> <p>If it is enforced then it will assist "shop and go" customers at the Co-op and ease the current problems with the buses and larger delivery LGV/HGV that regularly get stuck at the pinch points. There are few current residents and they have close access to the Spendlove car park whilst the 30 min restriction would allow them to load/unload and cater for any disabled passengers/drivers. There would be only a couple of disadvantaged full-time residents and I regret that their inconvenience is the cost for the town's greater good.</p>

Shared use parking bays:

Church Street – **Object**

Church St is essentially residential, it is wide and would facilitate herringbone parking. "The Bell" hotel has ample on-site parking and would not be affected. The "Heat Store" and "Little Monkeys" nursery would benefit from an occasional use parking str

Market Street – **Object**, Sheep Street – **Object**

Whilst I sympathise with the incumbent residents, as the minority they should not be permitted to export their problem onto the greater majority of Charlbury residents. It seems to me that many of the cars here hardly ever move and are kept for contingenc

Grammar School Hill/Park Street – **Partially support**

I can not see as to how these proposals will change the existing situation though the 30 min restriction would be appropriate along Grammar School hill in recognition of the nursery.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

Several reasons: (1) As a principle, there should be no right (paid for or not) for a resident to effectively "own" a section of the public highway just so as to be able to park a vehicle close to or in front of their property especially as the highway is maintained with public money and, I presume that in most cases, today, that the lack of on-site parking was known when the property was purchased. (2) The streets in question are critical routes through the town. A permit scheme would guarantee that these routes are almost permanently congested as (by observation) these vehicles only move occasionally; in particular, the Playing Close houses have their own bespoke parking at the rear and they choose not to use it. (3) By restricting "first come first served" parking in the centre of the town then the problem of random parking will be exported into the surrounding un-restricted roads eg: Hixet Wood and Pooles Lane. (4) These draconian blanket restrictions will grossly affect the few small businesses within the town by deterring customers and thereby encouraging them to drive elsewhere. (5) (The Community Centre is proving to be a growing and valuable community asset. Its car park already suffers from "long-stay" vehicles and any tightening of local parking restrictions can only exacerbate this problem and force centre-users and potential users to go elsewhere.

Church Lane residents parking area – **Object**

Again, on principle, nobody should be able to buy a "right" to reserve a piece of the public highway, it should be on a "first come first served" basis. In addition, any restriction would prejudice church attendance by the infirm/disabled as

	<p>they would have nowhere to park during the church event. Moreover, from local knowledge, the majority of residents have on-site parking (though a number choose to park on the street) and it seems only 4 households would benefit from reserved slots. Some of the present problem is caused not only by the occasional "rail station user" refugee but also by some overflow cars from the uphill Dyers Hill residents.</p> <p>Church Lane DPPP removal – No objection I understand that the slot is no longer required as the original disabled person has gone.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – No objection, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Object, Dyers Hill – Support</p> <p>(1) Pound Hill - no objection though it will not enhance the observance of the 20 mph speed limit. (2) Nine Acres - it might reduce the town centre congestion caused by the backing up of traffic routing via Dyers Hill. (3) Market St - If actually enforced it would clearly help traffic flow but residents would have to find parking elsewhere which merely exports the problem for the benefit of smoother traffic flow for a 150 yds or so. 4) Browns, Sheep, Park Sts - If enforced then would be welcome; it will solve many angry confrontations. 5) The road is relatively wide and at 20 mph there is plenty of time to negotiate parked vehicles, a "speed hump" would reinforce the issue. 6) Dyers Hill - the proximity of the T junction with Thames St/Market St means that some enhanced restriction is necessary. It will only work however if it is enforced.</p> <p>Any other comments? (1) I emphasise that the selfish interests of a minority (ie: to have some degree of priority over a section of the publicly used, owned and maintained highway using a permit system) should not be at the expense of the majority of townsfolk who should be</p>
<p>(o75) Local resident, (Charlbury, Hixet wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p> <p>I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We need more parking not less. Although I understand this is time restriction it essentially will mean anyone working in the town needs to park on any of the other side roads that isn't restricted. There is an awful lot of residents that only have on street parking as an option. We need more parking not less or more restricted parking.</p>

Shared use parking bays:

Church Street – Object

I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We

Market Street – Object, Sheep Street – Object

I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We

Grammar School Hill/Park Street – Object

I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We need more parking not less. Although I understand this is time restriction it essentially will mean anyone working in the town needs to park on any of the other side roads that isn't restricted. There is an awful lot of residents that only have on street parking as an option. We need more parking not less or more restricted parking

Church Lane residents parking area – Object

I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We need more parking not less. Although I understand this is time restriction it essentially will mean anyone working in the town needs to park on any of the other side roads that isn't restricted. There is an awful lot of residents that only have on street parking as an option. We need more parking not less or more restricted parking

Church Lane DPPP removal – Object

	<p>I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Object, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Concerned that people can't park outside their homes with proposed no waiting at anytime and also when homes need maintenance/work undertaking where will they park or pull over to unloads tools or materials</p> <p>Any other comments?</p>
<p>(o76) Rather not say, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p> <p>I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too. Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads.</p> <p>There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households.</p> <p>This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include</p>

those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood. If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions.

I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours.

Solutions

- 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions.
- 2) Further housing developments removing parking spaces should be scrutinised more carefully.
- 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only.
- 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood.

Shared use parking bays:

Church Street – Object

I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis.

I do not agree with the current

Market Street – Object, Sheep Street – Object

I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis.

I do not agree with the current

Grammar School Hill/Park Street – Object

I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis.

I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too.

Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads.

There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households.

This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood. If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions.

I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has

proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours.

Solutions

- 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions.
- 2) Further housing developments removing parking spaces should be scrutinised more carefully.
- 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only.
- 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood.

Church Lane residents parking area – **Object**

I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis.

I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too.

Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads.

There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households.

This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood.

If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions.

I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours.

Solutions

- 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions.
- 2) Further housing developments removing parking spaces should be scrutinised more carefully.
- 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only.
- 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood.

Church Lane DPPP removal – **No opinion**

I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too.

Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads.

There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households.

This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood. If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions.

I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours.

Solutions

- 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions.
- 2) Further housing developments removing parking spaces should be scrutinised more carefully.
- 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only.
- 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood.

Any other comments?

	<p>I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current</p>
<p>(o77) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use.</p> <p><u>Shared use parking bays:</u> Church Street – Object As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual</p> <p>Market Street – Object, Sheep Street – Object As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual</p> <p>Grammar School Hill/Park Street – Object As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use.</p> <p>Church Lane residents parking area – Object</p>

	<p>As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use.</p> <p>Church Lane DPPP removal – Object As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use.</p> <p>Any other comments? As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual</p>
<p>(o78) Local resident, (CHARLBURY, HIXET WOOD)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Parking for Co-op therefore not required for more than 30 minutes</p> <p><u>Shared use parking bays:</u> Church Street – Object I OBJECT IN PRINCIPLE TO RESIDENTS' PERMIT HOLDERS - WHEN THE HOUSE WAS PURCHASED IT WAS OBVIOUS THERE WAS NO OFF-ROAD PARKING</p> <p>Market Street – Object, Sheep Street – Object AS ABOVE. I WOULD PREFER THAT THE EPIDEMIC OF PAVEMENT PARKING WAS ADDRESSED IN THE FIRST INSTANCE.</p>

	<p>Grammar School Hill/Park Street – Object AS ABOVE.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object REFER TO PREVIOUS COMMENTS. PLUS I THINK IT WILL CAUSE EVEN MORE ARGUMENTS AND BAD FEELING BETWEEN RESIDENTS AND VISITORS.</p> <p>Church Lane residents parking area – Object THERE WOULD BE MORE PARKING SPACES AVAILABLE TO RESIDENTS ON CHURCH LANE IF CURRENT RESIDENTS DID NOT TAKE UP ROAD PARKING SPACES EVEN THOUGH THEY HAVE PRIVATE, OFF-ROAD PARKING.</p> <p>Church Lane DPPP removal – No opinion PARKING IN CHARLBURY IS A NIGHTMARE. IF PARKING SPACES IN THE CENTRE BECOME MORE RESTRICTED THEN THE OUTLYING ROADS WILL BE USED INSTEAD. IT IS JUST SHIFTING THE PROBLEM.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Partially support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support EMERGENCY VEHICLES, BUSES, UTILITY VEHICLES NEED ACCESS AT ALL TIME ON NARROW AND HARD TO NEGOTIATE ROADS</p> <p>Any other comments?</p>
<p>(o79) Local resident, (Charlbury, Hughes Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support This will deter the Bull customers and tain users from taking up parking spaces</p> <p><u>Shared use parking bays:</u> Church Street – Support This will deter train users but will allow parking time for the use of local pubs and businesses.</p>

	<p>Market Street – Support, Sheep Street – Support This will deter train users but will allow parking time for the use of local pubs and businesses.</p> <p>Grammar School Hill/Park Street – Support This will deter train users but will allow parking time for the nursery and pre-school drop off/collect times</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Charlbury centre has very limited on street parking. Full-time residents (NOT a second home/Air B&B) should be able to have a parking permit FOC or for a very nominal fee (less than the £65 suggested). This will also deter The Bull and train users.</p> <p>Church Lane residents parking area – Support as above, mainly to deter train users</p> <p>Church Lane DPPP removal – Partially support Disabled parking spaces should be all allowed where necessary</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>This will also deter The Bull and train users.</p> <p>Any other comments? The suggested restrictions will not be liked by many but are necessary. We have far too many car and not enough parking spaces especially in Charlbury Centre. The new Bull with its severely reduced car park causes problems as do train users. A Long term a</p>
(o80) Local resident, (Charlbury, Hughes Close)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Often my time will be a little longer than half an hour, as I am very slow walker.</p>

	<p><u>Shared use parking bays:</u> Church Street – Support Not really sure but feel I should.</p> <p>Market Street – Partially support, Sheep Street – Partially support I am not sure how this will help me ?</p> <p>Grammar School Hill/Park Street – No objection Not really sure</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Not sure where I could park</p> <p>Church Lane residents parking area – Object Not sure where I can park</p> <p>Church Lane DPPP removal – Object Not sure but what will the loss of that space mean</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Short drop off time is helpful.</p> <p>Any other comments?</p>
(o81) Local resident, (Charlbury, Hundley Way)	<u>'Time-limited' parking bay:</u> Browns Lane – Object There is no reason to introduce 30 minute parking in Charlbury. The minimum should be an hour as set out at present. This would have a negative impact on businesses such as Charlbury Deli.

This proposal has not been properly thought out and will have knock-on impacts on residents in Pooles Lane and Enstone Road, for which no mitigation is provided. It merely transfers a problem from one part of the town to another.

Shared use parking bays:

Church Street – **Object**

This proposal has not been properly thought out and will have knock-on impacts on residents in other parts of Charlbury, for which no mitigation is provided. It merely transfers a problem from one part of the town to another. The reintroduction of echel

Market Street – **Object**, Sheep Street – **Object**

This restricts the amount of parking for customers of the few remaining shops in Charlbury town centre. It would have the effect of hastening the sad transformation of Charlbury into a dormitory.

Grammar School Hill/Park Street – **Object**

There is no reason to introduce 30 minute parking in Charlbury. The minimum should be an hour as set out at present. This would have a negative impact on businesses.

This proposal has not been properly thought out and will have knock-on impacts on resi

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

None of these changes will deliver any benefit given the woefully absent enforcement activity in Charlbury. Businesses such as local hairdressers will be adversely impacted by the removal of parking. The effect will be shop closures and loss of employment.

Church Lane residents parking area – **Partially support**

None of these changes will deliver any benefit given the woefully absent enforcement activity in Charlbury.

Church Lane DPPP removal – **Object**

This is needed by the Church among others. It constitutes a form of discrimination.

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

Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **Partially support**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support**

It is unclear what changes these make.

	<p>However, the extension of double yellow lines on Nine Acres Lane is stupid, for two reasons. The current restrictions were determined to deal with nuisance parking at the junction with Thames Street, and have been a success since they were implemented two years ago. Their extent forms visual narrowing which helps deal with the problems of nuisance speeding and rat running. To “open up” the road for speeding drivers would be detrimental to road safety in a location with a history of serious accidents.</p> <p>Any other comments? These proposals have been forged without adequate consultation or engagement within the Town by a clique of self-interested town councillors who live in the town centre in houses without off street parking, and want to dump Charlbury’s parking problems on</p>
<p>(o82) Local resident, (Charlbury, Hundley Way)</p>	<p><u>‘Time-limited’ parking bay:</u> Browns Lane – Support Would permit holders be exempt from the restriction? I would've thought that they should be. I don't see how the absence of parking restrictions in the evening will make any difference to a cause of what most people believe is the real problem which is that the popularity of recently developed hostelries mean that there is nowhere to park for anyone in the evenings and there is frequently parking on double yellow lines and the bus runs through the centre of town is frequently blocked. However, I think that the 30 minute restriction here is good because it allows people to visit the co-op or town centre shops briefly to run an errand without having to park on a yellow line.</p> <p><u>Shared use parking bays:</u> Church Street – Support This seems sensible. It allows locals or visitors to the town to park for a reasonable amount of time are they either run an errand or have lunch, but it allows residence to have a decent chance of parking. It is unknown in the town how much of a problem</p> <p>Market Street – Support, Sheep Street – Support Same reasons as 5.</p> <p>Grammar School Hill/Park Street – Partially support I don't think the time restriction here makes much sense. Well it does allow parents to drop children off at the popular preschool on this road, half an hour is not enough time to walk into town, run around, and walk back again. I think this should defini</p>

	<p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support</p> <p>I live on the edge of Charlbury and usually walk or cycle into town. On the occasion when I need to drive, for example because I am stopping at my office in sheep Street and continuing somewhere else, or delivering or picking up something big, I think that these restrictions would still allow me to go about my business while allowing residents to park.</p> <p>Church Lane residents parking area – Support This is a no-brainer. There has been an informal residence only parking scheme here for decades, as you know, it's a tiny lane and residence have nowhere else to park. I don't think there's any reason that people should park here, except perhaps the church on Sundays, and I am sure that people who come to church have their own arrangements which have been working for a long time. It would prevent station, importantly.</p> <p>Church Lane DPPP removal – Support As far as I am aware, this is no longer in use. Added to which, a disabled driver would be able to use a residents only parking bay</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>See you in just a couple of places. This question is not clear because it isn't stated where exactly you mean. But I assume you just mean in certain areas.</p> <p>Any other comments? I think that the county, working with district Council and town Council, should try to find a location, for example the cricket Club car park, where drivers who arrive by the dozen every day in the town centre for work purposes are encouraged, or even for</p>
(o83) Local resident, (Charlbury, Hundley Way)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p> <p>I support limited time parking anywhere as long as its policed lawfully.</p> <p>Shared use parking bays:</p>

	<p>Church Street – Support Needs to be policed. But fully support.</p> <p>Market Street – Support, Sheep Street – Support Needs to be policed.</p> <p>Grammar School Hill/Park Street – Support Needs to ve policed.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Needs to be policed.</p> <p>Church Lane residents parking area – Support Needs to be policed</p> <p>Church Lane DPPP removal – No objection Supporting those less able to get around.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Partially support, Browns Lane – Support, Sheep Street – Partially support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Delivery vehicles need to off load.</p> <p>Any other comments? Too many cars get dumped for days/weeks blocking genuine shoppers and residents.</p>
<p>(o84) Local resident, (Charlbury, Kearsy Court)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Ensures people have access to The Co-op and other retail outlets for quick shopping and steady turnover. With restrictions it will need monitoring.</p>

Shared use parking bays:

Church Street – Support

For those coming into town for lunch or accessing other shops for longer but still allows residents local parking to their home. This road is wider so could take more parking for longer. With restrictions it will need monitoring.

Market Street – Support, Sheep Street – Partially support

Market Street has the pharmacy and the deli & Corner House for shorter shopping visits and so complements longer parking in Church St. With restrictions it will need monitoring. Sheep St has less drop in retail so less concerned about short term parking.

Grammar School Hill/Park Street – Object

Would cause confusion as different time restriction (30 min), make it the same as Market St or Church St.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

Object to only permit holders as this would impact on local trade as restricts parking within the retail area and Spendlove Car Park couldn't take the extra capacity. Would support restricted time parking as well as residents.

Church Lane residents parking area – Object

As before, impact on retail outlets. If people cannot easily use the local shops they will disappear.

Church Lane DPPP removal – Object

This space would enable blue badge holders easier access to the church.

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

Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support

People need to have easy access to local shops so object to those roads on the centre. Further less of an issue unless it significantly improves traffic flow.

Any other comments?

Noticed that Thames Street was not included in question for double yellow lines. This I would support as this would improve traffic flow through the town and encourage traffic to go around rather than along Market Street.

<p>(o85) Local resident, (Charlbury, Kearsy Court)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads.</p> <p>Market Street – Support, Sheep Street – Support Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads.</p> <p>Grammar School Hill/Park Street – Support Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads. Particularly support Dyers Hill restrictions as this is currently dangerous due to overparking.</p> <p>Church Lane residents parking area – Support</p>

	<p>Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads.</p> <p>Church Lane DPPP removal – Object There need to be disabled parking options near the church for people with mobility issues.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Driving in the narrower areas of Charlbury such as Dyers Hill has become dangerous due to parked cars.</p> <p>Any other comments? Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads.</p>
(o86) Local resident, (Charlbury, Kendal Piece)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Good idea for coop use. But if they're full it's a long drive around the one way streets to get back to the coop.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Good for residents, but bad for pick up from nursery or use of other businesses.</p> <p>Market Street – Partially support, Sheep Street – Partially support Good for residents, bad for people needing the pharmacy or Chloe's cafe.</p> <p>Grammar School Hill/Park Street – No opinion I don't use this street, so I'm not sure of the effect.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support</p>

	<p>Good for the residents involved, but it means less parking for users or local businesses and train station and dog walking by the river.</p> <p>Church Lane residents parking area – No opinion I don't use this street to do I don't know</p> <p>Church Lane DPPP removal – Object There should always be more disabled parking, not less</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Support, Dyers Hill – Partially support These can be tricky streets to navigate so I understand the need for it, but I'm concerned for any lost parking in town</p> <p>Any other comments? We need more long term parking for staff of local businesses and train users, but this parking plan will only make this worse</p>
<p>(o87) Local resident, (Charlbury, Lees heights)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I am writing to object most forcibly against this scheme. I have been resident in Charlbury for 45 Years and love the town which is a historic town and as such the centre of the town has mostly properties that do not have provision for parking. When buying such a property people should be aware that there is no parking and that they do not own the right to the road outside their house. This ill thought out plan will solve nothing since it does not remove the problem of parking in fact it exacerbates the whole problem as people will just park in other areas making more of the town a problem and the whole thing is likely to create unnecessary ill feeling</p> <p><u>Shared use parking bays:</u> Church Street – Object</p>

Any parking scheme would require enforcement which would increase the costs to every household in Charlbury and I see no reason why owners of property that dont have parking should suddenly be granted parking which will increase the value of their proper

Market Street – **Object**, Sheep Street – **Object**

My same objection goes for all aspects of this ill thought out and devisive scheme. If you dont like not having parking dont buy a house that doesnt provide it as part of the property.

Grammar School Hill/Park Street – **Object**

All the sme aspects as above

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

Residents who own houses that do not have parking as part of their property, purchased their property on that basis and have to live with the consequences. If you activate this scheme it will be detrimental to the whole town and will increase the costs to everybody as it will require management and enforcement

Church Lane residents parking area – **Object**

Once again my objectios are as intrated above

Church Lane DPPP removal – **Support**

I have no obejction to this since this should not create a problem

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

The present double yellow lines are sufficient and do not need changing

Any other comments?

My view is that is an extremely devisive proposal that will do nothing to improve the town and has every chance of creating us and them amongst the residents

<p>(o88) Local resident, (Charlbury, Lees Heights)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object The current 'free for all, first come first served' set up is a fairer balance.</p> <p><u>Shared use parking bays:</u> Church Street – Object The current 'free for all, first come first served' set up is a fairer balance.</p> <p>Market Street – Object, Sheep Street – Object The current 'free for all, first come first served' set up is a fairer balance.</p> <p>Grammar School Hill/Park Street – Support It gives the best balance of competing demand vs availability.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object My selections above give the best compromise balance between competing demands.</p> <p>Church Lane residents parking area – Object The current 'free for all, first come first served' set up is a fairer balance.</p> <p>Church Lane DPPP removal – Object I can't see why this is being considered.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion I'm easy either way.</p> <p>Any other comments? None</p>
--	--

<p>(o89) Local resident, (Charlbury, Lees heights)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support 30 minutes does not give enough time to visit chemist, cornerstone, No 5 for example and stop for a chat with passing residents</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Not necessary for both sides of street</p> <p>Market Street – Support, Sheep Street – Support Narrow roads so happy to discourage parking here</p> <p>Grammar School Hill/Park Street – No objection Not an area I use</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – No opinion, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Object Not necessary on playing close as residents all have private off road parking</p> <p>Church Lane residents parking area – Partially support Collecting items from the church needs somewhere to park</p> <p>Church Lane DPPP removal – No opinion If this is needed for an individual house then yes but otherwise would use it</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Object, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion Reasons stated earlier</p> <p>Any other comments? Remove some disabled spaces in Spendlove car park.</p>
--	---

	<p>Re-site 60 minute spaces to the first bays upon entering car park. Consider purchase of a small strip of school playing field to accommodate 24 hour parking Consider making unused 'scrub' area of 9 acres</p>
<p>(o90) Local resident, (Charlbury, Lees Heights)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object In Charlbury there is only one car park - Spendlove Centre in the centre of Charlbury which is situated by the Co OP store , doctors and dentists surgery - where all the essential services for the people of Charlbury are located. By introducing the proposed parking restrictions - this will create additional pressures on this car park and also other parking areas close by if restrictions proposed come into being. For instance visitors park in the streets included in the proposal to use the facilities such as The Bull and St Mary's church which has very limited parking of its own. Also the residents of the streets included in the proposals are well aware of the parking situation in those areas and should not have preferential treatment at the expense of other residents in the town. The restrictions proposed would not improve the parking provision but merely benefit certain residents in the town at the expense of other residents, and would be unfair.</p> <p><u>Shared use parking bays:</u> Church Street – Object See response in paragraph 3) above</p> <p>Market Street – Object, Sheep Street – Object See response in paragraph 3) above</p> <p>Grammar School Hill/Park Street – Object See response in paragraph 3) above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object see paragraph 3) above</p> <p>Church Lane residents parking area – Object see paragraph 3) above</p>

	<p>Church Lane DPPP removal – Object All disabled persons parking place should be retained for their benefit</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object The introduction of additional double yellow lines will reduce the ability to park in Charlbury. We have limited parking available in the town in any event, and such a measure would simply create more parking issues.</p> <p>Any other comments?</p>
<p>(o91) Local resident, (Charlbury, Little Lees)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support More short term parking required in this location</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Concerned that all parking may be taken by permit holders</p> <p>Market Street – Partially support, Sheep Street – Partially support Concerned that all parking may be taken by residents</p> <p>Grammar School Hill/Park Street – Partially support No parking would be available for staff</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Partially support, Browns Lane – Support, The Playing Close – Support Some shared use preferred on Sheep Street for business users and staff</p> <p>Church Lane residents parking area – Support No alternative parking for residents</p> <p>Church Lane DPPP removal – Support</p>

	<p>Not required</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support These would improve traffic flow</p> <p>Any other comments? Concerned that there will not be enough parking for business staff/visitors</p>
<p>(o92) Local resident, (Charlbury, Little Lees)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It will be difficult for visitors to park outside the houses</p> <p><u>Shared use parking bays:</u> Church Street – Object It will be difficult for visitors to park outside the houses</p> <p>Market Street – Object, Sheep Street – Object This would tend to lead to parking in other roads which will simply move the problem, not solve it.</p> <p>Grammar School Hill/Park Street – Object As above, it will simply move the problem.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object It will just move the problem of long term parking to other areas, including Spendlove and Community Centre car parks.</p> <p>Church Lane residents parking area – Object Visitors will be unable to park outside houses.</p> <p>Church Lane DPPP removal – No objection</p>

	<p>I was not aware of a disabled parking space</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Restrictions will move the problem elsewhere.</p> <p>Any other comments? I do not feel that the restrictions will solve the problems we all know exist. Charlbury was never laid out for motor vehicles, particularly the large ones most seen these days.</p>
<p>(o93) Local resident, (Charlbury, Little Lees)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Support use of local shops and businesses in the town centre. Given the shortage of parking space, longer term parking is not appropriate in this location</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Whilst I support the principle of residents' parking, the proposed availability of permits should be modified in line with the aims and policies of the Charlbury Neighbourhood Plan (CNP). Specifically: 1. Residents should only be eligible for permits if</p> <p>Market Street – Partially support, Sheep Street – Partially support See answer to Q5</p> <p>Grammar School Hill/Park Street – Partially support See answer to Q5</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support See answer to Q5</p> <p>Church Lane residents parking area – Partially support</p>

	<p>See answer to Q5</p> <p>Church Lane DPPP removal – No objection Specific provision no longer required</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Support, Browns Lane – Support, Sheep Street – Partially support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Support where this is absolutely necessary (e.g. to ensure bus access). My objections and partial support relate to inevitable knock-on effects and unintended consequences. E.g.</p> <ol style="list-style-type: none"> 1. Removal of parking on east side of Pound Hill and Nine Acres Lane will make it more difficult for some with mobility issues to access the cemetery. 2. Removal of more parking spaces on Nine Acres Lane will displace parking further out causing new problems and issues that will need to be addressed 3. As with (2) above, further restrictions on Sheep Street will exacerbate the already difficult problems on Hixet Wood <p>Any other comments? These proposals only only address part of the parking-related issues in Charlbury and a broader study and proposal is needed covering the whole town and car park provision and taking account of all priorities for the town and community. Specific concerns</p>
<p>(o94) Local resident, (Charlbury, Little Lees)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Some people/ visitors have to go to talks, sports sessions, art classes etc in the town, park in any space available and 30 minutes is not enough. Needs to be 3 hours as proposed for Church street.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Registered Residents permits should not guarantee a parking space, but only make the residents exempt from any time related charges. Residents did buy properties without parking spaces and should organise their lives accordingly. The unintended consequenc</p> <p>Market Street – Object, Sheep Street – Object</p>

	<p>See answer in 3.</p> <p>Grammar School Hill/Park Street – Object see answer in 3.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object See response in 3 and 7 (Church St)</p> <p>Church Lane residents parking area – Partially support See 3 and 7</p> <p>Church Lane DPPP removal – Partially support Support only if the space is not longer justified</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Only introduce them if they will help ease the flow of traffic and improve visibility. Do not reduce the number of parking spaces unless absolutely necessary.</p> <p>Any other comments? To emphasise, parking permits to only exempt residents (max 2 per household) from time related charges, and do not guarantee a space. For others, parking in the town centre all over should be for 3 hours max, no return within 2 hours, Same as Waitrose par</p>
<p>(o95) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support We support the proposal as long as the Disabled Bay outside the Co-Op is retained.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support</p>

Yes to shared use parking bays, but 3 hours no return within 2 hours is TOO long.
It should be 1 hour no return within 1 hour Mon-Sat 8am to 6pm.

Market Street – **Support**, Sheep Street – **Support**

This would allow permit holders (i.e. residents) to be able to park and 1 hour no return within 1 hour will cater for deliveries.

Grammar School Hill/Park Street – **Support**

Allows permit holders to park and children to be collected or dropped off at the school.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

This proposal would stop the drivers who use the train from parking all day rather than using the station car park and those drivers who are visiting The Bull.

Church Lane residents parking area – **Support**

It will stop commuter parking all day. As with all of these proposals, they need to be enforced.

Church Lane DPPP removal – **Object**

These are too few disabled bays for an ageing and infirmed population in Charlbury.

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

Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support**

It depends on where the double yellow lines would be placed. They may not be necessary if the Permit Holders bays and limited parking times are introduced.

Any other comments?

The residents of Market Street are not listed as eligible to apply for permits.

WHY NOT?

<p>(o96) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object There are always spaces in the Spelndlove car park for co-op customers, but very few for those who want to park overnight and do not have on-street parking.</p> <p><u>Shared use parking bays:</u> Church Street – Support Residents need somewhere to park and often there is nowhere to go.</p> <p>Market Street – Support, Sheep Street – Support Residents often have nowhere to park. However, when the streets eligible for permits are listed, Market Street (our road) is not included. Surely this is a mistake? I am one of many Market Street residents with no off-street parking who finds it very diff</p> <p>Grammar School Hill/Park Street – Support See above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support See above - residents need to have priority, there is parking at Spendlove for visitors</p> <p>Church Lane residents parking area – Support See above</p> <p>Church Lane DPPP removal – No opinion I don't know about this!</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object These are places where displaced Market Street residents often have to go. I don't believe the proposals will increase the number of spaces available sufficiently for even more double yellows. If we reduce the number of spaces, where will we go?</p>
---	---

	Any other comments?
(o97) Local resident, (Charlbury, Market Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection The fewer cars there the better as they often block buses - this way if a vehicle is blocking the route the bus won't be held up for hours.</p> <p><u>Shared use parking bays:</u> Church Street – Object Disincentive to visit Charlbury, park, walk, and return to Charlbury to use any of the few remaining businesses. I am in favour of removing any parking near the junction with Sheep Street/Market Street and also reducing parking bays that cause the top of</p> <p>Market Street – Object, Sheep Street – Object This is an unfair constraint on any visitors to residents of Market Street and Sheep Street, and thus an unfair constraint on residents of Market Street and Sheep Street. An extra cost because both permanent residents and visitors wanting to stay longer t</p> <p>Grammar School Hill/Park Street – Partially support This should be limited to the areas that are close to the school. The actual placement of parking bays along the road - and maybe slightly reduced - should be better considered for vehicles to be able to pass easily.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Because it's just an extra cost - both for residents to have to purchase them, and for them to be supplied and enforced. It just discourages casual visitors from bothering to stop in Charlbury and giving their patronage to the few remaining businesses. Overall, too, it just adds extra stress on people like careworkers and tradespeople working in properties in a large part of Charlbury.</p> <p>Church Lane residents parking area – Object Why should this road get preferential treatment? What about visitors to the church?</p>

	<p>Church Lane DPPP removal – No opinion ?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>I'm in favour of this only on extremely limited portions of these roads in order to allow the free flow of traffic where blockages can currently occur. There's nowhere on Market Street that these don't already exist (other than the parking bays)</p> <p>Any other comments?</p>
<p>(o98) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p> <p>This should prevent long-term parking from interfering with provision for shoppers to access the Co-op.</p> <p><u>Shared use parking bays:</u> Church Street – Object</p> <p>We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of prob</p> <p>Market Street – Object, Sheep Street – Object</p> <p>We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of prob</p> <p>Grammar School Hill/Park Street – Object</p> <p>We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of prob</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p> <p>We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of problems we need to tackle without disproportionately disadvantaging a range of town interests.</p> <p>Church Lane residents parking area – Object</p> <p>We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of problems we need to tackle without disproportionately disadvantaging a range of town interests.</p> <p>Church Lane DPPP removal – No opinion</p> <p>Insufficient knowledge of the background and reasons for the proposal</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u></p> <p>Pound Hill – No opinion, Nine Acres Lane – Object, Market Street – Support, Browns Lane – Support, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>We would regret the loss of some parking spaces in Nine Acres Lane. In our view parking in these spaces, although not ideal, presents no more of a hazard than parking in many of the other spaces available around the town. The spaces are also used by residents of Market Street as a fall-back, when there are no spaces available in Market Street. Where we have no opinion it is because we have insufficient knowledge of the background and reasons for the proposal</p> <p>Any other comments?</p> <p>We are residents of Market Street. We do not support the proposed changes to parking arrangements. We, of course, recognise the difficulties faced by residents, businesses and visitors to the town centre, who are juggling access to parking spots for eit</p>
<p>(o99) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u></p> <p>Browns Lane – No opinion</p> <p>I do not drive to the facilities so cannot comment on what impact the proposals with have.</p>

Shared use parking bays:

Church Street – Partially support

Allows those living on Church Street to park outside their house, but the restriction being three hours allows use of the town centre facilities. I would make the restriction apply 24/7 though.

Market Street – Partially support, Sheep Street – No objection

I would add an additional space outside Apple Tree Cottage - the current keep clear marking is too large relative to others on the road and would not cause any safety issues to have another space there (cars often park there anyway). I support residents

Grammar School Hill/Park Street – Object

There is no need for these spaces to be for permit holders - the houses have off-street parking and if left unpermitted, it is somewhere the staff of businesses in the town centre can park that's relatively near.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Object

I partially support all except the Playing Close. I only partially support because there should be the 1hr exemption for these spaces that there is on Market St and parts of Sheep St and Grammar School Hill. I object the Playing Close because all the houses have off-street parking.

Church Lane residents parking area – Partially support

I only partially support because there should be the 1hr exemption for these spaces that there is on Market St and parts of Sheep St and Grammar School Hill.

Church Lane DPPP removal – No opinion

No opinion

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

Pound Hill – No objection, Nine Acres Lane – Object, Market Street – Support, Browns Lane – Support, Sheep Street – Object, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Object

Those I object, I STRONGLY object - we have a parking problem in Charlbury and the solution is NOT to take away any perfectly good parking spaces.

Those I support are obvious places to have double-yellows (i.e. parking there would stop traffic entirely).

	Any other comments?
(o100) Local resident, (Charlbury, Market Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Browns Lane has some residents that would benefit from being able to park here, and without residents included it will displace them to other nearby areas.</p> <p><u>Shared use parking bays:</u> Church Street – Support Share use parking makes some sense but would should have some areas for residents. The Bell has an enormous car park so there's no real need for 3 hours no return. This would be better 30 mins no return 1 hour.</p> <p>Market Street – Support, Sheep Street – Support Market Street parking is difficult due to the narrowness of the road. Capacity has been added at cost of convenience and safety to some residents.</p> <p>Grammar School Hill/Park Street – Support This Park St/Grammar School Hill proposal balances the local residents vs visitors.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Parking is usually pressurised in these areas with commuters. The Playing Close and Browns Lane already have car park behind Coop.</p> <p>Church Lane residents parking area – Support Visitors to The Bell can use their capacious car park. The infrequency of church events and the unlikelihood of car use to attend such things should be manageable through parking near coop.</p> <p>Church Lane DPPP removal – Support Never seen this in use by disabled persons.</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Support, Browns Lane – Partially support, Sheep Street – Support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>Extremely narrow widths are hazardous for pedestrians due to large cars mounting pavements as not to block the road.</p> <p>Any other comments? Great weight should be given to safety and the character of the town. The historic centre of Church, Market, Sheep St should have fewer, not more parking. The density of cars does not add to the charm of the town.</p>
<p>(o101) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Browns Lane is narrow, with large vehicles including scheduled buses passing throughout the day. Priority should be given to residents.</p> <p><u>Shared use parking bays:</u> Church Street – Support The proposal will help residents park in an area where cars park for The Bull and The Bell.</p> <p>Market Street – Support, Sheep Street – Support Both streets are narrow, with residents struggling to park with visitors parking for long periods to use local amenities.</p> <p>Grammar School Hill/Park Street – Support This would help residents and those dropping off their children to the pre-school on Grammar School Hill.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support All these areas are narrow. Many are not wide enough for two cars to pass, but traffic is permitted to travel in both directions. Parking must be difficult for residents. On Dyers Hill there is the added complication of cars parking to avoid parking charges for the train station.</p> <p>Church Lane residents parking area – Support On Church Lane cars park to avoid parking charges for the train station.</p>

	<p>Church Lane DPPP removal – No opinion I do not know enough about why this was in place previously. If it no longer found useful to disabled people and residents parking found more useful, then it would make sense.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support I feel these areas should already have double yellow lines, as one couldn't park without totally restricting traffic flow.</p> <p>Any other comments?</p>
<p>(o102) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection No objection</p> <p><u>Shared use parking bays:</u> Church Street – No objection No objection</p> <p>Market Street – Support, Sheep Street – No objection There is never enough parking for residents. Hopefully this will enable me to always find parking on Market street as I am a resident My address is Bramley Barn Market Street. I assume I will be eligible for resident parking</p> <p>Grammar School Hill/Park Street – No objection No objection</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection no objection</p> <p>Church Lane residents parking area – No objection no objection</p>

	<p>Church Lane DPPP removal – No objection no objection</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support There should be some provision for someone to park to drop off passengers or parcels</p> <p>Any other comments?</p>
<p>(o103) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion I'm not aware of any parking problems on Browns Lane.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion The current restrictions aren't properly enforced (parking on double yellow lines) so I'm not convinced this change would be either.</p> <p>Market Street – Object, Sheep Street – Object Please enforce existing restrictions (parking on double yellow lines, parking on Keep clear lines) before bringing any new restrictions in. I do not see why residents should pay to park by their properties in Sheep St or Market St.</p> <p>Grammar School Hill/Park Street – No opinion I don't think there is a problem here.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object See above.</p> <p>Church Lane residents parking area – Support</p>

	<p>This road is congested with commuter parking for the station.</p> <p>Church Lane DPPP removal – Object There are too few disabled parking spaces as it is.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support It depends where they are. But they aren't enforced so are they going to work?</p> <p>Any other comments?</p>
<p>(o104) Local resident, (Charlbury, Market street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object The purpose of the consultation and proposals are to manage commuter parking. There is scant evidence that commuter parking is the real issue and therefore restrictions on residential streets not the solution to the intermittent parking challenges caused by capacity issues.</p> <p><u>Shared use parking bays:</u> Church Street – Object The proposal is to manage commuter parking for which there is little evidence. Restricting parking in this manner does not address the capacity issue.</p> <p>Market Street – Object, Sheep Street – Object I live in market st. There are no/ almost no commuters parking here. There is a capacity issue for which parking permits is not a solution.</p> <p>Grammar School Hill/Park Street – Object There is a capacity issue, virtually no commuters on this road as it is too far from the station, dealing with whom is the purpose of this “consultation “. Therefore it is not going to solve the “problem”</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p>

	<p>The proposals will not solve the problem of parking capacity and will push the parking further onto other streets in Charlbury without solving the issue.</p> <p>Church Lane residents parking area – Object This will not solve the problem as the problem is not commuters, it is capacity</p> <p>Church Lane DPP removal – No opinion If no disabled person requires it then I have no objection</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object These restrictions will not solve the capacity issue - treating the symptom . At the bottom of park st on the left hand side, double yellow lines should be imposed as parking there obstructs the buses.</p> <p>Any other comments? Again the issue is one of capacity. Charlbury provides, work, leisure, shopping and the train station. Co ideation should be given to increasing capacity at the Spendlove centre should improve many of the short term challges. Getting a parking improvement</p>
<p>(o105) Local resident, (Charlbury, Nine Acres Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with commuter's leaving their cars outside my home on Nine Acres Lane.</p> <p><u>Shared use parking bays:</u> Church Street – Object The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with</p> <p>Market Street – Object, Sheep Street – Object</p>

The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with

Grammar School Hill/Park Street – Object

The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

The reason I am objecting to this is that only a small portions of the town are covered. The whole town should have been taken into consideration. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. These proposal's just push the problems elsewhere. I already have problems with visitors/commuter's leaving their cars outside my home on Nine Acres Lane.

Church Lane residents parking area – Object

The reason I am objecting to this is that only a small portions of the town are covered. The whole town should have been taken into consideration. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. These proposal's just push the problems elsewhere. I already have problems with visitors/commuter's leaving their cars outside my home on Nine Acres Lane.

Church Lane DPPP removal – No opinion

If there is a disabled car parked there then leave it.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

The reason I am objecting to this is that only a small portions of the town are covered. The whole town should have been taken into consideration. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. These proposal's just push the problems elsewhere. I already have problems with visitors/commuter's leaving their cars outside my home on Nine Acres Lane.

Any other comments?

	<p>The whole town should have been taken into consideration and the effect that these proposals may have on other areas. The proposals remove one problem, namely more central, and create more.</p>
<p>(o106) Local resident, (Charlbury, Nine Acres Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support To keep these bays for short visits to town centre shops.</p> <p><u>Shared use parking bays:</u> Church Street – Support 3 hours in plenty for a visit to enjoy a meal in the local eateries.</p> <p>Market Street – Support, Sheep Street – Support Ample time for visiting the pharmacy.</p> <p>Grammar School Hill/Park Street – Support Ample time for parents to drop off/pick up at pre school.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support To discourage commuter parking.</p> <p>Church Lane residents parking area – Support To discourage commuter parking.</p> <p>Church Lane DPPP removal – Support No longer needed.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support To ease the flow of traffic through the town.</p> <p>Any other comments?</p>

<p>(o107) Local resident, (Charlbury, Nine Acres Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support So that these spaces could be used by people 'popping' into the Co-op or down to the Chemist</p> <p><u>Shared use parking bays:</u> Church Street – Support Seems a sensible way of controlling parking on Church Street</p> <p>Market Street – Support, Sheep Street – Support Again seems a sensible way of controlling parking</p> <p>Grammar School Hill/Park Street – Support Hopefully lets parents park when dropping off or picking up children from pre school</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support This lets residents and their visitors park near to their homes</p> <p>Church Lane residents parking area – Support Enables residents to park</p> <p>Church Lane DPPP removal – Object It's helpful to have somewhere for disabled people to park when visiting the church</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support I assume that you mean in conjunction with the proposals for parking bays where cars currently park.</p>

	<p>Any other comments? We live on Nine Acres Lane and can usually find a parking place outside our house, we use our driveway too. In general non resident parking is manageable even when there are sports activities on the playing fields</p>
<p>(o108) Local resident, (Charlbury, Nine Acres Lane/Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection This will help the buses get through and delivery lorries and those who want to just pop into the Co Op quickly</p> <p><u>Shared use parking bays:</u> Church Street – Partially support This should make life easier for all</p> <p>Market Street – Object, Sheep Street – Object I live at the top end of Nine Acres Lane where it joins Nine Acres Close, just before the bend. Moving the parking away from certain areas of the town centre will push it out to residential areas such as Nine Acres Lane/Close, where we already have issue</p> <p>Grammar School Hill/Park Street – Partially support This will stop the Station parkers from being there all day every day and those who park on the bend up past the old Grammar School.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – No objection, Browns Lane – Object, The Playing Close – No objection See previous responses.</p> <p>Church Lane residents parking area – No objection It must be extremely difficult for the residents of Church Street to park outside their homes with the Station users parking there.</p> <p>Church Lane DPPP removal – No objection Unless used by a resident, I'm not sure why it is there.</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Partially support, Nine Acres Lane – Support, Market Street – Object, Browns Lane – Support, Sheep Street – Support, Park Street – Partially support, Grammar School Hill/Park Street – Support, Dyers Hill – Partially support</p> <p>..</p> <p>Any other comments? I am extremely concerned that any restrictions made to parking in town will push parking out to the residential areas on the outskirts of town such as Nine Acres Lane and Close, where, as previously stated, we already have issues with vehicles being left</p>
<p>(o109) Local resident, (Charlbury, Nineacre)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support resident concerned about parking</p> <p><u>Shared use parking bays:</u> Church Street – Support resident concerned about parking</p> <p>Market Street – Support, Sheep Street – Support resident concerned about parking</p> <p>Grammar School Hill/Park Street – Support resident concerned about parking</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support resident concerned about parking</p> <p>Church Lane residents parking area – Support resident concerned about parking</p> <p>Church Lane DPPP removal – Support resident concerned about parking</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support resident concerned about parking</p> <p>Any other comments? Parking availability in Charlbury has become a significant issue, particularly for residents. Several factors contribute to this problem: Commuters to London: Many people use Charlbury as a convenient parking spot while they travel to London by train. Th</p>
<p>(o110) Local resident, (Charlbury, No road in address)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Might lead to increase of cars parking per day if shorter time</p> <p><u>Shared use parking bays:</u> Church Street – No objection It might be helpful</p> <p>Market Street – No objection, Sheep Street – No objection Could reduce number of casual use by non residents</p> <p>Grammar School Hill/Park Street – No objection Same answer as for no 8.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – Support, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion Reduction of parking on Dyers Hill by non residents</p> <p>Church Lane residents parking area – Partially support It would prevent rail passengers using Church Lane instead of station car park but there should be scope for parking by church users/visitors</p>

	<p>Church Lane DPPP removal – No opinion Need for flexibility; also need to reinstate 'no parking' bay opposite entrance to Church Close (created years ago when emergency service couldn't enter close by not repainted since).</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Unrealistic</p> <p>Any other comments? Please see previous comment about need to reinstate no parking area opposite entrance to Church Close</p>
<p>(o111) Local resident, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support I think the needs of residents in the town centre need to be prioritised. These spaces are frequently taken up by those using local amenities (the eateries) - it should be the responsibility of those venues to provide parking for customers, or to signpost to dedicated affordable spaces elsewhere.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Only partial support as I would go further and say these should not be shared use. There should be dedicated resident only sections. No returns should be limited to 30 minutes and it should be week round given that Sunday is just as busy as any other day.</p> <p>Market Street – Partially support, Sheep Street – Partially support As above, partial support only as I think it should go further and have fully restricted resident only spaces, with dedicated, affordable and accessible spaces for amenities users elsewhere.</p> <p>Grammar School Hill/Park Street – Support As above, partial support only as I think it should go further and have fully restricted resident only spaces, with dedicated, affordable and accessible spaces for amenities users elsewhere.</p> <p>Residents Permit Holders Parking only bays:</p>

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

Parking issues have substantially increased in the past year with the opening of two new pubs and return to office, leading to increases in commuters and visitors. This has increasingly problematic particularly for young families and those with mobility issues, who cannot park on their own street, let alone near their house. This has worsened with the extension of double yellows e.g. Grammar School Hill, which whilst well intentioned for safety has simply removed more spaces that were often used as overflow when visitors take up spaces, and pushed the problem onto other streets.

It also causes knock on congestion issues where households have to stop traffic to load/unload on street. I appreciate the need to balance needs and provide access to amenities for visitors, but I do think the needs of local residents, particularly in the town centre must be catered for in the first instance. Particularly so when establishments choose to reduce their own parking facilities in favour of additional seating; it is their responsibility to accommodate for customers.

Complex shared use bays, more yellow lines, no returns etc., etc., will just require additional policing and incur additional cost. Plus unless they are enforced at key times generally get ignored when people know they can get away with, or are prepared to take the financial hit (as many clearly are) anyway.

A blanket "residents only" approach in the key areas, with a small number of time restricted, shared use spaces, coupled with dedicated, accessible and affordable parking for visitors elsewhere, i.e. the Spendlove Centre which is poorly configured and under utilised, is much more likely to be adhered to and will be much easier and more cost effective to enforce in the long-term.

Church Lane residents parking area – **Partially support**

My concern with doing this, and not having 'Residents permit holders parking only' on the entire length of Market Street, Thames Street, Park Street, is that it will simply push the problem onto these roads and just exacerbate parking issues.

Church Lane DPPP removal – **Support**

I hear and understand the concerns of visitors to the town centre who have mobility issues but I rarely see this space in use (not by blue badge holders anyway) and would have thought that a dedicated space outside the pharmacy on Market Street and anothe

'No Waiting at Any Time' (double yellow lines):
Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

	<p>I think there are areas where this is more of an issue than others. It is unlikely to be adhered to, difficult to enforce and will be an issue for e.g. trades people and grocery deliveries but in principle it is needed</p> <p>Any other comments? I firmly believe that a residents permit scheme is needed, particularly in the town centre. But I do also think it needs to be carefully considered and equitably applied; if roads are restricted in their entirety but not others it will have a disproportio</p>
<p>(o112) County Cllr, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection This will allow people to park for a short time outside the Co-op</p> <p><u>Shared use parking bays:</u> Church Street – Support This will allow people who visit the pubs and shops to park locally while also allowing residents to park</p> <p>Market Street – Support, Sheep Street – Support Will allow people to visit and park as well as providing parking for residents</p> <p>Grammar School Hill/Park Street – No objection Allows people driving to the pre-school to park while also providing parking for residents</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support This will deter people using the station from parking in the town instead of using the station car park</p> <p>Church Lane residents parking area – No objection This will deter people using the station from parking in the town instead of using the station car park</p> <p>Church Lane DPPP removal – No objection No longer needed as the resident for whom this was installed no longer lives in Church Lane</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Needed to allow the free flow of traffic in narrow streets</p> <p>Any other comments?</p>
<p>(o113) Local resident, (CHARLBURY, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection</p> <p>I assume this is on the entrance to the Spendlove car park. On Brown's Lane itself there is a disabled parking bay on the north side which I trust will remain there. There is nothing in the consultation about disabled parking bays.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion</p> <p>Because I do not have an opinion.</p> <p>Market Street – No objection, Sheep Street – No objection</p> <p>This seems perfectly fair to the residents of those streets.</p> <p>Grammar School Hill/Park Street – Object</p> <p>My objection is that parking in Park Street is currently on the west side. If this is changed to the east side it is going to make the road awkward at the north end where the road narrows.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection</p> <p>I have no objection because I think some parking reserved for residents is fair but am slightly worried about how localised the permits will be, e.g., will a Sheep Street permit work in Market Street?</p> <p>Church Lane residents parking area – Partially support</p> <p>I do not think the residents of Church Lane need that much space. There should be some space for non-permit holders.</p> <p>Church Lane DPPP removal – Object</p> <p>Is there any evidence that it is not required? I have used it.</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion Basically I have no objection but would have liked a map/plan of where these restrictions are to go before saying so.</p> <p>Any other comments? They could have been a little more detailed. A map would have been helpful and an indication of how many non-permit bays there are to be in any particular street/lane. There is no mention of how these restrictions are to be enforced without which the whol</p>
(o114) Local resident, (Charlbury, Park Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Coop shopping</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Good for residents</p> <p>Market Street – Support, Sheep Street – Support Good for residents</p> <p>Grammar School Hill/Park Street – Partially support Good for residents and pre-school</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Good for residents. Not great for businesses/workers.</p> <p>Church Lane residents parking area – Support Stop rail users parking here</p>

	<p>Church Lane DPPP removal – No opinion Not sure about this one</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Good for residents, not great for businesses/workers</p> <p>Any other comments?</p>
<p>(o115) Local resident, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support This would allow people to pop into the co-op without having to park in the main Spendlove car park. Permit holders parking will address the needs of local residents.</p> <p><u>Shared use parking bays:</u> Church Street – Support It makes sense that residents should have priority over visitors. This proposal balances the need for parking for users of The Bull with that of residents.</p> <p>Market Street – Support, Sheep Street – Support Sheep street is particularly crowded, with cars parking on pavements and sometimes causing an obstruction to other road users. Some regulation of the parking on both Sheep Street and Market street is long overdue.</p> <p>Grammar School Hill/Park Street – Support I am one of the residents of Park Street who has no off-street parking. We often find that people park on the street to access the railway station and the town, making it impossible to park close to home.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support</p>

	<p>I have previously submitted responses supporting the introduction of residents' parking permits. Since then, the success of The Bull and The Bell has made parking at certain times almost impossible. I fully support the proposals as written.</p> <p>Church Lane residents parking area – Support There are too many people using Church Lane and Dyers Hill as "commuter parking bays".</p> <p>Church Lane DPPP removal – No objection I don't know why the bay was originally required or whether it is still required by any disabled residents. I will leave this for others to comment.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Having considered the detailed plans for each of the above, I conclude that the proposals are in the interests of all residents of Charlbury. The proposals for Browns Lane and Church Street in particular will help with getting buses through the town without delays.</p> <p>Any other comments? It's good to see the County Council listening to the local community and taking action to address their concerns. This can only be a good thing for Charlbury.</p>
<p>(o116) Local resident, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Easier for Coop customers</p> <p><u>Shared use parking bays:</u> Church Street – Partially support This should include Sundays and the time limit should be extended. Church Street is often at its worst at these times. Pub customers don't seem to care where they park</p> <p>Market Street – Partially support, Sheep Street – Partially support Time limit should be extended to, say, 9pm.</p>

	<p>Grammar School Hill/Park Street – No objection Seems sensible</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion Visitors to businesses have to park somewhere. We can't exclude them from the whole of the town centre</p> <p>Church Lane residents parking area – Partially support Part of the problem on Church Street is that restrictions are not enforced</p> <p>Church Lane DPPP removal – No opinion I think at least one resident has a disabled badge</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object If I am understanding this correctly this would ban parking entirely in the centre of town</p> <p>Any other comments? I think that all road markings were redone (white and yellow lines) and the restrictions were enforced regularly especially on Friday evenings and at weekends, we would have fewer problems. I have seen cars left on Church Street and park Street for weeks</p>
(o117) Local resident, (Charlbury, Park Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support There should be the option for resident permits as well for those living on the road</p> <p><u>Shared use parking bays:</u> Church Street – Partially support I think this should be more in favour of resident permit parking rather than shared use</p> <p>Market Street – Support, Sheep Street – Support Up to 1 hour no return makes sense for non-resident parking here</p>

	<p>Grammar School Hill/Park Street – Partially support Priority should be given to resident parking but ensuring this also includes those working at the pre-school as a business permit</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Fully support as parking in the town as a resident is increasing difficult, sometimes we are having to park far away from home which is particularly difficult for a young family and those with mobility issues. There is clear evidence of commuters parking on these roads rather than the station car park which means spaces are taken all day. The pubs have also resulted in more visitors using up these spaces. We also often see non residents parked irresponsibly eg across drives and blocking the road so buses can't pass</p> <p>Church Lane residents parking area – Support This should reduce commuters using church lane instead of the station car park</p> <p>Church Lane DPPP removal – Support Agree, it would be better placed closer to facilitates like the chemist and corner house</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support It can be dangerous when people park irresponsibly on white lines / double yellows</p> <p>Any other comments? Thank you for putting this survey out to the town and considering a residents permit scheme. Currently residents are not being prioritised over casual visitors to the town and the situation has got much worse over the past few years with the pub popularit</p>
<p>(o118) Local resident, (Charlbury, Park street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support To allow clear flow of traffic for buses</p>

	<p><u>Shared use parking bays:</u> Church Street – Support This will allow residents to find spaces and allow visitors to local businesses time to park.</p> <p>Market Street – Support, Sheep Street – Support Allows residents space as well as visitors to local businesses</p> <p>Grammar School Hill/Park Street – Partially support Spaces here are currently a bit more freely available vs church st, park st and could provide some overspill spaces for visitors to Charlbury with the need for visitor permits. However would be beneficial to implement for residents without driveway space</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Allow space for residents parking.</p> <p>Church Lane residents parking area – Partially support For visitors to the church, some visitor spaces could be useful for those less mobile.</p> <p>Church Lane DPPP removal – No opinion Unsure of residents ability status in church lane.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Allow free flow of traffic</p> <p>Any other comments?</p>
<p>(o119) Local resident, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Good for Coop shopping etc</p>

	<p><u>Shared use parking bays:</u> Church Street – Support So residents can park</p> <p>Market Street – Support, Sheep Street – Support So residents can park</p> <p>Grammar School Hill/Park Street – Support So residents can park and also parents can drop of at pre-school</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Partially support So residents can park</p> <p>Church Lane residents parking area – Support So residents can park</p> <p>Church Lane DPPP removal – Support Does anyone use it?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support To stop obstructive/dangerous parking</p> <p>Any other comments? It is essential to put double yellow lines outside 1 Marlborough Cottages on Park St (current a white H bar is painted there). With new restrictions more drivers will be tempted to park there and block the road to public buses and lorries. It is a very na</p>
(o120) Local resident, (Charlbury, Park street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Seems fair - adequate parking is available in the Spendlove car park already.</p>

Shared use parking bays:

Church Street – **Support**

Shared use seems fair given need to provide some parking for accessing local businesses. Doesn't take into account parking needs of employees at local businesses however.

Market Street – **Partially support**, Sheep Street – **Support**

Supporting sheep street as parking here for residents is a total nightmare. Market street a stronger case for mixed use given businesses.

Grammar School Hill/Park Street – **Partially support**

Support some shared use here to allow people to park and walk into the town centre. However the priority on park street must be providing residents with reliable parking access - at present it is a total nightmare. The area is a hotbed of people parking t

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

There must be some reserved parking for residents only. On park street in particular where the pavements are narrow it is a huge problem with non residents badly parking and either blocking access to front doors or blocking the way for the s3 bus which is forced to mount the pavement on the other side, causing hazards to pedestrians. I support some mixed parking use at the top of grammar school hill outside the pre-school but park street itself must be reserved for residents of park street. Where residents in charlbury don't have off street parking they must be able to park near their properties - not only for ease of access but also in case in future they wish to install charging stations for e-vehicles. Having the ability to park outside their property is essential to charge given the total lack of public provision in charlbury and critical if the town is going to live up to its e-credentials.

Church Lane residents parking area – **Partially support**

I support a mixture of residents only and mixed use given the need for parking in the area to access local businesses.

Church Lane DPPP removal – **Object**

Why would this be a good idea?

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

	<p>Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>I would partially support but if the town starts putting double yellows everywhere including the few remaining places that people can park if / when the permit system / new rules comes in then won't that make the parking situation worse? Some additional parking capacity needs to be created to make the propose permit / restriction system work effectively otherwise we will only make the problem worse</p> <p>Any other comments? I support in principle the idea of introducing a permit system so that residents in central Charlbury without off street parking are guaranteed parking near their properties. For access but also for charging e vehicles from their priorities. This is essen</p>
<p>(o121) Local resident, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support 1 hour not 30 minutes would be better.</p> <p><u>Shared use parking bays:</u> Church Street – Support To help prevent long term parking</p> <p>Market Street – Partially support, Sheep Street – Partially support Will impact on local business</p> <p>Grammar School Hill/Park Street – Partially support Again this will affect local business and their employees</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support The object is to prevent all day parking for the station and enable residents to have their own parking space.</p> <p>Church Lane residents parking area – Support No business in this area and to stop station parking</p>

	<p>Church Lane DPPP removal – No opinion N/A</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object There has to be some parking in all of these roads otherwise the town will become a ghost town, too extreme!!!</p> <p>Any other comments? Banning parking on parts of the above roads will be detrimental to the Town as a whole, affecting residents, businesses and visitors. Limited parking would be better.</p>
<p>(o122) Local resident, (Charlbury, Pooles lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It pushes the problem into the peripheral/surrounding areas where I live. We are a few meters from the playing close with very limited parking anywhere near our house. The best option, a partial use of wychwood paddock as a car park. Isn't it council owned?</p> <p><u>Shared use parking bays:</u> Church Street – Object It spreads the problem</p> <p>Market Street – Object, Sheep Street – Object Spreads the problem.</p> <p>Grammar School Hill/Park Street – Object Spreads problem</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Spreads the problem into neighbouring areas.</p>

	<p>Church Lane residents parking area – Object Spreads problem</p> <p>Church Lane DPPP removal – No opinion Blah</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Loss of parking places</p> <p>Any other comments? Just because Charlbury has become a fashionable place to visit since the pandemic, there is no need to over react and impose a CPZ eventually over the whole of Charlbury. Once you start in one area everywhere will follow out of necessity. Have some foresight</p>
<p>(o123) Local resident, (Charlbury, Pooles Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Improve access to parking for shopping at the Coop, which is a short-term requirement. There is no justification for parking longer in this location.</p> <p><u>Shared use parking bays:</u> Church Street – No objection No justification for longer-term parking, except for residents. Long enough to visit the church or graveyard if non-resident.</p> <p>Market Street – Partially support, Sheep Street – Partially support Parking often obstructs these streets, particularly Sheep Street. Permits should *only* be granted to those properties without any off-street parking.</p> <p>Grammar School Hill/Park Street – Partially support Parking can obstruct other vehicles. Permits should *only* be granted to those properties without any off-street parking.</p>

	<p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Object Permits should *only* be granted to those properties without any off-street parking. In the case of The Playing Close, there is no case for Resident Only permits in front of the Cognatum properties as these all have garages.</p> <p>Church Lane residents parking area – Partially support Permits should *only* be granted to those properties without any off-street parking.</p> <p>Church Lane DPPP removal – No opinion Not sure of location of disabled space.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Though unsightly and out of character with the centre of town, this seems to be the only way to discourage thoughtless and sometimes dangerous parking.</p> <p>Any other comments? The proposals do not address the fundamental problem of too many over-large vehicles in a historic market town. Without substantially increasing the *number* of short and long-stay places the parking problem is likely to be shifted to areas further from t</p>
(o124) Local resident, (Charlbury, Pooles Lane)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object The situation is fine as it is.</p> <p><u>Shared use parking bays:</u> Church Street – Object Staff parking is equally as important as residents parking. Without provision for the former, the latter ought not to be considered. This simply guarantees the wealthy, comfortable residents of the Conservation Area are further privileged over the low pai</p> <p>Market Street – Object, Sheep Street – Object</p>

	<p>Staff parking is equally as important as residents parking. Without provision for the former, the latter ought not to be considered. This simply guarantees the wealthy, comfortable residents of the Conservation Area are further privileged over the low pai</p> <p>Grammar School Hill/Park Street – Object As above. There is no need for a residents parking scheme in Charlbury.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Apart from the social recklessness of this. You will have to extend the scheme - as well you know. How can the residents of Fishers Lane or Pooles lane not be given resident permits? They are the households that will be most heavily affected by the scheme. They have no parking.</p> <p>Church Lane residents parking area – Object I object to the scheme on principal - but if you were going to do it, this would be the place.</p> <p>Church Lane DPPP removal – Support It's no longer used or needed.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object The OCC are being led up the Garden Path. It's just not necessary.</p> <p>Any other comments? There is no need for a residents scheme in Charlbury. It's a small town - with no overflow parking other than the Spendlove. For a scheme to work, as of course you know, it would have to cover the whole area inside the Slade - to the station. Why not just</p>
(o125) Local resident, (Charlbury, Pooles Lane)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full?</p>

And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement.

Shared use parking bays:

Church Street – Support

Thoroughly support the proposals. Parking is chaotic in Charlbury

But where will these vehicles park, given that the 'coop parking' is usually full?

And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and

Market Street – Support, Sheep Street – Support

Thoroughly support the proposals. Parking is chaotic in Charlbury

But where will these vehicles park, given that the 'coop parking' is usually full?

And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and

Grammar School Hill/Park Street – Support

Thoroughly support the proposals. Parking is chaotic in Charlbury

But where will these vehicles park, given that the 'coop parking' is usually full?

And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support

Thoroughly support the proposals. Parking is chaotic in Charlbury

But where will these vehicles park, given that the 'coop parking' is usually full?

And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement.

Church Lane residents parking area – Support

Thoroughly support the proposals. Parking is chaotic in Charlbury

But where will these vehicles park, given that the 'coop parking' is usually full?

And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement.

Church Lane DPPP removal – Support

Thoroughly support the proposals. Parking is chaotic in Charlbury

	<p>But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement.</p> <p>Any other comments? We need more communal parking</p>
(o126) Local resident, (Charlbury, Potter Close)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection No particular views on it</p> <p><u>Shared use parking bays:</u> Church Street – Support There is a need for additional parking on Church Street</p> <p>Market Street – Support, Sheep Street – Support Would be helpful to businesses in the town centre</p> <p>Grammar School Hill/Park Street – Partially support Not sure. This area. Is not very central to Charlbury.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Depends if there is still adequate space for traffic to use these streets</p> <p>Church Lane residents parking area – Support</p>

	<p>It would prevent parking by users of the railway station</p> <p>Church Lane DPPP removal – Partially support It is probably not required</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Object, Browns Lane – No objection, Sheep Street – No objection, Park Street – No objection, Grammar School Hill/Park Street – No objection, Dyers Hill – No objection</p> <p>Sometimes it is necessary to be able to park for a short time on Market Street to visit the pharmacy and to allow food bank deliveries from the Corner House</p> <p>Any other comments? There is no mention of parking at the Spendloce Centre. There is an urgent need to restrict the amount of all day parking here to allow better use of the car park for shoppers.</p>
<p>(o127) Local resident, (Charlbury, Potter Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Often road blocked by waiting traffic or incorrectly parked cars</p> <p><u>Shared use parking bays:</u> Church Street – Support Residents of church street do not have capacity to park themselves</p> <p>Market Street – Support, Sheep Street – Support Residents don't have capacity to park themselves adjacent to their property</p> <p>Grammar School Hill/Park Street – Support Residents don't have capacity to park adjacent to their home</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support</p>

	<p>Supportive to give opportunity for residents to be able to park adjacent to their own house but in favour of flexibility for others to park as well in areas not in centre</p> <p>Church Lane residents parking area – No opinion None</p> <p>Church Lane DPPP removal – No opinion None</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Ability to wait is needed</p> <p>Any other comments?</p>
<p>(o128) Local resident, (Charlbury, Pound Hill (House in Dairy Court))</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion We have off-road parking and therefore do not feel we should influence those that do not.</p> <p><u>Shared use parking bays:</u> Church Street – No objection We have off-road parking and therefore do not feel we should influence those that do not.</p> <p>Market Street – No opinion, Sheep Street – No opinion We have off-road parking and therefore do not feel we should influence those that do not.</p> <p>Grammar School Hill/Park Street – No opinion We have off-road parking and therefore do not feel we should influence those that do not.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support</p>

	<p>Supporting neighbourhood</p> <p>Church Lane residents parking area – No opinion We have off-road parking and therefore do not feel we should influence those that do not.</p> <p>Church Lane DPPP removal – No objection I will leave Church Lane residents to comment</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support These all seem to represent areas that are potentially dangerous or restrictive. Personally our exit from Dairy Court onto Pound Hill is very dangerous when cars park adjacent to it and obstruct our vision and that of drivers coming from the town. Note there are no current lines here and they should be double.</p> <p>Any other comments? The Key to the map is confusing. I have assumed the single yellow line on the map to actually represent a double yellow. If not the map is incorrect in that there are no existing lines at all at the entrance to Dairy Court</p>
<p>(o129) Local resident, (Charlbury, Pound Hill/Thames Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support I think it should be an hour</p> <p><u>Shared use parking bays:</u> Church Street – Support good idea</p> <p>Market Street – Support, Sheep Street – Support good idea</p> <p>Grammar School Hill/Park Street – Partially support There are sometimes childrens (and other) gatherings there. will 30 mins be long enough?</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support good idea</p> <p>Church Lane residents parking area – Support get rid of the clutter of commuters cars</p> <p>Church Lane DPPP removal – Support wont be necessary because they will be able to park in residents with a blue badge</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Support on the whole good idea</p> <p>Any other comments? There is no mention of when and how regular this new regime will be policed because this is THE KEY to its success or failure. I note there is no suggestion of pay for parking which I think is a shame as there will be an ongoing cost to enforce. I believe</p>
<p>(o130) Local resident, (Charlbury, Prefer not to say)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It's mad that people who use the train station park all over town to avoid the parking fees.</p> <p><u>Shared use parking bays:</u> Church Street – Support This should be all over Town</p> <p>Market Street – Support, Sheep Street – Support Should be all over Town.</p> <p>Grammar School Hill/Park Street – Support Should be all over Town</p>

	<p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Should be all over Town and imposed</p> <p>Church Lane residents parking area – Support Should be all over Town and imposed</p> <p>Church Lane DPPP removal – No opinion None</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support only if they are imposed. I see cars parked on double yellow lines and nothing gets done</p> <p>Any other comments?</p>
<p>(o131) Local resident, (Charlbury, Prefer not to say)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p> <p>Market Street – Partially support, Sheep Street – Partially support Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p> <p>Grammar School Hill/Park Street – Partially support</p>

	<p>Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support</p> <p>Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p> <p>Church Lane residents parking area – Partially support</p> <p>Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p> <p>Church Lane DPPP removal – Partially support</p> <p>Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – No objection, Market Street – No objection, Browns Lane – Support, Sheep Street – No objection, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Partially support</p> <p>Double yellows should be placed where inconsiderate parking could block the road and/or pavement, especially on bus routes</p> <p>Any other comments? Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.</p>
<p>(o132) Local resident, (Charlbury, Priory Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p> <p>It reduces parking for locals when this area is used for all day parking</p> <p>Shared use parking bays:</p>

	<p>Church Street – Support This area has become an area where people park inconsiderately, when wanting visit nearby pub.</p> <p>Market Street – Support, Sheep Street – Support It is now difficult for residents to park in these streets, because of the amount of cars visiting Charlbury</p> <p>Grammar School Hill/Park Street – Support Parking becomes a hazard here as it's difficult to pass park cars, and see oncoming cars</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support In all these areas residents find it increasing difficult to park. Also large cars often park half on the road and half on the pavement this causes problems.</p> <p>Church Lane residents parking area – Support Need parking for residents</p> <p>Church Lane DPPP removal – Object It's important to keep these, to allow access to chemist</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support These are all areas where there is bad parking that causes problems</p> <p>Any other comments?</p>
<p>(o133) Local resident, (Charlbury, Priory Lane, off Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Where do residents park?</p> <p><u>Shared use parking bays:</u> Church Street – Support</p>

	<p>Supports local residents parking.</p> <p>Market Street – Support, Sheep Street – Support Supports local residents parking.</p> <p>Grammar School Hill/Park Street – Support Please ensure appropriate access is retained for emergency vehicles to Priory Lane. Current double yellow lines are too close to the opening.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support To allow residents sufficient parking.</p> <p>Church Lane residents parking area – Support To allow residents sufficient parking.</p> <p>Church Lane DPPP removal – No objection Takes up valuable residents parking space.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Please ensure appropriate access is retained for emergency vehicles to Priory Lane, off Park Street. Current double yellow lines are too close to the opening.</p> <p>Any other comments?</p>
<p>(o134) Local resident, (Charlbury, Priory Lanre off Park St.)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support To help the flow of traffic</p> <p><u>Shared use parking bays:</u> Church Street – Partially support</p>

	<p>not on both sides</p> <p>Market Street – Support, Sheep Street – Support This would cause parking elsewhere in the town</p> <p>Grammar School Hill/Park Street – Partially support this would cause parking to be transferred into side streets two of which are private roads.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support not a complete ban on all the roads</p> <p>Church Lane residents parking area – Support to limit station parking</p> <p>Church Lane DPPP removal – Object It was obviously put there for a reason</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object This would cause problems for workers on all these roads and streets</p> <p>Any other comments? We do not want to discourage visitors, workers and locals from visiting Charlbury but we do want to discourage onstreet parking from the station. We seriously need a new car park in the centre of the town.</p>
<p>(o135) As a business, (charlbury, Ridge Clean Energy and the Oxfordshire Lord Lieutenant's Office)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object There are insufficient places for office workers and professional colleagues who come for meetings to park in Charlbury</p> <p>Shared use parking bays:</p>

	<p>Church Street – Partially support Permits must be made available to local business employees</p> <p>Market Street – Object, Sheep Street – Object There are insufficient places for office workers and professional colleagues who come for meetings to park in Charlbury</p> <p>Grammar School Hill/Park Street – No objection Far enough away from town centre</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support a few on each of those streets is fine as long as there are enough places for left for office workers</p> <p>Church Lane residents parking area – Partially support should have open spaces on Saturday and Sunday for Church activities.</p> <p>Church Lane DPPP removal – No opinion unaware</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – No opinion, Dyers Hill – Object if they are not already in place they should not be added until another large car park is added in Charlbury</p> <p>Any other comments? no</p>
<p>(o136) Local resident, (Charlbury, Rochester Place)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Half an hour should beanpole time to allow shopping and, if people need longer, there are already hour-long slots in The Spendlove Car Park. Maybe there should be two or three 'Residents Only' spaces farther down the lane.</p>

Shared use parking bays:

Church Street – **Support**

Residents can park all day and visitors shouldn't end more than three hours.

Is it possible to increase parking by allowing it at 60 degrees to the kerb one side rather than 180 degrees both sides win the wider part of the street?

Market Street – **Support**, Sheep Street – **Support**

Again, that should be fine for residents and shoppers

Grammar School Hill/Park Street – **Support**

Again, that should be fine for residents and visitors, with the option of residents' purchasing visitors' permits.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Partially support**, The Playing Close – **Object**

these streets have few if any garages or off-street parking and residents should be able to park as near to their houses as possible.

Apart from The playing Close which I believe has car parking areas at the rear. If not, then I would support on-street parking for them

Church Lane residents parking area – **Object**

I object strongly to this and would suggest that the Residents Only restriction is in force from 8.00 am until 6.00pm Monday to Saturday. People - especially the elderly - who go to evening and weekend events at the church should have some parking near their event, eg bell-ringing, choir practice, Sunday services.

Church Lane DPPP removal – **Support**

I've seen this space in use only once and that was by an able-bodied person who risked the fine!

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

The current areas of double yellow lines allow mostly free flow of traffic and should be maintained. But they are useful only if there are checks by traffic wardens to ensure that people are not abusing the rules. Friday and Saturday evenings often have cars parked illegally in Church Street, Sheep Street and Market Street. I have no knowledge of the other roads.

	<p>Any other comments? I would strongly recommend that only one - not two - parking permit be allowed per household. Although the convenience of a two-vehicle household cannot be denied there are those who have restricted themselves to one without too much inconvenience. There</p>
<p>(o137) Local resident, (Charlbury, Rochester Place)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Introducing parking restrictions in the centre of Charlbury would simply push the problem elsewhere.</p> <p><u>Shared use parking bays:</u> Church Street – Object There is insufficient justification for introducing parking restrictions here: doing so would mean that people needing to park for work in the centre of Charlbury would be pushed into parking in other more residential areas. Church Street might be picture</p> <p>Market Street – Object, Sheep Street – Object Similar to my reasons given above; I believe this is an exercise in generating money from issuing permits.</p> <p>Grammar School Hill/Park Street – Object Similar to my reasons given above. Introducing such restrictions would I think simply push the problem elsewhere.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Partially support, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Similar to my previous answers: however I think there is more of a case for Dyers Hill, because of overflow from the Station car park.</p> <p>Church Lane residents parking area – Object Similar to my previous answers.</p> <p>Church Lane DPPP removal – Object Why remove this? No justification.</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support</p> <p>People have to park somewhere; if people live, work and visit Charlbury, we have to expect that there will be cars passing through and parking. Of course there is a desire to reduce individual car ownership and use, and local government should be doing its best to support and promote public transport, which would help this aim; but punitive treatment of residents and local businesses by the sudden imposition of draconian parking restrictions is not helpful.</p> <p>Any other comments? Will the results of this survey and the public consultations be published?</p>
<p>(0138) Local resident, (Charlbury, Rochester Place)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p> <p>See attached posts clearly stating why these restrictions should not be brought in https://www.charlbury.info/forum/12512</p> <p>It is my belief that this has been unfairly pushed through by the present town council. A number of the members stand to benefit from this scheme and obviously value their own parking as close to their own homes as possible over the parking for people of have to park to work here or choose to commute.</p> <p><u>Shared use parking bays:</u> Church Street – Object As above https://www.charlbury.info/forum/12512</p> <p>Market Street – Object, Sheep Street – Object As above https://www.charlbury.info/forum/12512</p> <p>Grammar School Hill/Park Street – Object https://www.charlbury.info/forum/12512</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p> <p>This is going to disadvantage people who work here. It will also force parking into other areas of the town simply creating a problem elsewhere</p>

	<p>Church Lane residents parking area – Object This is going to disadvantage people who work here. It will also force parking into other areas of the town simply creating a problem elsewhere</p> <p>Church Lane DPPP removal – No objection Assuming permits are introduced, there will be parking for disabled residents</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – No objection, Market Street – No objection, Browns Lane – No objection, Sheep Street – No objection, Park Street – No objection, Grammar School Hill/Park Street – No objection, Dyers Hill – No objection If this helps traffic flow, then its a good thing</p> <p>Any other comments? I think its really important to consider where people who have to park all day are going to be able to park. The Spendlove car park is small and will not accomodate hardly any of the workers needing to park. Before this scheme is even considered, there ne</p>
<p>(o139) Local resident, (Charlbury, Sandford Park)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support An area oh high congestion, proposal allows some parking for nearby shops but not so long its used for visitors to nearby pubs.</p> <p><u>Shared use parking bays:</u> Church Street – Support This strikes a balance between people visiting area and local residents and prevents long-term parking for the nearby railway station.</p> <p>Market Street – Support, Sheep Street – Support As above</p> <p>Grammar School Hill/Park Street – Support</p>

	<p>Discourages station car parking. Highly congested area, most (but not all) houses have access to off-street parking, so on-street parking should be focussed on those who cannot park in their own property.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support As before, highly congested roads with excess parking - and in several cases pedestrians walking from railway station.</p> <p>Church Lane residents parking area – Support It's one of the closest streets to the station so lots of parking. As before would prioritise permits on ppl who don'y have access to off-street parking</p> <p>Church Lane DPPP removal – No opinion I don't know enough about the arguments each way.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support In many of these locations cars park dangerously, so avoiding this appears a priority I strongly support..</p> <p>Any other comments? There may be a "boundary effect" as commuters park just outside the zone. Also note the car park behind co-op seems to be used as work parking for people in the co-op and elsewhere, so isn't available for short-stay parking. Would favour separately making</p>
<p>(o140) Local resident, (Charlbury, Sandford rise)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object At present Charlbury is unique in not having any parking restrictions. As a local if needs be it is possible to park and complete your task. It will change the look of Charlbury and how the locals use its facilities.</p> <p><u>Shared use parking bays:</u> Church Street – Object The signs will change the look of the little town.....make it a mess!</p>

	<p>Market Street – Object, Sheep Street – Object Object to signs being put up everywhere.</p> <p>Grammar School Hill/Park Street – Object Again the use of unpleasant signs</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Again unpleasant signs hanging the look of Charlbury.</p> <p>Church Lane residents parking area – Object As before</p> <p>Church Lane DPPP removal – Object As bedore</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object As before</p> <p>Any other comments? Charlbury is unique and if this goes through (which I believe probably has already been decided) then it makes the centre look awful. It has change Woodstock and most of the residence there voted for it not to happen so is this survey just a token act.</p>
(o141) Member of public, (Charlbury, Sheep Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support The spaces outside the Co Op should be for people 'popping in' or with access issues and not for long stay. However, residents of Browns Lane on the whole do not have off road parking, so the spaces outside homes should be for their use.</p>

Shared use parking bays:

Church Street – Object

The centre of Charlbury is not solely residential, so the wider, longer roads need to be used for both residents and those who work in Charlbury. No working day is 3 hours long.

Market Street – Object, Sheep Street – Object

Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week.

Grammar School Hill/Park Street – Object

Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Object, Sheep Street – Object, Browns Lane – Partially support, The Playing Close – Object

Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week.

Church Lane residents parking area – Object

Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week.

Church Lane DPPP removal – Object

No Disabled spaces should be removed.

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

Pound Hill – Object, Nine Acres Lane – Object, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Object, Dyers Hill – Support

Some of these roads are extremely narrow, and also serve as main routes through the town. People stopping, rather than parking in a proper space causes traffic jams and restricts access through the town.

Any other comments?

I work in the centre of Charlbury, and as a young, fit person would gladly park at the Spendlove Centre, or on a road away from the main block (Sheep Street, Market Street, Church Street) - however, there are not enough spaces in the carpark so it isn't f

<p>(o142) Local resident, (Charlbury, Sheep Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support *</p> <p><u>Shared use parking bays:</u> Church Street – Support see comment at end on parking bay layout</p> <p>Market Street – Support, Sheep Street – Support *</p> <p>Grammar School Hill/Park Street – No opinion *</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – No opinion *</p> <p>Church Lane residents parking area – Support *</p> <p>Church Lane DPPP removal – No opinion *</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support *</p> <p>Any other comments?</p>
---	--

	<p>I welcome introduction of some additional parking controls of parking in the historic town centre, in response to traffic difficulties/congestion arising from the increasing number of town centre visitors . Because some on-street car parking will be disp</p>
<p>(o143) Local resident, (Charlbury, Sheep Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support I live on Sheep Street and find it very difficult to park, often spending 10 - 15 mins going round the town trying to find parking. It is particularly difficult when I have been shopping and am carrying heavy loads. I am a carer for my husband who has dementia so it can be difficult for him. No garage space to rent in Charlbury that offers enough room for modern cars even though I only have a small car.</p> <p><u>Shared use parking bays:</u> Church Street – No objection Residents parking is the only way to support the people in the centre of town who have no parking at their residence. In the last few years the number of people/visitors with large cars are coming to the town. While this is welcome there does need to be</p> <p>Market Street – Support, Sheep Street – Support It's good that the Bull is thriving BUT with their refurbishment there a fewer parking spaces. We also have an Airbnb next door which enables large groups of people sometimes with several cars visiting, then consequently not leaving room for residents.</p> <p>Grammar School Hill/Park Street – Support Busy road with buses</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support In these areas there are a lot of small cottages that were built centuries ago that were not designed to enable parking. Some of the larger houses do have parking but most of the smaller properties do not. I have often had to park in places like Dancers Hill, top of Hixet Wood as I couldn't park in Sheep Street</p> <p>Church Lane residents parking area – Support The Bell has parking so it will encourage visitors to use their facility rather than the parking in the street</p>

	<p>Church Lane DPPP removal – No opinion Not sure where this is on Church Lane and if it is needed for disabled parking</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Streets very narrow so for safety reasons. In Sheep Street in the proposed residents parking/no return within an hour it becomes very narrow outside Wallden House. Because of this we often have very large vehicles parking on the pavement outside the front door making access to the property and maintenance difficult. Could there be further continuation of double yellow lines or bollards as proposed outside the Rose & Crown? This would make the use of the pavement safer for people with buggies/prams or people with disability who often are forced to walk in the road?</p> <p>Any other comments? If something is not done about residents parking in the centre of Charlbury it will force some of us as we get older to sell our properties as it will not be manageable. Although I welcome visitors to the town and the businesses that are here it is real</p>
<p>(o144) Member of public, (Charlbury, Sheep street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support There are limited places to park and 30 mins is not long enough</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Visit local businesses and less than 3 hours is not sufficient</p> <p>Market Street – Object, Sheep Street – Object Not long enough as visiting local Business</p> <p>Grammar School Hill/Park Street – Object As above</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – Object, Browns Lane – No opinion, The Playing Close – No opinion Affects businesses</p> <p>Church Lane residents parking area – No opinion Where do visitors park?</p> <p>Church Lane DPPP removal – No opinion No opinion</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Object, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Na</p> <p>Any other comments?</p>
<p>(o145) Local resident, (Charlbury, Sheep Street, Market Street, Church Street, Sturt Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Nursery pick up/drop off and GP appt means I often have to park in the town. GP never runs to time and can often be in the surgery overall hour. Nursery pick up and drops are busy and often have to wait for other parents. Charging people to park where they live (proposed annual fee) is appalling when they've not had to pay for however long they've lived there. The rich cnoobs who visit will just pay the fines like they do in London and it will only damage the locals.</p> <p><u>Shared use parking bays:</u> Church Street – Object I do not agree to parking permits for residents. It's unfair to charge for these when people have not had to pay previously.</p> <p>Market Street – Object, Sheep Street – Object An hour is often not long enough and would discourage people from using local businesses. Why do local councils seem intent on destroying local businesses!?</p>

	<p>Grammar School Hill/Park Street – Object See reasons above.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object See all reasons above</p> <p>Church Lane residents parking area – Object Same reasons above</p> <p>Church Lane DPPP removal – Object Lots of elderly people live in Charlbury. Why remove disabled bays with an aging population? The older someone is the more likely they are going to have a blue badge.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object See reasons above.</p> <p>Any other comments? Stop pricing people out of Charlbury!</p>
<p>(o146) Local resident, (Charlbury, Shilson Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support There simply isn't enough parking for local residents at present</p> <p><u>Shared use parking bays:</u> Church Street – Support There simply isn't enough parking for local residents at present</p> <p>Market Street – Support, Sheep Street – Support</p>

	<p>There simply isn't enough parking for local residents at present</p> <p>Grammar School Hill/Park Street – Support There simply isn't enough parking for local residents at present</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support There simply isn't enough parking for local residents at present</p> <p>Church Lane residents parking area – Support There simply isn't enough parking for local residents at present</p> <p>Church Lane DPPP removal – Support I assume that this was originally installed for one of the local residents who could now get a permit</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Too many people park very awkwardly in many of these areas at present</p> <p>Any other comments? All of the proposals are very sound and logical, but will only be effective if proper monitoring and enforcement is carried out on a regular basis by parking wardens. Sadly we get too many visitors who think they are above the law and park wherever they f</p>
<p>(o147) Local resident, (Charlbury, Shilson Lane / Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support To give residents of Charlbury better parking options.</p> <p><u>Shared use parking bays:</u> Church Street – Support To give residents of Charlbury better parking options.</p>

	<p>Market Street – Support, Sheep Street – Support To give residents of Charlbury better parking options.</p> <p>Grammar School Hill/Park Street – Support To give residents of Charlbury better parking options.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support To give residents of Charlbury better parking options.</p> <p>Church Lane residents parking area – Support To give residents of Charlbury better parking options.</p> <p>Church Lane DPPP removal – No opinion I'm not familiar with the position / use of this parking place.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support To give residents of Charlbury better parking options.</p> <p>Any other comments?</p>
<p>(o148) Local resident, (Charlbury, Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support All local residents are affected by traffic and parking issues in our town and we should contribute to efforts to address them.</p> <p><u>Shared use parking bays:</u> Church Street – Object We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay. Residents who bought houses without such fac</p>

Market Street – Object, Sheep Street – Object

We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay.
Residents who bought houses without such fac

Grammar School Hill/Park Street – Object

We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay.
Residents who bought houses without such fac

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

These are particularly unfair proposals. For the rest our general comments apply.

We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay.
Residents who bought houses without such facilities undoubtedly paid less because of that.

To give such residents special treatment would interfere with the operation of the market.

At the moment we are able to walk into the centre and the parking problems rarely affect us but we are conscious that as we get older we too shall need to drive into the centre. The restrictions will limit our ability to do that.

Church Lane residents parking area – Object

These are particularly unfair proposals. For the rest our general comments apply.

We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay.
Residents who bought houses without such facilities undoubtedly paid less because of that.

To give such residents special treatment would interfere with the operation of the market.

At the moment we are able to walk into the centre and the parking problems rarely affect us but we are conscious that as we get older we too shall need to drive into the centre. The restrictions will limit our ability to do that.

Church Lane DPPP removal – No opinion

'-

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

	<p>Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Object, Dyers Hill – Support</p> <p>We do not drive through Charlbury often as we generally walk but when we do drive we are affected by the traffic congestion.</p> <p>On Grammar School Hill the parents of Pre-School children need to be able to drop off and pick up their children.</p> <p>Any other comments? We welcome efforts to address the traffic and parking issues but strongly object to favouring a small group of local residents over the generality of residents, and indeed residents of neighbouring villages who want to come to Charlbury to use its facilities</p>
<p>(o149) Local resident, (Charlbury, Spelsbury)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection sounds reasonable</p> <p><u>Shared use parking bays:</u> Church Street – Object too restrictive</p> <p>Market Street – Partially support, Sheep Street – Partially support better Mon 8am - Fri 6pm</p> <p>Grammar School Hill/Park Street – Partially support better 1 hour no return within 1 hour, Mon-Fri 8am-6pm</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object too restrictive and what about visitors</p> <p>Church Lane residents parking area – Object too restrictive and what about visitors</p> <p>Church Lane DPPP removal – Object</p>

	<p>seems unreasonable</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object too restrictive</p> <p>Any other comments? It doesn't appear that local businesses have been consulted in the preparation of this survey. Restrictive parking measures to favour residents will push more employees to use the Spendlove carpark, making it difficult for quick stops to use the Coop and</p>
(o150) Local resident, (Charlbury, Spelsbury Rd)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Looks OK</p> <p><u>Shared use parking bays:</u> Church Street – No objection Looks OK</p> <p>Market Street – Object, Sheep Street – Object Businesses have not been consulted</p> <p>Grammar School Hill/Park Street – Object Businesses have not been consulted</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Businesses have not been consulted</p> <p>Church Lane residents parking area – No opinion Looks OK</p>

	<p>Church Lane DPPP removal – No objection Looks OK</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – No objection, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – No objection, Grammar School Hill/Park Street – Object, Dyers Hill – No objection We who drive to Charlbury needs to be able to park top visit the businesses and services</p> <p>Any other comments? It seems to me that the preparation of the parking restriction scheme needs more work. It appears none of the affected businesses have been consulted, and there appears to be no possibility for workers to obtain a parking permit. That means the Spendlove</p>
(o151) Local resident, (Charlbury, Spelsbury Road)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I think parking should be retained in this area (mixed unlimited parking for residents of Browns Lane) and time limited for others but that the lower end of the street should be no waiting at any time to allow unrestricted access for large vehicles such as buses and refuse collections.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support This reflects the mixed residential and commercial use of this and surrounding streets and the 3 hour time limit is realistic for customers of the businesses. No mention is made, though, of provision for those that work in them so my support is subject t</p> <p>Market Street – Object, Sheep Street – Object Both these streets are mixed residential and business and used by worshippers attending the Catholic and Methodist Churches. The time restriction is insufficient for business and Church users and should be 3 hours (as for Church Street).</p> <p>Grammar School Hill/Park Street – Partially support Qualified support but the time should be increased to one hour.</p>

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Partially support**, Park Street – **Support**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

Pound Hill - all properties have their own off-street parking and any on-street parking greatly increases the danger of this unpaved, poorly lit road to pedestrians by forcing them in to the path of on-coming traffic. This is a popular route for dog walkers using the field adjacent to Watery Lane.

I support the introduction of residents' unlimited parking in the wider area of Thames Street but no parking should be allowed in the narrow portion due to the traffic bottleneck it creates.

Dyers Hill - I support residents' unlimited parking in the wider part but the lower part should be no waiting at any time due to the traffic bottleneck this creates.

Park Street - this seems reasonable as few houses here have off-street parking.

Sheep Street - as I've said above this is a mixed use street with several business including a beauty salon, pub, office accommodation and the nearest parking for two Churches with predominantly elderly congregations. A ban on parking would threaten their survival. I would support unlimited residents' parking and a 3 hour limited provision for others.

As above, Browns Lane should have provision for residents of that street and limited time parking provision for users of the businesses located in the Spendlove Centre. A 1 hour time limit would seem reasonable - many will need less but users of the library and doctors, dental and veterinary surgeries will need more than 30 mins - and extra provision will be needed to deal with the inevitable increase in parking pressure in the Spendlove car park.

Playing Close - the houses fronting on to the Playing Close have their own off-street parking so provision here should be limited time parking slots for users of the Spendlove Centre businesses to relieve pressure on the car park.

Church Lane residents parking area – Support

This is a narrow street and a number of properties do not have off-street parking. Residents of Dyers Hill should also be allowed to park here.

Church Lane DPPP removal – Object

There is very little provision of disabled parking in Charlbury and this space should be retained.

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

Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support**

As I have said, Pound Lane is dangerous for the many pedestrians that use it and allowing parking would simply make it more so.

	<p>Market Street and Sheep Street need to have parking provision for residents without off-street parking and those that use the businesses located on them. My partial support for Dyers Hill and Nine Acre Lane applies to those parts that are very narrow and where parking causes bottlenecks and impedes the flow of traffic. Grammar School Hill needs provision for nursery school drop offs and for the staff that work there.</p> <p>Any other comments? I have lived in Charlbury for almost 20 years and already pay a premium for doing so in inflated house prices. I do not agree that I, or my fellow residents, should pay a further premium for the ability to park to use the facilities of our own town. Whi</p>
<p>(o152) Local resident, (Charlbury, Stonesfield Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Reduces existing problems with buses passing here.</p> <p><u>Shared use parking bays:</u> Church Street – Object Concerned at impact on staff at little monkeys nursery who are not all local.</p> <p>Market Street – No objection, Sheep Street – No objection No problems anticipated.</p> <p>Grammar School Hill/Park Street – No objection No problems anticipated.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Should reduce traffic chaos in these areas.</p> <p>Church Lane residents parking area – Support Would help residents and stop train travellers parking on this dead end lane.</p> <p>Church Lane DPPP removal – No opinion</p>

	<p>If it's no longer needed then remove</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion No opinion</p> <p>Any other comments?</p>
<p>(o153) Local resident, (Charlbury, Stonesfield Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily.</p> <p><u>Shared use parking bays:</u> Church Street – Object In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family t</p> <p>Market Street – Object, Sheep Street – Object In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family t</p> <p>Grammar School Hill/Park Street – Object</p>

In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family t

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily.

Church Lane residents parking area – **Object**

In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily.

Church Lane DPPP removal – **Object**

My partner has a disabled badge any further restrictions to parking and removal of disabled parking restricts him as a local resident from access to the town centre where there will be limited access if a residential scheme is introduced that is not acce

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

	<p>Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily.</p> <p>Any other comments?</p>
<p>(o154) Local resident, (Charlbury, sturt close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support The staff in the coop need to park longer than 30 minutes at a time, we need space too.</p> <p><u>Shared use parking bays:</u> Church Street – No objection n/a</p> <p>Market Street – No objection, Sheep Street – No objection n/a</p> <p>Grammar School Hill/Park Street – Partially support n/a</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – Support, Park Street – Support, Sheep Street – Partially support, Browns Lane – Object, The Playing Close – Partially support n/a</p> <p>Church Lane residents parking area – Object</p>

	<p>n/a</p> <p>Church Lane DPPP removal – Support The disabled need spaces.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – No objection, Park Street – Partially support, Grammar School Hill/Park Street – No objection, Dyers Hill – No objection</p> <p>n/a</p> <p>Any other comments?</p>
<p>(o155) Local resident, (Charlbury, Sturt Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Not sure quite what would be gained, should maybe just residents as quite a few terraced houses there.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion Feel its ok as it is</p> <p>Market Street – Partially support, Sheep Street – Partially support Keep parking to one side of the street to allow access for emergency vehicles and cars to pass, or allow people to slightly park passenger side wheels not he path in wider area.</p> <p>Grammar School Hill/Park Street – Support very dangerous in areas</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Support, The Playing Close – Object don't residents there have parking already, they just need to use it instead</p> <p>Church Lane residents parking area – Partially support</p>

	<p>people need to be able to access and park for church, funerals/weddings etc</p> <p>Church Lane DPPP removal – Partially support how often would it be used at the expense of a resident needing to park?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Support, Sheep Street – Support, Park Street – Partially support, Grammar School Hill/Park Street – Support, Dyers Hill – Support If they are in the right area no problem, but probably not needed all along the street</p> <p>Any other comments? You could be pushing the parking issues into other roads which will affect more residents than before. Residents in some of these areas bought property knowing about these issues with parking and should accept their choice, not bring it onto residents wh</p>
<p>(o156) Local resident, (Charlbury, Thames Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Supports local shops in town by allowing parking</p> <p><u>Shared use parking bays:</u> Church Street – Support 3 hours allows people to dine at the Bull/Bell</p> <p>Market Street – Support, Sheep Street – Support Allows visitor to park and shop</p> <p>Grammar School Hill/Park Street – Partially support Not aware of the problems in this area</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Partially support, The Playing Close – Partially support Resident must come first but some parking for shops, if space allows</p>

	<p>Church Lane residents parking area – Support I know resident always have bad problems parking</p> <p>Church Lane DPPP removal – No opinion Not aware if it is used</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Some yellow lines, but not the whole roads. Traffic speed up and goes so fast</p> <p>Any other comments? Good proposals - thank you</p>
(o157) Local resident, (Charlbury, The Green)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Not needed. A waste of money and is it wont be enforced what is the point.</p> <p><u>Shared use parking bays:</u> Church Street – Object Not needed. A waste of money and is it wont be enforced what is the point.</p> <p>Market Street – Object, Sheep Street – Object Not needed. A waste of money and is it wont be enforced what is the point.</p> <p>Grammar School Hill/Park Street – Object Not needed. A waste of money and is it wont be enforced what is the point.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Not needed. A waste of money and is it wont be enforced what is the point.</p>

	<p>Church Lane residents parking area – Object Not needed. A waste of money and is it wont be enforced what is the point.</p> <p>Church Lane DPPP removal – Support Not required.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Not needed. A waste of money and is it wont be enforced what is the point.</p> <p>Any other comments?</p>
<p>(o158) Local resident, (Charlbury, The Green)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I'm very concerned by the lack of provision for local businesses in these proposals. Most of Charlbury's businesses, many of which are vital services for local residents, depend on workers travelling in by car from outside the town. Public transport provision is currently not sufficient as an alternative, especially in the evenings and at weekends. I'm also concerned that the proposed scheme may result in parking problems being pushed to different parts of the town; but the problem of local business parking provision is the priority, and in my view the trial should not go ahead unless this is addressed.</p> <p><u>Shared use parking bays:</u> Church Street – Object Please see above</p> <p>Market Street – Object, Sheep Street – Object Please see above</p> <p>Grammar School Hill/Park Street – Object Please see above</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Please see above</p> <p>Church Lane residents parking area – Object Please see above</p> <p>Church Lane DPPP removal – Object Please see above</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Support, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Please see above for objections that apply to most of these proposals. I would support double yellows on Browns Lane as a solution to the problem of buses being impeded by parked vehicles.</p> <p>Any other comments? Please see above. Local business and service provision are a key feature of Charlbury; if these are lost due to poorly thought out parking restrictions, Charlbury will become a far less attractive place to live, and will simply not be viable for those res</p>
<p>(o159) Local resident, (Charlbury, The Green)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection I think this would be helpful to keep space available for those using facilities for a short time.</p> <p><u>Shared use parking bays:</u> Church Street – Object I cannot see any reason to prioritise residents over other road users. This seems unfair and I think it would have a negative effect on businesses and other facilities in the centre of Charlbury. In addition, any traffic congestion would only be pushed fu</p> <p>Market Street – Object, Sheep Street – Object The traffic parking problems appear to me to be overstated.</p>

	<p>Grammar School Hill/Park Street – Object Prioritising residents' on-street parking is unfair and will only move any parked traffic to other areas.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p> <p>I cannot see any reason to prioritise residents over other road users. This seems unfair and I think it would have a negative effect on businesses and other facilities in the centre of Charlbury. In addition, any traffic congestion would only be pushed further along the road (into Hixet Wood) and probably elsewhere in the town. All road users should have equal access to any road space for parking.</p> <p>Church Lane residents parking area – Object I cannot see any reason to prioritise residents over other road users. This seems unfair and I think it would have a negative effect on businesses and other facilities in the centre of Charlbury. In addition, any traffic congestion would only be pushed further along the road (into Hixet Wood) and probably elsewhere in the town. All road users should have equal access to any road space for parking.</p> <p>Church Lane DPPP removal – No opinion I am not aware of why this change has been suggested.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>I think removing parked cars entirely would benefit pedestrians and cyclists, which should be encouraged.</p> <p>Any other comments? I am not convinced there is a significant parking problem in Charlbury. There is no particular reason why residents in the centre of the town should given priority to park next to their property.</p>
(o160) Local resident, (Charlbury, The Green)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p>

We as a nation are continually building and adding to small towns and villages which are centuries old and should not be getting any bigger, there is no parking as buildings have been allowed in an area that cannot sustain the increased population.

Shared use parking bays:

Church Street – **Object**

See above.

Market Street – **Object**, Sheep Street – **Object**

See above

Grammar School Hill/Park Street – **Object**

See above

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

Nobody is going to enforce it so no point.

Church Lane residents parking area – **Object**

It wasn't needed before.

Church Lane DPPP removal – **Object**

Surely removing a disabled bay is a bad thing.

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

Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **No objection**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection**

Lazy people will always park closer if they have a excuse.

Any other comments?

<p>(o161) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Fine as long as it doesn't impede buses.</p> <p><u>Shared use parking bays:</u> Church Street – Support Good idea.</p> <p>Market Street – Support, Sheep Street – Support Definitely a good idea – casual parking should be discouraged on narrow streets.</p> <p>Grammar School Hill/Park Street – Partially support OK as long as it doesn't cause visibility issues.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support All good.</p> <p>Church Lane residents parking area – Support Good idea to discourage station parking here.</p> <p>Church Lane DPPP removal – No opinion Didn't know it was here.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Hard to be sure without knowing the exact places but fine as long as it doesn't inconvenience residents.</p> <p>Any other comments? If the station parking were free/cheaper, some of the current problems would be quickly resolved.</p>
--	---

<p>(o162) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Residents live there and are entitled to park for as long as they want in front of their own property.</p> <p><u>Shared use parking bays:</u> Church Street – Support Congestion is a problem here and restricts the bus also. People are already parking on double yellow lines. I also think there is a bigger safety issue on the slade where parents park on the main road on a blind hill, forcing traffic into the middle with</p> <p>Market Street – Support, Sheep Street – Support There should be NO parking in such a narrow street anyway. Pedestrians are placed at risk and drivers exiting cars are stepping out into a live lane. Bonkers.</p> <p>Grammar School Hill/Park Street – Support These spaces get blocked up by commuters and cause blind spots when overtaking traffic with no view over the brow or around corners. No Payment should be required from residents.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Due to the narrowness of some of the roads, it makes it dangerous to park at certain spots. Residents parking should be free.</p> <p>Church Lane residents parking area – Support Should be for residents however the permits should be free! Council tax is horrendous enough already!</p> <p>Church Lane DPPP removal – Support No disabled person would park there due to the access restricted narrow road.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p>
--	---

	<p>People parking on these places just cause unsafe roads.</p> <p>Any other comments? I would like to propose double yellows on the primary school side of The Slade. Parents have no regard for safety and park in a way that restricts view over the brow of the hill, forcing traffic to clash and I have seen chaos happening here at school drop</p>
<p>(o163) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support It might be useful for people who want to dash into the chemist/corner house/ Cotswold Frames to collect something quickly</p> <p><u>Shared use parking bays:</u> Church Street – No opinion The parking in Church Street generally seems to work, but at the top the double yellows MUST be policed!!</p> <p>Market Street – Support, Sheep Street – Support This might help to ensure residents in those streets are able to park outside their homes (or close to them)</p> <p>Grammar School Hill/Park Street – Object Most residential properties in that area have driveways that they can and should use. The occasional parent/carer calling at Pre-School is only there about twice a day</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Partially support, Sheep Street – Support, Browns Lane – Partially support, The Playing Close – Object Most of the areas where residents have no parking ought to have a space available, but those properties that have a driveway don't need them.</p> <p>Church Lane residents parking area – Partially support For properties with no vehicle access this would be helpful</p> <p>Church Lane DPPP removal – Partially support Remove it unless it was put there for a specific resident to use</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Partially support, Market Street – Support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Support Bottom of Nine Acres Lane to the Scout Hut, definitely required. Browns Lane leave as it is. Sheep Street leave as it is.</p> <p>Any other comments? Enforcement is crucial. Particularly with vehicles parked the wrong way on one way street, even if not on double yellows.</p>
<p>(o164) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Restricting parking in some areas will just push the problem elsewhere. On The Slade for instance, we already have problems with people parking who use the train, many residents don't have enough parking themselves and need to park outside on the road. Addition of multiple air B&Bs in the town particularly in town centre adds to parking issues. If the station created more parking in the field they already own next to the river, that would solve a lot of problems. Restricting parking in the centre of town would impact staff and customers of those businesses.</p> <p><u>Shared use parking bays:</u> Church Street – Object As someone who works in centre of town it is very difficult to find space outside clients houses. Also some of those residents have carers through day who also already find it difficult to park.</p> <p>Market Street – Object, Sheep Street – Object Per previous responses.</p> <p>Grammar School Hill/Park Street – Object Per previous comments, just pushes the problem elsewhere.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p>

	<p>All owners of houses in centre of town bought houses knowing they had no parking assigned. The larger houses also have parking areas on the whole. Will you remove those residents with private parking from having parking permits? What about all the Air B&Bs? Companies are very keen to ensure their customers get parking included in their stay. Why should guests have parking over local residents?</p> <p>Church Lane residents parking area – No objection It's a narrow lane, most residents do t have parking no objection</p> <p>Church Lane DPPP removal – Object As a former carer for disabled relatives I can confirm we need more not less disabled spaces.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Per previous comments</p> <p>Any other comments?</p>
<p>(o165) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It will not work without enforcement</p> <p><u>Shared use parking bays:</u> Church Street – Object It will not work without enforcement</p> <p>Market Street – Object, Sheep Street – Object It will not work without enforcement</p> <p>Grammar School Hill/Park Street – Object It will not work without enforcement</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object It will not work without enforcement</p> <p>Church Lane residents parking area – Object It will not work without enforcement</p> <p>Church Lane DPPP removal – Object The bay is needed</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Support, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Enforcement is unlikely Would be needed 24/7</p> <p>Any other comments? None of the measures proposed offer practical solutions and if implemented will only serve to move parking issues to other locations. The Town is not suited to cars but these measures are not the answer. current restrictions are only enforced periodically</p>
(o166) Local resident, (Charlbury, The Slade)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Makes sense for additional short stay for co-op</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Need to consider where existing commuter use will go to. I don't agree that commuters have to have parking directly outside a business such as Little Monkeys but where can such users be accommodated.</p> <p>Market Street – Support, Sheep Street – Support Permit schemes are not a new concept and make sense though as planned do need monitoring in introduction for unintended consequences</p> <p>Grammar School Hill/Park Street – Support</p>

	<p>Permit schemes are not a new concept and make sense though as planned do need monitoring in introduction for unintended consequences</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Generally support but potentially more dual use would be better</p> <p>Church Lane residents parking area – Partially support Generally support but potentially more dual use would be better</p> <p>Church Lane DPPP removal – No objection No objection</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support These areas are narrow and need additional double yellowing</p> <p>Any other comments? People generally don't like change and these proposals have led to a spirited Charlbury forum thread. Resident permit schemes are common in many places so generally I agree though wonder if more dual use areas are required rather than blocking to just res</p>
(o167) Local resident, (Charlbury, the Slade)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support This could enable Co-Op visitors to utilise this parking instead of the Spendlove parking lot, which is needed for longer time (for visits to the the community centre, the dentist or other businesses for example)</p> <p><u>Shared use parking bays:</u> Church Street – Partially support My only concern here is the need for short term parking for parents picking up their children outside of Little Monkeys. Especially for those working parents who are picking up their little children first and then must rush to pick up an older child from</p>

Market Street – **Partially support**, Sheep Street – **Partially support**

These spots are necessary for the livelihood of small businesses, as well as residences. My only concern is that 1 hour would not be enough for locally-minded customers to enjoy visiting one of the many delightful restaurants or shops we have in Charlbury

Grammar School Hill/Park Street – **Partially support**

Two points of concern here: the staff for Preschool are mostly not local and will need to park relatively near to the school. By introducing the above measures, they would not have anywhere to park for the day and we could see this impact recruitment to t

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

Great initiative to support residents with their parking needs - but in certain areas close to our local businesses, we need to ensure we do not to discourage potential visiting traffic like what I have experienced in Enstone and other villages and towns. It would be ideal if there were alternative parking provisions made for visitors come for shopping, dining and events - even if that parking was slightly on the outskirts of town (say, the Cricket Club.)

Church Lane residents parking area – **Object**

See earlier answers above about the need for people to park to pick up their children or to run into the pharmacy, deli, etc.

Church Lane DPPP removal – **Support**

I believe the need can be supported by the disabled parking place outside the deli.

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

Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **No opinion**

See my previous response regarding Charlbury Preschool and the need for parents to park for pick up/drop offs only. Currently the existing double lines do not provide any safety measures for car traffic and the parents must park very far away with their young children. Given the poor condition of the pavement (small and overgrown by the hedgerow), it can be quite dangerous for little ones as it's not ample for a buggy or child and parent to walk side by side.

	<p>Any other comments? None</p>
<p>(o168) Local resident, (charlbury, the slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p> <p><u>Shared use parking bays:</u> Church Street – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p> <p>Market Street – Object, Sheep Street – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p> <p>Grammar School Hill/Park Street – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p> <p>Church Lane residents parking area – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p> <p>Church Lane DPPP removal – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour and my son has a lesson with polly bloc at her class room on sheep street after school and I have to come in my car</p>

	<p>Any other comments? Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour</p>
<p>(o169) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Thinking of residents</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Thinking of residents</p> <p>Market Street – Support, Sheep Street – Support Thinking of residents</p> <p>Grammar School Hill/Park Street – Support Thinking of residents</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Thinking of residents</p> <p>Church Lane residents parking area – Partially support Thinking of residents</p> <p>Church Lane DPPP removal – Partially support Thinking of residents</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Thinking of residents</p> <p>Any other comments?</p>

<p>(o170) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I think the proposal does not consider those working at businesses in the town centre. I also believe that these proposals will simply push the parking problem further out to surrounding roads not covered by the proposal. Availability of spendlove centre parking will also be impacted and is already in short supply.</p> <p><u>Shared use parking bays:</u> Church Street – Object As per q3 - no consideration for those working at business and will push the problem out to surrounding roads</p> <p>Market Street – Object, Sheep Street – Object As per previous question - no consideration for those working in businesses in the town centre and will push the problem out to surrounding roads.</p> <p>Grammar School Hill/Park Street – Object As per previous questions... no consideration for those working at businesses in the town centre and will push the problem out to surrounding roads.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object No consideration for businesses and will push problem to surrounding roads.</p> <p>Church Lane residents parking area – Object No consideration of businesses and will push problem to surrounding roads</p> <p>Church Lane DPPP removal – Object Because I don't agree with the residents parking scheme as a whole. Removal of bay wouldn't be in question if scheme not introduced</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>I don't agree with the residents parking scheme as a whole.</p> <p>Any other comments? I believe the key to solving the parking problem in Charlbury lies in increasing parking capacity rather than limiting where people can park. Making it harder for businesses to employ staff will lead to a further decline of the amenities in the town centr</p>
<p>(o171) Local resident, (Charlbury, Ticknell)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p><u>Shared use parking bays:</u> Church Street – Object Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p>Market Street – Object, Sheep Street – Object Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p>Grammar School Hill/Park Street – Object Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p>Church Lane residents parking area – Object</p>

	<p>Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p>Church Lane DPPP removal – Object Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p>'No Waiting at Any Time' (double yellow lines): Pound Hill – Support, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p> <p>Any other comments? Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect</p>
<p>(o172) Local resident, (Charlbury, Ticknell Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support It is not very much time to achieve anything.</p> <p><u>Shared use parking bays:</u> Church Street – Support Clearer than current arrangements although residents should have their own dedicated spaces</p> <p>Market Street – Partially support, Sheep Street – Partially support Agree with some restriction but with only an hour, my main concern is that this would mean more drivers would just park elsewhere in Charlbury which transfers the problem to the areas outside the centre of the town. There isn't any additional space to acc</p> <p>Grammar School Hill/Park Street – Partially support How will walkers to Cornbury be affected by this proposal</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support</p> <p>Residents should have the security of being able to park near their property. Some will object to the cost but it must be annoying for them when they can't park near their homes, especially if there are children/elderly people involved</p> <p>Church Lane residents parking area – Support As number 12</p> <p>Church Lane DPPP removal – Object I'm concerned about removal of any parking facility which helps people with disabilities</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – No opinion, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Support</p> <p>These are very busy roads in Charlbury where parking can be chaotic. Dyers hill appears to be used by rail users as the station car park is not big enough.</p> <p>Any other comments? Car park in centre is now nearly always full. Parking on way to station and blocking traffic around one way system is key issue. People from outside town using pubs or train parking for long periods often inconsiderately and blocking traffic flow.</p>
<p>(o173) Local resident, (Charlbury, Ticknell Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p> <p>Too many people are parking in town instead of paying £4.40 to use the railway station car park. This ensures cars of those who have a need to park do so.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support</p> <p>It depends on the balance of these prescriptions. Bays should be limited to households. 2 to 3 hour no return should be 1 to 2 hours, to support events in the church etc.</p> <p>Market Street – Support, Sheep Street – Support</p>

	<p>These roads get congested with cars from the station and pubs.</p> <p>Grammar School Hill/Park Street – Partially support There needs to be provision for parents dropping off at pre-school.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – Support, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection This Dyers hill needs strong restrictions. Driving though this part of town is hard because of the number of parked cars. I have also seen residents from out of town regularly park here instead of use the Station carpark.</p> <p>Church Lane residents parking area – Support People park here to avoid parking at the station.</p> <p>Church Lane DPPP removal – Support There are disabled parking at the station and those using the church can park there as people do on Sundays/ for services during the week.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Partially support, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Support Preschool and Little Monkeys needs to allow for waiting.</p> <p>Any other comments?</p>
<p>(o174) Local resident, (Charlbury, Ticknell piece rd)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It would improve access to deli/pharmacy and little monkeys</p> <p><u>Shared use parking bays:</u> Church Street – Object I believe this will negatively affect local businesses, and will remove parking required for workers who come from outside Charlbury.</p>

	<p>Market Street – Object, Sheep Street – Object As above, the impact to local business will be too great</p> <p>Grammar School Hill/Park Street – No objection It is slightly out of town, so I think the impact on business is reduced. And may benefit in times when Cornbury is especially busy.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – Partially support, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object These are central areas of town, it will push the issues elsewhere and coop car park is not big enough to absorb the excess parking created</p> <p>Church Lane residents parking area – Partially support Less of an impact on the centre</p> <p>Church Lane DPPP removal – Support I don't know of a disabled space suitable for the church - the closest one I know by the deli cannot be suitable for disabled users</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Refusing parking for everyone cannot be the answer. Current bays allow adequate passing clearance for cars.</p> <p>Any other comments? Please do not implement a solution that negatively impacts local businesses such as the pharmacy/deli/no. 5 and little monkeys.</p>
<p>(o175) Local resident, (Charlbury, Ticknell Piece Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Any restriction on parking will push the parking issues elsewhere in Charlbury and discourage people from being able to use local amenities.</p>

Shared use parking bays:

Church Street – Object

Any restriction on parking will push the issue elsewhere in Charlbury and discourage people from being able to use local amenities especially the children's nursery, chemist, deli, framing shop and the local public houses.

Market Street – Object, Sheep Street – Object

Any restriction on parking will push the parking issues elsewhere in Charlbury and discourage people from being able to use many local amenities.

Grammar School Hill/Park Street – Object

Any restriction on parking will push the parking issues elsewhere in Charlbury and discourage people from being able to use local amenities such as the playgroup on Grammar School Hill.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

Any restriction on parking will push the issue elsewhere in Charlbury causing additional issues and discourage people from being able to use local amenities especially the children's nursery, chemist, deli, framing shop, and the local public houses.

Church Lane residents parking area – Object

Any restriction on parking will push the issue elsewhere in Charlbury and discourage people from being able to use local amenities especially the children's nursery, chemist, deli, framing shop and the local public houses.

Church Lane DPPP removal – Object

There are a limited number throughout Charlbury therefore one would assume, that to prevent discrimination, disabled spaces should be accessible in multiple places.

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

Pound Hill – Object, Nine Acres Lane – Support, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object

I support only one of these as there is an issue with people parking too close to the junction at the bottom on Nine Acres Lane, nr to the old dairy, and this could potentially cause an accident.

Any other comments?

	<p>Parking issues are indeed a known part of living in Charlbury, and most residents are likely aware of them when choosing to live here. I have real concerns that extensive parking restrictions throughout our town will discourage not only local people but v</p>
<p>(o176) Local resident, (Charlbury, Ticknell Piece Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It will force even more people to park outside houses in other areas in Charlbury, e.g. Ticknell Piece Road, which is already struggling with people parking along both sides of the roads and blocking people's driveways. This will only get worse. Also, many people work in the centre of Charlbury and who have no choice but to drive to work from the more remote villages in the county - they will not be able to park and may no longer be able to work in Charlbury. It will probably force even more people to park on the double yellow lines on the road down to the station, which is already very hazardous.</p> <p><u>Shared use parking bays:</u> Church Street – Object A stay of 3 hours will not solve the problems of people needing to park from 8 to 6 in order to go to work.</p> <p>Market Street – Object, Sheep Street – Object It will only force the traffic and parking problems further out to other areas of Charlbury.</p> <p>Grammar School Hill/Park Street – Partially support This might be okay as the parking on this road can be dangerous anyway. But it would only be okay if the other parking restrictions were not put in place in the centre of town.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object These houses were never built with parking spaces and the owners bought them knowing that. Buying a house in the centre of town should not guarantee you a parking space in front of your house. Those of us with cars tend to buy houses with allocated parking or driveways.</p> <p>Church Lane residents parking area – Object I think this will impact very badly on the businesses and their staff in the town. It will kill off the new lifeblood that has been brought into the town centre and the town will only be welcoming to those wealthy enough to own a house in the</p>

	<p>centre of town and pay for a private parking permit. It will also make parking much worse elsewhere and cause upset, stress, and possibly hazards, e.g. in Ticknell Piece Road.</p> <p>Church Lane DPPP removal – Object I don't see a valid reason for doing this.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – No opinion, Park Street – Partially support, Grammar School Hill/Park Street – Object, Dyers Hill – Support I think the parking on Dyers Hill has become an issue. Even when there are spaces in the railway station car park, I see people parking their cars there.</p> <p>Any other comments?</p>
<p>(o177) Local resident, (Charlbury, Ticknell Piece Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object The proposal may well suit a few but, in essence, its main accomplishment will be to push the parking problem from one part of our lovely town to another. It does not solve the parking issue. Those who bought houses in the affected roads must have known the issue when they purchased their houses without driveways or garages. Those leading the push to advance this project are seeking to push the problem onto their unsuspecting fellow residents. Should this ill-considered plan go ahead parking at the Coop store will be made even worse than it is at present for local residents wishing to shop locally. I'm in no doubt that commuters heading for the station won't hesitate to illegally park at the Community Centre as well as in the coop car park.</p> <p><u>Shared use parking bays:</u> Church Street – Object As explained above. The measure is part of the same misguided thinking that the problem can be solved without British Rail adding the further floor to the station car park (as, I am told, was the initial plan).</p> <p>Market Street – Object, Sheep Street – Object Leave matters as they stand. Just because there is a parking problem for some does not mean that the County Council should think itself capable of finding a solution - other than one involving a new car park.</p>

	<p>Grammar School Hill/Park Street – Object As above. Planners should be encouraged to take several steps back and look at matters from the standpoint of the residents who are worried about the parking problem being transferred to their street!</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Following my comments above no further explanation should be required.</p> <p>Church Lane residents parking area – Object Following my comments above no further explanation should be required.</p> <p>Church Lane DPPP removal – Object Any additional disabled parking should only be address when there is a new carpark near to the station.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Following my comments above no further explanation should be required.</p> <p>Any other comments? On 11 November the Town Clerk of Charlbury Town Council ('TC') wrote to me explaining that although it has worked with the OCC to offer [a parking] option "The TC is not here to defend the scheme". If the TC finds itself unable to advocate the scheme it</p>
<p>(o178) Local resident, (Charlbury, Ticknell Piece Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection It would hopefully make it easier for the elderly and infirm to get their shopping. However it would probably not work in practice unless it is policed as can be seen by the number of non blue badged cars that use the disabled space that is already there.</p> <p><u>Shared use parking bays:</u> Church Street – Object</p>

I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Cha

Market Street – Object, Sheep Street – Object

I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Cha

Grammar School Hill/Park Street – Object

I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Cha

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Charlbury to park.

Church Lane residents parking area – Object

I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Charlbury to park.

Church Lane DPPP removal – Object

Impossible to agree or disagree without knowing if it is currently used by a disabled person. If it allows a disabled person to access the church then it shouldn't be removed.

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

Pound Hill – Support, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Support

It most cases it will reduce available parking for residents, visitors and workers in Charlbury. However it would seem a good idea on Dyers Hill which can be difficult to navigate due to parked cars on the existing single yellow lines.

	<p>Any other comments? If the lack of parking is largely due to insufficient parking at the station it would seem obvious to tackle that at source and look at ways of expanding the parking in that area outside the town. For example a win/win/win could be accomplished by looking</p>
<p>(o179) Local resident, (Charlbury, Ticknell piece toad)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support I'm generally supportive of parking restrictions as it gets v busy all year now with cars probably for people coming from outside to enjoy the Cotswold My concern is that introducing these parking restrictions will just push cars to find different places to park ie up the hill on local estates. It doesn't solve the issue but just makes it other peoples problem</p> <p><u>Shared use parking bays:</u> Church Street – Support Supportive so long as / all Charlbury residents can access this shared parking space</p> <p>Market Street – Support, Sheep Street – Support Supportive so long as / all Charlbury residents can access this shared parking space My concern is that cars will just look for other places through Charlbury so it doesn't solve the problem but just pass it on to other streets/ residents</p> <p>Grammar School Hill/Park Street – Support See above comments</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Supportive so long as these residence spaces are open to all Charlbury residents</p> <p>Church Lane residents parking area – Support Supportive so long as these residence spaces are open to all Charlbury residents</p>

	<p>Church Lane DPPP removal – Partially support Supportive so Long as there is an alternative disabled space not too far away</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Object, Market Street – Partially support, Browns Lane – No opinion, Sheep Street – Partially support, Park Street – No opinion, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Supportive so long as these residence spaces are open to all Charlbury residents My main concern with these restrictions is that they just cause the parking problem to be transferred to other roads in Charlbury. We already see increased parking around ticknell piece & the slade particularly in the summer when tourism is at a high</p> <p>Any other comments?</p> <p>My main concern with these restrictions is that they just cause the parking problem to be transferred to other roads in Charlbury. We already see increased parking around ticknell piece & the slade particularly in the summer when tourism is at a high</p>
<p>(o180) Local resident, (Charlbury, Woodfield drive)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It will stop people parking there all day</p> <p><u>Shared use parking bays:</u> Church Street – Support Again stop people getting the train parking there all day so not having to pay at station parking</p> <p>Market Street – Support, Sheep Street – Support As previously stated</p> <p>Grammar School Hill/Park Street – Support As previously stated and the road is too narrow</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Roads far to narrow and as previously stated stops all day parking</p> <p>Church Lane residents parking area – Support To stop commuter’s parking</p> <p>Church Lane DPPP removal – Partially support It’s not very often used. As they tend to drive to the church door now</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support These roads are too narrow to be parked on and a lot of the time you have a job to get a car down there. How an emergency vehicle would I never know</p> <p>Any other comments? I'm in support of these changes</p>
<p>(o181) Local resident, (Charlbury, Woodfield Drive)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection I do not object to this.</p> <p><u>Shared use parking bays:</u> Church Street – No objection I do not object to this.</p> <p>Market Street – No objection, Sheep Street – No objection I do not object to this.</p> <p>Grammar School Hill/Park Street – No objection I do not object to this.</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection I do not object to this.</p> <p>Church Lane residents parking area – No objection I do not object to this.</p> <p>Church Lane DPPP removal – No opinion I do not object to this.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – No objection, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object There will be time when people need to park on these roads.</p> <p>Any other comments? I think on the whole it sounds very sensible though it would be too draconian to bring double yellow lines throughout Charlbury. We still need to park up occasionally in town.</p>
<p>(o182) Local resident, (Charlbury, Woodfield Drive)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provision of residential and short-stay parking within the town' but I couldn't see any evidence to support this claim. While I understand it may benefit some residents in the town centre, I believe it will not solve the problem of parking but simply displace it to other unrestricted streets in the town.</p> <p><u>Shared use parking bays:</u> Church Street – Object I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provi</p>

Market Street – Object, Sheep Street – Object

I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town.

In the statement of reasons, you say that these proposals are being introduced to 'better manage the provi

Grammar School Hill/Park Street – Object

I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town.

In the statement of reasons, you say that these proposals are being introduced to 'better manage the provi

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town.

In the statement of reasons, you say that these proposals are being introduced to 'better manage the provision of residential and short-stay parking within the town' but I couldn't see any evidence to support this claim. While I understand it may benefit some residents in the town centre, I believe it will not solve the problem of parking but simply displace it to other unrestricted streets in the town.

Church Lane residents parking area – Object

I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town.

In the statement of reasons, you say that these proposals are being introduced to 'better manage the provision of residential and short-stay parking within the town' but I couldn't see any evidence to support this claim. While I understand it may benefit some residents in the town centre, I believe it will not solve the problem of parking but simply displace it to other unrestricted streets in the town.

Church Lane DPPP removal – Object

I feel that provision for disabled parking is important for some people in the community and no evidence was presented as to why this space is being removed.

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

	<p>Pound Hill – No opinion, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Object, Sheep Street – No opinion, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support</p> <p>The double yellow lines on Nine Acres Lane and Dyers may occasionally reduce delays at some times of the day. I'm not sure the proposals for Market Street, Brown's Lane and Park Street would make a lot of difference - any cars stopping on those locations would block the road anyway and in a conservation area I don't think streets should be painted unless absolutely necessary.</p> <p>Any other comments? As mentioned above, I feel that more evidence needs to be presented before imposing these types of severe restrictions - for example the results of any parking surveys and some assessment of the impact on people other than the residents of the streets con</p>
<p>(o183) Local resident, (Charlbury, Woodfield Drive)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Will impact local business and the welcoming vibe</p> <p><u>Shared use parking bays:</u> Church Street – Object Will prohibit employees from parking</p> <p>Market Street – Object, Sheep Street – Object Impact on local businesses and employees unable to park</p> <p>Grammar School Hill/Park Street – Object Impact on local business including customers and employees</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Impact on local business</p> <p>Church Lane residents parking area – Object</p>

	<p>Impact on local business</p> <p>Church Lane DPPP removal – Object Necessary for visitors that need it</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>Impact on business and carers</p> <p>Any other comments? Better to have a new/extended carpark</p>
<p>(o184) Local resident, (Charlbury, Woodfield Drive)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support concern about the way so many cars are parking on double yellow lines or in disabled bays without authorization.</p> <p><u>Shared use parking bays:</u> Church Street – Support Currently too much parking on the double yellow lines.</p> <p>Market Street – Support, Sheep Street – Support Sheep Street is particularly difficult for vehicles to negotiate</p> <p>Grammar School Hill/Park Street – Support Improved safety for road users</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Make it easier for local people with limited mobility to access shops and services.</p> <p>Church Lane residents parking area – Support To encourage parking at the railway station.</p>

	<p>Church Lane DPPP removal – No opinion I don't know if there are disabled drivers in Church Lane.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Improved road safety and visibility</p> <p>Any other comments? I would like to see parking wardens working in Charlbury more frequently.</p>
<p>(o185) Local resident, (Charlbury, Woodfield drive)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here.</p> <p>Market Street – Partially support, Sheep Street – Partially support It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here.</p> <p>Grammar School Hill/Park Street – Partially support It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support</p>

	<p>It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here.</p> <p>Church Lane residents parking area – No objection This is a no through and must just be for residents</p> <p>Church Lane DPPP removal – Object As a disabled driver in town. Reducing poor provision for BB users is not welcome!</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here.</p> <p>Any other comments? Enforcement is necessary. Workers in town are not thought about It will probably just make parking move further out from the centre causing the same problem elsewhere.</p>
<p>(o186) Local resident, (Charlbury, Woodstock Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection For the spaces immediately outside the Co-op, it makes sense to restrict the time thus allowing others to 'pop in' to the Coop / Post Office.</p> <p><u>Shared use parking bays:</u> Church Street – Object Visitors and locals who have business in the centre already have difficulties in finding parking spaces during daylight hours including at the Spendlove Centre. The proposal will result in frustration and will ensure that those who can do so will take th</p> <p>Market Street – Object, Sheep Street – Object</p>

As above, these restrictions do not take into account the consequences for those unable to find a parking space in the town centre. The Spendlove Centre cannot cater for the overspill and nor should it!

Grammar School Hill/Park Street – Partially support

It is important that access is kept for parents dropping off and collecting their children from the Pre-school. However, it is also vital that staff have access to parking in the vicinity.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

Strongly object to this proposal. Quite shocking and ill thought out. Removing parking for local residents and visitors when some of these areas already have resident parking places off the road. In addition, as previously mentioned, this will ensure that visitors and locals who cannot find a parking place will take their business elsewhere.

Church Lane residents parking area – Partially support

Whilst understanding the difficulties for residents, what consideration is there for less able church-goers to reach the church? Not everyone has a Blue Badge.

Church Lane DPPP removal – Object

There is very little parking available at St Mary's. Removing this space will be detrimental for those wishing to attend church services.

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

Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **Object**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection**

There is little enough parking along Sheep Street, removing spaces is counter productive. In this age of the OCC promoting elective vehicle usage any residents who have EVs or Hybrids will find themselves disenfranchised by these proposals.

Any other comments?

It seems that the major problem in Charlbury is that rail commuters use the Spendlove Centre and on street parking in town in order to avoid the parking charges at Charlbury Station. Instead of imposing yet more restrictions on a town ill served by buses,

(o187) Local resident,
(Charlbury, Woodstock
road)

'Time-limited' parking bay:

Browns Lane – Object

It's fine as it is. It means those of who live outside Charlbury can come in and use the businesses. We don't want to be restricted to 30 minutes. Lunch in the Bull takes longer than that.

Shared use parking bays:

Church Street – Object

Our daughter was lucky enough to get a job in the Bull for the last year or so. We live two miles outside Charlbury and she needs to get to work by car. Where we live it's not suitable for cycling plus she works long hours till late.

Recruitment is dif

Market Street – Object, Sheep Street – Object

Same reasons as above. This is anti business and those of us who want to come into Charlbury to use it as our community town.

Grammar School Hill/Park Street – Object

Got to say it's really selfish of the residents who live on these streets. It's a 'let's keep the oiks out of Charlbury'.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

Same as above.

Church Lane residents parking area – Object

Same as above

Church Lane DPPP removal – No opinion

Same as above. Charlbury is a great town and all the better for having so many new businesses opening recently.

This will make it less likely that we will visit. This is a shame as it's our local town.

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

Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object

	<p>Same as above. It's currentl a great town with great facilities - this is anti business. Middle class people who want to keep others out.</p> <p>Any other comments?</p>
<p>(o188) Local resident, (Charlbury, Woodstock Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support X</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Should include Sundays too.</p> <p>Market Street – Support, Sheep Street – Support X</p> <p>Grammar School Hill/Park Street – No objection X</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support X</p> <p>Church Lane residents parking area – Partially support X</p> <p>Church Lane DPPP removal – No opinion X</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support will make traffic flow easier</p>

	<p>Any other comments? These measures are a good start but you will push the problem to surrounding streets eg Nine Acres Lane, The Slade. Also you should increase / enforce restrictions at Spendlove Centre eg keep the 1 hour spaces but make others limited to 3 hours. Otherwi</p>
<p>(o189) Local resident, (Charlbury, Woodstock road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support For people working locally permits may be needed</p> <p><u>Shared use parking bays:</u> Church Street – Object People travelling to Charlbury to work will be unable to park</p> <p>Market Street – Partially support, Sheep Street – Support Narrow street, school and nursery route would be safer with limited parking</p> <p>Grammar School Hill/Park Street – No objection There doesn't seem to be as much inconsiderate parking here</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Object, Sheep Street – Support, Browns Lane – Partially support, The Playing Close – Support As previous</p> <p>Church Lane residents parking area – No opinion I never drive or park there</p> <p>Church Lane DPPP removal – Object Disabled parking next to a church seems reasonable. It seems unfair to remove access to church for those with mobility issues</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>There's nowhere else for residents to park</p> <p>Any other comments?</p>
<p>(o190) Local resident, (Charlbury, Woodstock Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Quite frequently there are no space in the Spendlove Centre and restricting those who need are attending medical or other appointments may need to find a parking space for longer than 30 minutes.</p> <p><u>Shared use parking bays:</u> Church Street – Object This will cause even more disruption in the town centre. There are few enough parking spaces and to limit people who are visiting Charlbury or dining at local restaurants and bars to a 3 hour window may mean they go elsewhere. Also, those who work in the</p> <p>Market Street – Object, Sheep Street – Object As above it will cause more disruption than at present. People working in Charlbury cannot be expected to travel here by bus unless they are very local. Where are they meant to park if all spaces are have time limits.</p> <p>Grammar School Hill/Park Street – Object Where are people who work at Pre school meant to park. There are few enough spaces as it is. This scheme may force businesses to locate to more commuter friendly areas.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As above, it will be counter productive. If we cannot park in the town centre, we will go elsewhere for shopping and social occasions. Also, Playing Close residents have parking spaces at the rear of their properties.</p> <p>Church Lane residents parking area – Partially support Church Lane is a narrow road and already has limited parking. However, introducing resident only parking will make it difficult for the disabled to access the church.</p>

	<p>Church Lane DPPP removal – Object As mentioned above, it will mean there is no parking area for disabled people to access the church.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – No objection, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object There are not enough alternative places to park vehicles if those areas become no waiting at any time.</p> <p>Any other comments? This whole scheme is going to cost a huge sum of money and the only people who may benefit are those who will have resident parking. There is no doubt the scheme hasn't addressed the issue of people working in Charlbury, or carered for those who live on</p>
<p>(o191) Local resident, (Charlbury, Woodstock Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection As long as residents are catered for with permits.</p> <p><u>Shared use parking bays:</u> Church Street – No objection Again, as long as there are permits for residents.</p> <p>Market Street – Support, Sheep Street – Support You must include permits for residents.</p> <p>Grammar School Hill/Park Street – Support Resident permits are essential.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support The scheme would allow residents to park, and they can obtain additional permits for tradesmen, etc.</p> <p>Church Lane residents parking area – Support</p>

	<p>As long as they can obtain additional short-term permits for visitors</p> <p>Church Lane DPPP removal – No objection I am guessing you have ascertained there is no call for these spaces now. Should the need arise, you will have to reinstate.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Pound Hill is obviously too narrow for any parking, but parking is required for the rest.</p> <p>Any other comments?</p>
<p>(o192) Local resident, (Charlbury, Wychwood Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Where else will they park?</p> <p><u>Shared use parking bays:</u> Church Street – Support Where else will they park?</p> <p>Market Street – Partially support, Sheep Street – Object Where else will they park?</p> <p>Grammar School Hill/Park Street – Object Where else will the park?</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object There is no need for parking permits on the Playing Close as the residents have their own parking</p> <p>Church Lane residents parking area – Object Where else will they park?</p>

	<p>Church Lane DPPP removal – Object Where else will they park?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Where else will they park?</p> <p>Any other comments? Where else will they park?</p>
<p>(o193) Local resident, (Charlbury, Wychwood Paddocks)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object This will not cure the problem, only move the issue further out into other roads, my road being one for certain. I also wonder whether this is being raised by those members of the council who have a vested interest in the scheme.</p> <p><u>Shared use parking bays:</u> Church Street – Object This again will not solve the problem. See previous answer.</p> <p>Market Street – Object, Sheep Street – Object Already stated.</p> <p>Grammar School Hill/Park Street – Object Already stated.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This will only move the problem, and as stated earlier WILL NOT SOLVE IT ONLY CAUSE MORE ISSUES.</p> <p>Church Lane residents parking area – Object See previous answers.</p>

	<p>Church Lane DPPP removal – Object There are few enough Disabled person parking places as it is.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object You are NOT solving the initial problem. More parking space is needed and this could be the station car park (doubled in size and price reduced) land entering the cricket ground.</p> <p>Any other comments? None.</p>
<p>(o194) Local resident, (Charlbury, Wychwood Paddocks)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Where will residents park</p> <p><u>Shared use parking bays:</u> Church Street – No objection Church Street is wide enough to have herringbone parking</p> <p>Market Street – Object, Sheep Street – Object Again where will residents park</p> <p>Grammar School Hill/Park Street – Object You will only move the problem to other parts of the town</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object These are public roads why should residents pay to park</p> <p>Church Lane residents parking area – Object Yet again this doesn't solve the problem of parking in Charlbury</p>

	<p>Church Lane DPPP removal – Object Where do people in Church Lane with disabilities park if there is no designated parking place</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object You will only move the problem to other parts of the town</p> <p>Any other comments? The local council seem to be driving this initiative, do any of the members have a vested interest in having this scheme implemented, or has this been declared in council meetings. What is needed are more car parks surrounding the town and more affordabl</p>
<p>(o195) Local resident, (Charlbury, Wychwood Paddocks)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection As long as it does not impact the disabled bay</p> <p><u>Shared use parking bays:</u> Church Street – Object what about local employee cars?</p> <p>Market Street – No objection, Sheep Street – No objection How likely is it that the 1 hour spaces will be available for shoppers?</p> <p>Grammar School Hill/Park Street – No objection AAAAA</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Object, Browns Lane – Partially support, The Playing Close – Partially support What about attending church? Elderly residents not living in sheep street need to be ale to park for an hour</p> <p>Church Lane residents parking area – Object</p>

	<p>Employees need to be able to park</p> <p>Church Lane DPPP removal – Object aaaaa</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Please add double yellow lines opposite junctions as well, so many drivers dont know the highway code</p> <p>Any other comments? There seems to be a total disregard to any users other than residents. No consideration to the impact of the station carpark overflow, no consideration to the use patterns of the Spendlove carpark and absolutely no consideration to the many (lower paid) e</p>
<p>(o196) Local resident, (Charlbury, Wychwood Paddocks)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support</p> <p>'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:</p> <ul style="list-style-type: none"> - the parking needs of local businesses are considered alongside private ones; - parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood; - reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses; - guarantees are made that regular and active policing of the restrictions will take place; - an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended; - a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton). <p><u>Shared use parking bays:</u> Church Street – Partially support</p> <p>'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:</p> <ul style="list-style-type: none"> - the parking needs of local businesses are considered alongside

Market Street – **Partially support**, Sheep Street – **Partially support**

'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:

- the parking needs of local businesses are considered alongside

Grammar School Hill/Park Street – **Partially support**

'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:

- the parking needs of local businesses are considered alongside

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:

- the parking needs of local businesses are considered alongside private ones;
- parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood;
- reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses;
- guarantees are made that regular and active policing of the restrictions will take place;
- an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended;
- a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton).

Church Lane residents parking area – **Partially support**

'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:

- the parking needs of local businesses are considered alongside private ones;
- parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood;
- reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses;
- guarantees are made that regular and active policing of the restrictions will take place;
- an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended;
- a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton).

	<p>Church Lane DPPP removal – Partially support</p> <p>'I don't have any specific objection to this proposal. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:</p> <ul style="list-style-type: none"> - the parking needs of local businesses are considered alongside private <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>'I don't have any objection to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented:</p> <ul style="list-style-type: none"> - the parking needs of local businesses are considered alongside private ones; - parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood; - reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses; - guarantees are made that regular and active policing of the restrictions will take place; - an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended; - a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton). <p>Any other comments?</p> <p>'The specific restrictions identified in this proposal don't directly impact me as I live on a street in Charlbury that is not included in the current proposal and my property has off-road parking. However, I am very likely to be directly impacted by th</p>
<p>(o197) Local resident, (Charlbury, Wychwood Paddocks)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support</p> <p>'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:</p> <ul style="list-style-type: none"> - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses);

- parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town;
- enlargement of the existing station car park.
- establishment of a new car park on the edge of the town;
- establishment of a community-run bus service to serve the wider area.

Shared use parking bays:

Church Street – Partially support

'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:

- any parking restrictions must be regularly policed;
- the requirements of local businesses are also taken into consideration;
- park

Market Street – Partially support, Sheep Street – Partially support

'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:

- any parking restrictions must be regularly policed;
- the requirements of local businesses are also taken into consideration;
- park

Grammar School Hill/Park Street – Partially support

'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:

- any parking restrictions must be regularly policed;
- the requirements of local businesses are also taken into consideration;
- park

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support

'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:

- any parking restrictions must be regularly policed;
- the requirements of local businesses are also taken into consideration;
- parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses);
- parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town;

- enlargement of the existing station car park.
- establishment of a new car park on the edge of the town;
- establishment of a community-run bus service to serve the wider area.

Church Lane residents parking area – **Partially support**

'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:

- any parking restrictions must be regularly policed;
- the requirements of local businesses are also taken into consideration;
- parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses);
- parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town;
- enlargement of the existing station car park.
- establishment of a new car park on the edge of the town;
- establishment of a community-run bus service to serve the wider area.

Church Lane DPPP removal – **Partially support**

'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:

- any parking restrictions must be regularly policed;
- the requirements of local businesses are also taken into consideration;
- park

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

Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support**

'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues:

- any parking restrictions must be regularly policed;
- the requirements of local businesses are also taken into consideration;
- parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses);
- parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town;
- enlargement of the existing station car park.
- establishment of a new car park on the edge of the town;
- establishment of a community-run bus service to serve the wider area.

	<p>Any other comments? These proposed parking restrictions do not impact me directly but please note the points raised in my earlier responses,</p>
<p>(o198) Local resident, (Charlbury, Wychwood Paddocks)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Proposal will not solve the parking problem in Charlbury as a whole</p> <p><u>Shared use parking bays:</u> Church Street – Object Proposal will not solve the parking problem in Charlbury as a whole.</p> <p>Market Street – Object, Sheep Street – Object Proposal will not solve parking problem in Charlbury as a whole</p> <p>Grammar School Hill/Park Street – Object Proposal will not solve parking problem in Charlbury as a whole</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Proposals will not solve parking problem in Charlbury as a whole.</p> <p>Church Lane residents parking area – Object Proposal will not solve parking problem in Charlbury as a whole</p> <p>Church Lane DPPP removal – Object Proposal will not solve parking problem in Charlbury as a whole.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Proposal will not solve parking problem in Charlbury as a whole.</p>

	<p>Any other comments? These proposals will only serve to push the parking problem out to other areas of Charlbury. People buying houses in the centre of Charlbury must have been fully aware at the time that most of the housing does not have garages or private parking. As a res</p>
<p>(o199) Local resident, (Charlbury, You would work out who I was. Not telling you.)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Because it is the only practical solution.</p> <p><u>Shared use parking bays:</u> Church Street – Support Because it is the only practical solution. However those who ignore the double yellow lines and cause the buses to get stuck need to have £200 fines.</p> <p>Market Street – Partially support, Sheep Street – Partially support Because it is the only practical solution.</p> <p>Grammar School Hill/Park Street – Support Because it is the only practical solution.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Because it is the only practical solution.</p> <p>Church Lane residents parking area – No objection Because it is the only practical solution.</p> <p>Church Lane DPPP removal – Object It is needed.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p>

	<p>Because it is the only practical solution.</p> <p>Any other comments? Resident permits must be FREE. Also customers from the Bull and The Bell must be banned from parking in public roads. These two establishments are responsible for a lot of the parking problems in the centre of our town. Also The Bull MUST be made to compl</p>
<p>(o200) Local resident, (Charlbury, Church Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Drop in customers of the Coop need somewhere to stop</p> <p><u>Shared use parking bays:</u> Church Street – Support Stops 'station parkers'</p> <p>Market Street – Support, Sheep Street – Support Good idea, will allow easier parking for residents</p> <p>Grammar School Hill/Park Street – Support Will allow easier parking for residents</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Supports residents</p> <p>Church Lane residents parking area – Support Church Lane currently used as a car park for station and visitors resulting in insufficient parking for residents. The proposal for Church Lane correctly addresses this</p> <p>Church Lane DPPP removal – Support It is NEVER used</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Support</p> <p>Your proposals will ease traffic flow</p> <p>Any other comments? This is a good idea and way overdue</p>
<p>(o201) Local resident, (Charlbury, Church lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It seems appropriate for the use of that street</p> <p><u>Shared use parking bays:</u> Church Street – Support Seems the right mix</p> <p>Market Street – Support, Sheep Street – Support Seems the right mix</p> <p>Grammar School Hill/Park Street – Support Seems appropriate</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Residents need and deserve these</p> <p>Church Lane residents parking area – Support Church lane suffers from being used as a car park by rail commuters and others with cars parked for long periods . Really good idea.</p> <p>Church Lane DPPP removal – Support If there are no disabled residents as I believe there are not</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Support These can be serious pinch points .</p> <p>Any other comments? Well thought out . Thank you</p>
<p>(o202) Member of public, (Charlbury, Church Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys</p> <p><u>Shared use parking bays:</u> Church Street – Object There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys</p> <p>Market Street – Object, Sheep Street – Object There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys</p> <p>Grammar School Hill/Park Street – Object There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This will force all day parkers, people working in Charlbury but living elsewhere, in to far too few spaces within the village</p> <p>Church Lane residents parking area – Object This will force all day parkers, people working in Charlbury but living elsewhere, in to far too few spaces within the village</p> <p>Church Lane DPPP removal – Support</p>

	<p>More disabled parking should be made available</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>This will force all day parkers, people working in Charlbury but living elsewhere, in to far too few spaces within the village</p> <p>Any other comments? It is vital that there is adequate parking provision for people working in Charlbury but living elsewhere. Especially key workers, working long shifts</p>
<p>(o203) Local resident, (Charlbury, Church Streer)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Residents' permit or 30 mins</p> <p><u>Shared use parking bays:</u> Church Street – Object 3 hours is too long. The main problem with church street is both parking from the station, and in particular The Bell and the Bull. If Church street is 3 hours and other streets are 2 hours, Church st will become even more of an overflow car park for the</p> <p>Market Street – Partially support, Sheep Street – Partially support The streets should all have the same time limit eg all 1 hour or all 2 hours or all 3 hours.</p> <p>Grammar School Hill/Park Street – Partially support As previously stated, all streets should have the same time limit</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object If time limits are introduced, they need to be the same time, and on all streets.</p> <p>Church Lane residents parking area – Object</p>

	<p>As previously stated, all streets need to be treated equally eg same time limits</p> <p>Church Lane DPPP removal – Object Why is it being removed? Surely it is necessary for disabled people?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object As we have seen on Church street, double yellow lines stops parking in the evening. This results in cars driving significantly faster. It was a mistake to remove parking and increase the double yellow lines on Church street and this needs to be learnt from. As a resident of Church street, I have noticed an awful lot more speeding and near misses, because of this.</p> <p>Any other comments? I don't particularly support the parking proposals. There hasn't been much creativity of thought involved. It would be better if there were parking restrictions only between 6-8am (trains) and 6-8pm (pubs) with 30 min paid for parking available to non res</p>
<p>(o204) As part of a group/organisation, (Charlbury, Church street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already and the majority of my co workers will need to park here. I truly believe that this will only benifit a small number of residents and will only add to the struggle of local businesses</p> <p><u>Shared use parking bays:</u> Church Street – Object I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already</p> <p>Market Street – Object, Sheep Street – Object</p>

I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already

Grammar School Hill/Park Street – Object

I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op parking area where there is limited all day s

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already and the majority of my co workers will need to park here. I truly believe that this will only benifit a small number of residents and will only add to the struggle of local businesses

Church Lane residents parking area – Object

I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already and the majority of my co workers will need to park here. I truly believe that this will only benifit a small number of residents and will only add to the struggle of local businesses

Church Lane DPPP removal – Object

There is not enough disabled parking in charlbury and restricting access to disabled people will hurt the local community and businesses

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

This will be limiting the access to business in charlbury

Any other comments?


I believe that these proposals are not intended to benifit anyone other than the people who have houses directly on the street. If you want to park outside your home buy a house with a driveway!

<p>(o205) Local resident, (Charlbury, Church street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It would be great to have somewhere to park to quickly take a child to nursery or to go to the deli/Cornerstone quickly</p> <p><u>Shared use parking bays:</u> Church Street – Object It is already extremely hard to drop children to nursery or to pick up a prescription from the pharmacy. This will make it even harder</p> <p>Market Street – No opinion, Sheep Street – No opinion Unsure</p> <p>Grammar School Hill/Park Street – Partially support Sounds a good idea</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion Some sound ok</p> <p>Church Lane residents parking area – No objection Don't see why not</p> <p>Church Lane DPPP removal – Object Why remove a space for disabled</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support This makes sense</p>

	Any other comments?
(o206) Member of public, (Charlbury, Church Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Parking is hard enough around Charlbury town centre as it is</p> <p><u>Shared use parking bays:</u> Church Street – Object Parking is hard enough around Charlbury town centre as it is</p> <p>Market Street – Object, Sheep Street – Object Parking is hard enough around Charlbury town centre as it is</p> <p>Grammar School Hill/Park Street – Object Parking is hard enough around Charlbury town centre as it is</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – No opinion Parking is hard enough around Charlbury town centre as it is</p> <p>Church Lane residents parking area – No opinion This doesn't affect me</p> <p>Church Lane DPPP removal – Object To support those that need that space</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – No opinion Parking is hard enough around Charlbury town centre as it is</p> <p>Any other comments?</p>

<p>(o207) Local resident, (Charlbury, Crawborough)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It will increase costs for road repair and traffic wardens. It's of no benefit if it's not monitored all day. It will become more dangerous for pedestrians with the increased movement of vehicles attempting to park.</p> <p><u>Shared use parking bays:</u> Church Street – Object The people who purchased the properties in that area were well aware of the parking problems when they made the purchase.</p> <p>Market Street – Object, Sheep Street – Object The people who need residents permits were well aware of the parking situation when they made the purchase of the property.</p> <p>Grammar School Hill/Park Street – Object The residents knew there was limited parking available when they purchased the property. I don't think they should receive unlimited parking. They chose to live in a house with no parking.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object The residents chose to buy a property with no private parking facilities. That was their choice. I don't understand why their choice should restrict where I can park to visit that area.</p> <p>Church Lane residents parking area – Object The residents were aware of the parking situation when they moved to that road. They only have themselves to blame. I don't see why I should have to pay for their parking.</p> <p>Church Lane DPPP removal – No objection</p>

	<p>I drive to work and therefore have always lived in property that has private parking, even if it is further from amenities that I would prefer to walk to. I don't see why I should have to make a contribution to the costs of other people's parking when the</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support This will only work if it is enforced at all times. Not just one day a week. It should make traveling by foot/bicycle much safer.</p> <p>Any other comments? If public transport were to be improved then we wouldn't need to park.</p>
<p>(o208) Local resident, (Charlbury, Dancers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Remove a bottle neck and make crossing the road safer</p> <p><u>Shared use parking bays:</u> Church Street – Support Residents only should be able to park for extended periods here</p> <p>Market Street – Support, Sheep Street – Support These are narrow streets with narrow pavements that easily get blocked by rogue parking but residents should be able to park here.</p> <p>Grammar School Hill/Park Street – No objection No real concerns about this location</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Partially support Residents parking should be prioritised in all these narrow streets</p> <p>Church Lane residents parking area – Support</p>

	<p>Same as above</p> <p>Church Lane DPPP removal – No opinion </p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – No objection, Market Street – Partially support, Browns Lane – No objection, Sheep Street – Support, Park Street – No objection, Grammar School Hill/Park Street – No objection, Dyers Hill – Support Some of these streets are congested by parking by and unsafe for pedestrians</p> <p>Any other comments?</p>
<p>(o209) Local resident, (Charlbury, Ditchley road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support There are so few places to park for nursery drop off</p> <p><u>Shared use parking bays:</u> Church Street – Object Limited space in town for free parking all day, these are needed for local staff like the nursery who have no car park or room for one. If local employees were included in the permits I would support.</p> <p>Market Street – Object, Sheep Street – Object Same as above.</p> <p>Grammar School Hill/Park Street – Object Same as above.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object There's just no parking in town other than the co-op/community centre but not enough.</p> <p>Church Lane residents parking area – Object</p>

	<p>Same as above</p> <p>Church Lane DPPP removal – Object I assume it's being used to make parking possible for people who need it. I can barely park down there so I assume disabled people also can't. They shouldn't have to walk further than they need to.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object People waiting or stopping just isn't a problem.</p> <p>Any other comments? Please consider more than just the people who live in the houses on those streets. There are a lot of people who work nearby and need to park all day. When I drop my children at nursery every day there is nowhere to stop and carry two toddlers plus their</p>
<p>(o210) Local resident, (Charlbury, Ditchley Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Force traffic outwards</p> <p><u>Shared use parking bays:</u> Church Street – Support So residents can park outside their own homes</p> <p>Market Street – Partially support, Sheep Street – Object Causing those visiting retail outlets to go elsewhere</p> <p>Grammar School Hill/Park Street – Object Again forcing traffic to park on the outskirts of Charlbury</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Object Causing traffic to go elsewhere & Will this be enforced?</p>

	<p>Church Lane residents parking area – Object How will this be enforced, who will be checking on weekends etc</p> <p>Church Lane DPPP removal – Object Where will those who need disabled support park???</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object The charm of Charlbury is no parking restrictions</p> <p>Any other comments? I think it is very sad that one pub has such an impact on parking. Another potential terrible change to Charlbury.</p>
<p>(o211) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object This will not support local business, people visiting and those working here.</p> <p><u>Shared use parking bays:</u> Church Street – Object As above</p> <p>Market Street – Object, Sheep Street – Object As above</p> <p>Grammar School Hill/Park Street – Object As previous</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This would make the town unviable for business, workers or tourists</p>

	<p>Church Lane residents parking area – Object As previous</p> <p>Church Lane DPPP removal – Object How would this support those using the town that have disabilities?</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object And push the parking to where exactly? Provision needs to be made for additional parking - not removal</p> <p>Any other comments? None of these proposals will support the parking in Charlbury. We need to have greater parking spaces to deal with those that work here and visit here, not just for those that have bought a house without parking!</p>
<p>(o212) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Insufficient time to undertake any task or appointments</p> <p><u>Shared use parking bays:</u> Church Street – No objection This allows parking for residents and when spaces are free these can be used by users of the town's facilities</p> <p>Market Street – Partially support, Sheep Street – Object 1 hour is insufficient for appointments and time for people to eat and socialise</p> <p>Grammar School Hill/Park Street – No objection Good to allow residents to have the ability to park close to their property overnight and for when they working from home/ have visitors</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Partially support</p>

	<p>This will remove the station users from having extended use of critical spaces for residents , who should have preference</p> <p>Church Lane residents parking area – Partially support The prevention of long term and overnight parking and station users from taking and restricting use for local occupiers and owners / residents</p> <p>Church Lane DPPP removal – Support Disabled parking is possible at any place for short term requirements</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Too restrictive</p> <p>Any other comments? More parking needed - utilisation of open spaces within and joined to the town needs to be the priority.</p>
<p>(o213) Local resident, (Charlbury, Dyers Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing</p> <p><u>Shared use parking bays:</u> Church Street – No objection I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing</p> <p>Market Street – No objection, Sheep Street – No objection I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing</p> <p>Grammar School Hill/Park Street – No objection</p>

	<p>I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – Support, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection I live on Dyers Hill and have supported residents permits since moving here</p> <p>Church Lane residents parking area – No objection I don't live there so cannot state whether thus will work but I appreciate there are parking issues in various areas that need addressing</p> <p>Church Lane DPPP removal – No opinion I have no knowledge of the need</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – Object I can't comment on issues on other streets but I think the current double yellow lines on Dyers Hill are sufficient and no more are required. It is frustrating that policing of such things has been inconsistent in the past so I look forward to coherent and consistent management together with the permits.</p> <p>Any other comments? It does concern me that there may not be enough parking space for two permits per household. We have a young family and I can imagine a situation where all the permit spaces are taken because so many households own more than one car and I will be again fo</p>
<p>(o214) Local resident, (Charlbury, Elm crescent)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Parent with children to get out of the car. 30 minutes is very limited.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion</p>

	<p>Not a road I use</p> <p>Market Street – Object, Sheep Street – No opinion Too limited for visitors</p> <p>Grammar School Hill/Park Street – Object Too limited</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Object to the areas closest to services</p> <p>Church Lane residents parking area – Support This seems fair</p> <p>Church Lane DPPP removal – Support Should be more accessible parking options</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Too restrictive</p> <p>Any other comments?</p>
<p>(o215) Local resident, (Charlbury, Enstone Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Time limit should be 1 or 2 hours in line with other areas.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support No need for different limits in different places which will only cause confusion. Time limit should be 1 or 2 hours in line with other areas.</p>

Market Street – **Partially support**, Sheep Street – **Partially support**

No map is provided so it is impossible to give a reasoned opinion

Grammar School Hill/Park Street – **Object**

Time limit should be 1 or 2 hours to be consistent with other areas. This proposal does not allow for parking for staff of Charlbury Pre-School.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Object**, The Playing Close – **Object**

This is a half-baked proposal which merely dumps the parking problem in Charlbury Town Centre into other parts of the town. It will have adverse impacts on Enstone Road, Nine Acres Lane and Hixet Wood in particular. It has been driven by rich people, for rich people.

Church Lane residents parking area – **No objection**

No map is provided.

Church Lane DPPP removal – **Object**

The church is likely to need a disabled space. No map is provided so it is impossible to support the proposal.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support**

No map has been provided. The proposals merely dump an existing parking problem into areas where fewer of the super-rich live. The Town Council idiotically proposed removing a parking restriction on Grammar School Hill which was only introduced for safety reasons in 2022. There still won't be enough parking spaces for the cars owned by people on these roads.

Any other comments?

There was a meeting of the Town Council in January which was well-attended. At that meeting, the Chair and county councillor explained that any parking scheme in Charlbury would have a knock-on effect on other areas. Much self-interest was cited includi

<p>(o216) Local resident, (Charlbury, Hixet Wood)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion Please see below</p> <p><u>Shared use parking bays:</u> Church Street – Object I live on Hixet wood -I have a child and already often cannot park near my house due to customers of the bull. when I get back from work which can be late as I am an nhs worker this means I often end up carrying my child shopping etc from wherever I mana</p> <p>Market Street – Object, Sheep Street – Object As above</p> <p>Grammar School Hill/Park Street – Object As above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Parking is already become difficult due to increased volume of traffic new houses and businesses as a result residents are often left struggling to find somewhere to park after work and if this goes ahead which it would be better if not but if it does residents need priority over visitors and secure parking spaces</p> <p>Church Lane residents parking area – Object Unless it includes Hixet wood it will have serious consequences on people living on Hixet wood</p> <p>Church Lane DPPP removal – Object As above</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object It will make parking impossible for residents unless every street is offered residents only parking</p>
---	--

	<p>Any other comments? Please take into consideration the people living on street where we do not have parking spaces and how restricting parking in one place will have consequences on neighbouring streets !</p>
<p>(o217) Local resident, (Charlbury, Lees Heights)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object While I don't agree with any restrictions here, the time suggested is insufficient by a considerable distance.</p> <p><u>Shared use parking bays:</u> Church Street – Object The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go?</p> <p>Market Street – Object, Sheep Street – Object The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go?</p> <p>Grammar School Hill/Park Street – Object The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go?</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go? Also this just pushes the issue further to areas like Hixet Wood.</p> <p>Church Lane residents parking area – Object In addition to repeating myself, we want Charlbury to be welcoming to visitors.</p> <p>Church Lane DPPP removal – Support Not used and taking up space.</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Annoying, preventing locals and visitors alike from movement and ability to carry out errands.</p> <p>Any other comments? Keep as we are.</p>
<p>(o218) Local resident, (Charlbury, Lees heights)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Parking has become a major problem in our small town. Which has caused local residents the most trouble</p> <p><u>Shared use parking bays:</u> Church Street – Object How do I drop my child at nursery twice a day? How do I stop park get my child out the car safely and then pick him up later at 8am and 5pm? It's not possible unless the parking is openly available</p> <p>Market Street – Object, Sheep Street – Object How do I drop my child at nursery twice a day? How do I stop park get my child out the car safely and then pick him up later at 8am and 5pm? It's not possible unless the parking is openly available. There is NOT enough parking for residents. There is NOT</p> <p>Grammar School Hill/Park Street – Object As above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As above</p> <p>Church Lane residents parking area – Object As above</p> <p>Church Lane DPPP removal – Support</p>

	<p>We need this space for drop offs for children</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Support</p> <p>Certain roads we need to stop and let our children out for access to the nursery</p> <p>Any other comments?</p>
<p>(o219) As a business, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Businesses should allocated the same number of parking permits as residential. I have a business with no allocated parking and need to drop off and pick up daily.</p> <p><u>Shared use parking bays:</u> Church Street – Object I think too many cars will need to use these spaces.</p> <p>Market Street – Object, Sheep Street – Object Fine if business's are allowed permits.</p> <p>Grammar School Hill/Park Street – No objection No objection</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support I would support if businesses included. But also the town will require an additional car park for visitors otherwise other areas will suffer.</p> <p>Church Lane residents parking area – Partially support If businesses included.</p>

	<p>Church Lane DPPP removal – No objection None</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object I would only support if enough parking was available</p> <p>Any other comments?</p>
<p>(o220) Local resident, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Congestion on this street which stops buses getting through</p> <p><u>Shared use parking bays:</u> Church Street – Support People seem from the estate agents pubs and nursery they have a right to park there and get very abusive if asked to move</p> <p>Market Street – Support, Sheep Street – Support Market Street. The two cars owned by Halfpenny house think they can put boxes on the street to save their parking space which stops neighbours using the space outside their house also delivery people find difficulties dropping off parcels ect.</p> <p>Grammar School Hill/Park Street – Support Congestion and stopping traffic getting through</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Congestion and people think they can park where they like regardless of other people</p> <p>Church Lane residents parking area – Support Too many car's parking using the pubs</p>

	<p>Church Lane DPPP removal – Object Where will they park??</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Partially support, Park Street – Support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Support Congestion</p> <p>Any other comments?</p>
<p>(o221) Local resident, (Charlbury, Market street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Important to have this for access to local businesses - shoppers etc</p> <p><u>Shared use parking bays:</u> Church Street – Support Sounds like a good idea / balance for residents and local businesses</p> <p>Market Street – Support, Sheep Street – Support Sensible given proximity of local businesses and need to people to park nearby and access these</p> <p>Grammar School Hill/Park Street – Support Support shared use here so that people can park for short periods and walk into town to use local businesses. Also to clamp down on people using this area to park cars and walk to train station for commuting to London</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Totally support residents parking permits for all these areas as it's getting so difficult for people to park near their houses with the increased traffic in town.</p> <p>Church Lane residents parking area – Partially support</p>

	<p>Need some mixed use in this areas because of local businesses</p> <p>Church Lane DPPP removal – No opinion I'm not sure where this is</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Support all of this to make clear the current parking rules</p> <p>Any other comments? We really need residents only parking bays as proposed by the plans - it's getting more and more difficult to park near our houses for those of us without our own off street parking</p>
<p>(o222) Local resident, (Charlbury, Marlborough Place)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object charlbury is currently a thriving town and locals need parking for work and going about their business - I feel this would stifle that and is not really needed.</p> <p><u>Shared use parking bays:</u> Church Street – Object This will stifle business and use of charlbury facilities for residents.</p> <p>Market Street – Object, Sheep Street – Object This will stifle charlbury businesses and the use of the community centre</p> <p>Grammar School Hill/Park Street – Object This was free parking until double yellow lined and help visitors park for walks in Cornbury and then to spend money in town.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object These would stifle the town just going about it's business for residents and visitors</p>

	<p>Church Lane residents parking area – No opinion Stifling town business</p> <p>Church Lane DPPP removal – Object Not fair</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Charlbury needs some parking so that visitors can spend a fair few hours here and pay into the local economy</p> <p>Any other comments? I truly believe this is a money grab by OCC which doesn't take into account the loss of spending by visitors and residents into our local economy. If a visitor is unable to park anywhere they may move on to chipping Norton or Burford or Witney where they</p>
(o223) Local resident, (Charlbury, N/a)	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion When people buy a property and it does not have its own drive way or parking space in my opinion they knew that before buying</p> <p><u>Shared use parking bays:</u> Church Street – Object As people who live in the properties know there is no parking before buying or renting</p> <p>Market Street – Object, Sheep Street – Object As above</p> <p>Grammar School Hill/Park Street – Object As above</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As above</p> <p>Church Lane residents parking area – Object As above</p> <p>Church Lane DPPP removal – No opinion A blue badge holder can park in a permit space even tho it's not a disabled parking space a</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object I'm objecting because I can see that it is only beneficial to people who have properties what about the local business</p> <p>Any other comments? If the bull had more parking like they used too then people visiting there would be able to park in there but unfortunately they was allowed to extend the outside seating etc</p>
<p>(o224) As part of a group/organisation, (Charlbury, Nine Acres Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Good idea</p> <p><u>Shared use parking bays:</u> Church Street – Support Good idea</p> <p>Market Street – Support, Sheep Street – Support Good idea</p> <p>Grammar School Hill/Park Street – No objection Good idea</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Good idea</p> <p>Church Lane residents parking area – Object As church warden I would like to say that we need disabled spaces for people attending church services (Sundays, funerals, weddings, etc)</p> <p>Church Lane DPPP removal – Support Good idea</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object We need to park somewhere</p> <p>Any other comments? No</p>
<p>(o225) Local resident, (Charlbury, Nine Acres Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Moving the problem elsewhere</p> <p><u>Shared use parking bays:</u> Church Street – Support Householders need to park outside their own homes</p> <p>Market Street – Object, Sheep Street – Object 2 class system, householders unable to purchase permits, limited parking anyway</p> <p>Grammar School Hill/Park Street – Object Not redressing the problem, just moving it elsewhere, will not be policed. We need more parking!,</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object We need more official parking, and the proposals will only serve to move the problem further out. we will lose the few businesses that we have left.</p> <p>Church Lane residents parking area – Partially support See response to question 11</p> <p>Church Lane DPPP removal – No opinion No nothing about it</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Any extension to the current yellow lines will restrict day to day life intolerably, no deliveries, work persons unable to carry out their livelihoods.</p> <p>Any other comments? I'll thought out, presumably at great expense, we will not be able to afford the policing, therefore no control, and does not redress the problem of insufficient legal parking!.</p>
<p>(o226) Local resident, (Charlbury, Nine acres lane. Jeff's Terrace.)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Seems to make sense.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion Don't really understand this. Shouldn't residence have priority?</p> <p>Market Street – No opinion, Sheep Street – No opinion Don't understand this. Residents should have priority.</p>

	<p>Grammar School Hill/Park Street – No opinion Don't get this. Residents should have priority.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Because residents should be able to park.</p> <p>Church Lane residents parking area – No objection Seems to make sense as residents do not have parking or garages.</p> <p>Church Lane DPPP removal – Object Disabled parking should easily available.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – Object, Market Street – No objection, Browns Lane – No objection, Sheep Street – No objection, Park Street – No objection, Grammar School Hill/Park Street – No objection, Dyers Hill – No objection I just feel double yellow just move a problem to another area. Nine acres lane is always very busy due to garage and railway. Double yellow lines will mean the lay bye will get filled and residents already struggle to park.</p> <p>Any other comments? I agree parking needs sorting don't know the answer. But just moving from one place to another is not the answer. Residents need to be able to park.</p>
<p>(o227) Local resident, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Clearly useful for disabled customers at Coop</p> <p><u>Shared use parking bays:</u> Church Street – Object Not enough information to go on as to whether this will resolve parking issues</p>

	<p>Market Street – Object, Sheep Street – Object Not enough information to go on as to whether this will resolve parking issues</p> <p>Grammar School Hill/Park Street – Object Not enough information to go on as to whether this will resolve parking issues</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Not enough information to go on as to whether this will resolve parking issues</p> <p>Church Lane residents parking area – Object Not enough information to go on as to whether this will resolve parking issues</p> <p>Church Lane DPPP removal – No opinion Not enough information to have an opinion</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Not enough information to go on as to whether this will resolve parking issues in Charlbury. Need the bigger picture and more detail of the town's parking issues</p> <p>Any other comments? I'm aware there are not enough spaces for all residents and visitors as demand is growing for parking. However, I need to know more about the exact nature of demands. What analysis has been done looking at the bigger picture including demand by train user</p>
<p>(o228) Local resident, (Charlbury, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Buses regularly get stuck there with too many cars</p> <p><u>Shared use parking bays:</u> Church Street – Object</p>

	<p>People who work in the nursery would be adversely affected.</p> <p>Market Street – Object, Sheep Street – Object There isn't a parking problem there except on weekends. Quite unnecessary</p> <p>Grammar School Hill/Park Street – Object No problem with weekday parking. It's only at weekends it's a problem.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – Support, Park Street – No objection, Sheep Street – Object, Browns Lane – Support, The Playing Close – Object Parking restrictions would harm businesses and the lower paid. It would allow county councillors to park outside their own houses at the expense of others</p> <p>Church Lane residents parking area – Object As above. Done to appease county councillors not to help residents or businesses</p> <p>Church Lane DPPP removal – No objection No reason to have it there</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object No enforcement of existing regulations so what's the point</p> <p>Any other comments? Completely object to county councillors husband berating people on the Charlbury website and claiming nursery/care workers are less important than people (like him) who have important man jobs working from home.</p>
<p>(o229) Local resident, (Charlbury, Park street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support To allow clear flow of traffic for buses</p> <p>Shared use parking bays:</p>

Church Street – Support

This will allow residents to find spaces and allow visitors to local businesses time to park for the enough time.

Market Street – Support, Sheep Street – Support

Allows residents space as well as visitors to local businesses

Grammar School Hill/Park Street – Partially support

Spaces here are currently more readily available compared to Church Street and Park Street, they could provide additional parking for visitors to Charlbury without requiring visitor permits. However, implementing parking restrictions would be beneficial f

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

Allow space for residents parking.

Church Lane residents parking area – Partially support

Allow space for residents parking.

Church Lane DPPP removal – No opinion

Unsure of residents ability status in church lane.

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

Allow free flow of traffic

Any other comments?

No Answer

<p>(o230) Local resident, (Charlbury, Playing close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Help through traffic</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Permit holders would need unlimited parking, but there needs to be parking for visitors to Charlbury to use the facilities perhaps longer than 3 hours</p> <p>Market Street – Support, Sheep Street – Support Some streets have too many cars parked obstructing vehicles, that need more restrictions</p> <p>Grammar School Hill/Park Street – Partially support There is a lack of parking for visitors to Charlbury so consideration for residents and visitors to keep business in Charlbury going is vital as well as giving residents and their guest places to park</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Support As previously need to balance resident and visitor parking for Charlbury business to thrive unless extra parking can be made next to the community centre into nine acres</p> <p>Church Lane residents parking area – Partially support As above</p> <p>Church Lane DPPP removal – Object If you were disabled objecting to removing any disabled space is obvious</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support Can't completely restrict parking only in areas of log jams</p>
--	---

	<p>Any other comments? Please please to keep Charlbury alive and help business keep going make some more car parking space, to compensate for the lost when the community centre was built. People have to drive we can't all make journeys by bus or cycle. We can't deny car use, re</p>
<p>(o231) Local resident, (Charlbury, Pooles Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I don't want to see any parking restrictions in the town - it will make life for residents who have no parking currently near their home very difficult.</p> <p><u>Shared use parking bays:</u> Church Street – Object Do not agree with CPZs</p> <p>Market Street – Object, Sheep Street – Object Don't agree with CPZs - pushes the problem into adjoining roads</p> <p>Grammar School Hill/Park Street – Object CPZs are restrictive and should be seen in cities</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Don't agree. Problem gets shifted.</p> <p>Church Lane residents parking area – Object Same as above</p> <p>Church Lane DPPP removal – Object Why would you do that! Very non-inclusive!</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p>

	<p>The roads are narrow and access needs to be available at all times.</p> <p>Any other comments?</p>
<p>(o232) Local resident, (Charlbury, Rochester Place)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to town centre businesses parking would risk closure to multiple town centre businesses and amenities.</p> <p><u>Shared use parking bays:</u> Church Street – Object Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to t</p> <p>Market Street – Object, Sheep Street – Object Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to t</p> <p>Grammar School Hill/Park Street – Support Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to t</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Please do not ruin our town like this - we are local people with central businesses which will fail as a result of you implementing traffic restrictions which will ultimately most benefit visitors to our town. Our local businesses will crumble if this is implemented.</p> <p>Church Lane residents parking area – Object</p>

	<p>Please do not ruin our town like this - we are local people with central businesses which will fail as a result of you implementing traffic restrictions which will ultimately most benefit visitors to our town. Our local businesses will crumble if this is implemented.</p> <p>Church Lane DPPP removal – Object Utilisation of the once central disabled space is minimal - you are more likely to see an incredibly expensive car with no fear of traffic management within this space .</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Unless these were minimal areas for safety concerns they would reduce parking, detrimental to local residents and buisnesses</p> <p>Any other comments? Increased parking.</p>
<p>(o233) Local resident, (Charlbury, Rochester place)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object 30 mins is not enough time to be useful to me</p> <p><u>Shared use parking bays:</u> Church Street – Object On street parking should be available for all</p> <p>Market Street – Object, Sheep Street – Object on street parking should be available for all</p> <p>Grammar School Hill/Park Street – Object 30mins parking not or use to me</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p>

	<p>on street parking should be available to all</p> <p>Church Lane residents parking area – Object on street parking should be available for all</p> <p>Church Lane DPPP removal – Object Disabled bays should be available</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support in some areas more double yellow lines would be useful to prevent inappropriate parking</p> <p>Any other comments?</p>
<p>(o234) Local resident, (Charlbury, Sandford Park)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support I would make it 1hr</p> <p><u>Shared use parking bays:</u> Church Street – Support Seems very sensible</p> <p>Market Street – Partially support, Sheep Street – Partially support 2hrs</p> <p>Grammar School Hill/Park Street – No opinion I have got no opinion about this location</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Makes sense even though it will just move the problem a bit further away from those problematic locations</p>

	<p>Church Lane residents parking area – Partially support I would allow 2hrs parking there</p> <p>Church Lane DPPP removal – No objection Why not</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support I like double yellow lines a lot - as they make people walk more but they definitely need to be policed once in place!</p> <p>Any other comments? I always thought that the Spendlove Carpark is too generous when it comes to time of use - 3 hrs max and no return within 1hr would be enough</p>
<p>(o235) Local resident, (Charlbury, Sandford Park)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Browns lane tends to get customers and staff for the Bull which isn't fair on elderly people who have driven to the town centre for shopping etc and there is nowhere to park.</p> <p><u>Shared use parking bays:</u> Church Street – Support Church street, park street, dyers hill and nine acres lane all get commuters parking early morning which means there is nowhere for anyone else to park. Myself and a resident of Church street received parking tickets for being just on the double yellows,I</p> <p>Market Street – Support, Sheep Street – Support When people buy houses without a driveway they should consider that this might come into force. Nobody owns the road outside their house. Again the Bull customers and staff park on these streets as well as Enstone rd.</p> <p>Grammar School Hill/Park Street – Support Again I see commuters most mornings around 7.30am parking on this road and heading for the station.</p>

	<p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support I think parking in Charlbury has got steadily worse and it will effect trade as there is often nowhere to park so people including myself are going to Chadlington.</p> <p>Church Lane residents parking area – Support I think it's a great idea as most houses have a driveway or parking area, again it will stop the commuter.</p> <p>Church Lane DPPP removal – No objection The disabled space was there for Malcolm Harper who died years ago. If nobody else is disabled then it should be removed.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support There is a perfectly good car park at the station,the Bull will have to reinstate the car park and with the co op car park spaces free again it will be great 👍</p> <p>Any other comments? None of this will work unless you have daily traffic wardens. People will learn very quickly which day he visits and park illegally the rest of the week. My husband and I amongst others are often politely informing people that they should park at the co o</p>
<p>(o236) Local resident, (Charlbury, Sheep Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks</p>

	<p>Market Street – Partially support, Sheep Street – Partially support Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks</p> <p>Grammar School Hill/Park Street – Partially support Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support People that live here need to be able to park</p> <p>Church Lane residents parking area – Partially support If there are ‘too many’ permit holder slots that wouldn’t make sense</p> <p>Church Lane DPPP removal – Support I am not sure what the provision is for, if it is for the station then remove it as too far away. One should be provided at the station anyway</p> <p><u>‘No Waiting at Any Time’ (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support This is needed if restrictions are going to work</p> <p>Any other comments? This is great but only work if controlled and monitored. It would be great if extra fines could be applied for blocking bus access</p>
(o237) As a business, (Charlbury, Sheep street)	<p><u>‘Time-limited’ parking bay:</u> Browns Lane – Object 30 minutes will not allow my clients to carry on attending their appointments, you will kill my business. 3 hours would be much more welcoming.</p>

Shared use parking bays:

Church Street – **Partially support**

3 hours would suit our business, however as this is the only street with this allowance plus permit holders I wonder if there will be any space for those without permits.

Market Street – **Object**, Sheep Street – **Object**

1 hour is not enough time for more than half my clients to carry on attending their appointments, you will kill my business. 3 hours would be much more welcoming.

Grammar School Hill/Park Street – **No opinion**

30 minutes is enough for a parent to be dropping off at preschool Plus, I am sure most of it is used by residence.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

The streets I have objected against our reasons because it will affect local businesses.

The streets I have supported are those out of town which are not as essential for businesses.

Church Lane residents parking area – **Support**

This should only be used for residence.

Church Lane DPPP removal – **No opinion**

Blue badges seem to be able to park anywhere anyway, so I don't see the point in having marked bays.

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

Fully support some of these areas are very dangerous if cars are parked, However, people holding glue badges seem to have different rules.

Any other comments?

The 30 minute and one hour time limited bays would not give my clients enough time to continue using my business.

Most of my clients are with me for 90 minutes so a three hour limit would be much more welcoming.

After holding a business within the town fo

<p>(o238) Local resident, (Charlbury, Sheep Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It will cause more problems/ move the problem elsewhere</p> <p><u>Shared use parking bays:</u> Church Street – Object It will cause more problems/ move the problem elsewhere</p> <p>Market Street – Object, Sheep Street – Object It will cause more problems/ move the problem elsewhere</p> <p>Grammar School Hill/Park Street – Object It will cause more problems/ move the problem elsewhere</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object It will cause more problems/ move the problem elsewhere</p> <p>Church Lane residents parking area – Object It will cause more problems/ move the problem elsewhere</p> <p>Church Lane DPPP removal – No opinion I didn't realise there was a disabled persons parking place here and have no understanding of how this is used currently</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object It will cause more problems/ move the problem elsewhere but those who don't car or can afford the fine (of which there are many) will still park there.</p>

	Any other comments?
(o239) Local resident, (Charlbury, Sheep Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object How would these restrictions be implemented and I don't think it would be good for local businesses</p> <p><u>Shared use parking bays:</u> Church Street – Object The problem is just the limited amount of parking in the town, a parking option elsewhere would make more sense</p> <p>Market Street – Object, Sheep Street – Object See above comments</p> <p>Grammar School Hill/Park Street – Object Will put off visitors to the two and won't stop people who already park on double yellow lines</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object These proposals won't stop people parking on double yellow lines, at the moment the system seems to work ok</p> <p>Church Lane residents parking area – Object There needs to be more parking not more restrictions</p> <p>Church Lane DPPP removal – Object Where would this be replaced? It doesn't seem a good idea to take away a disabled bay unless it's going to be replaced elsewhere</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support This would hopefully allow for easier movement of traffic but it doesn't stop those who come into town and don't care about the fines parking on them</p>

	Any other comments?
(o240) As a business, (Charlbury, Sheep Street)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I think this should be a longer parking time eg. 3 hours as I think most businesses within the town provide services that would take people longer than 30 minutes.</p> <p><u>Shared use parking bays:</u> Church Street – No objection 3 hour's seems a reasonable time limit.</p> <p>Market Street – Object, Sheep Street – Object I have a business on Sheep street and 1 hour would not be long enough for most of our clients. 3 hour's would be more beneficial. Otherwise I'm worried that we will lose business.</p> <p>Grammar School Hill/Park Street – Object As mentioned before I feel this isn't long enough.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support I understand for residents this would be beneficial but there would need to be ample spaces for the business within the town.</p> <p>Church Lane residents parking area – Object Again this would prove difficulty for visitors coming into the town.</p> <p>Church Lane DPPP removal – No objection Obviously we need disabled parking as long as the spaces are used for people with disabilities.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u></p>

	<p>Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>This could be a good idea in some areas due to bad parking at the moment but there would need to be another area for parking.</p> <p>Any other comments?</p>
<p>(o241) Local resident, (Charlbury, Sturt Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Cars are parked there for too long so a max period is needed.</p> <p><u>Shared use parking bays:</u> Church Street – Support Keep parking for residents only.</p> <p>Market Street – Support, Sheep Street – Support Keep parking for residents.</p> <p>Grammar School Hill/Park Street – Support Parking for residents</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Keep parking for residents.</p> <p>Church Lane residents parking area – Support Keep parking for residents</p> <p>Church Lane DPPP removal – No opinion Na</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Stops too many people parking</p> <p>Any other comments?</p>
<p>(o242) Local resident, (Charlbury, Thames)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses.</p> <p><u>Shared use parking bays:</u> Church Street – Object We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses.</p> <p>Market Street – Object, Sheep Street – Object We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses.</p> <p>Grammar School Hill/Park Street – Object We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion There are limited parking spaces on Thames Street already, so creating residents' parking bays will add to the issue, adding single yellow lines with no waiting - Mon-Friday on Nine Acres lane will seriously impact the number of parking spaces available for the number of car owners on Thames Street. What will happen when residents have guests? Where are they supposed to park? On top of the already expensive Council tax, this is yet another means for the council to extract money from its residents.</p> <p>Church Lane residents parking area – No opinion</p>

	<p>We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses</p> <p>Church Lane DPPP removal – No opinion</p> <p>We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object All will negatively impact local businesses.</p> <p>Any other comments?</p>
<p>(o243) Local resident, (Charlbury, Thames Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support To stop cars parking all day from outside Charlbury.</p> <p><u>Shared use parking bays:</u> Church Street – Support People who live in church street should be allowed to park with a permit this would stop outsiders partially blocking the road</p> <p>Market Street – Support, Sheep Street – Support Permits would stop outsiders blocking local people parking.</p> <p>Grammar School Hill/Park Street – Support Let people who live in park Street should get a permit for parking</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support To many using these areas in steadof parking at the station.</p>

	<p>Church Lane residents parking area – Support Stop this lane as a car park for the station.</p> <p>Church Lane DPPP removal – No objection Keep disabled parking space.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support The double yellow lines should be extended in nine acres lane cars are still being left all day causing traffic chaos several times a day</p> <p>Any other comments? Permit parking will help enormously</p>
<p>(o244) Local resident, (Charlbury, Thames Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Too many non residents parking for the train station</p> <p><u>Shared use parking bays:</u> Church Street – Support Too many non residents parking for train station</p> <p>Market Street – Support, Sheep Street – Support Too many non residents parking for train station</p> <p>Grammar School Hill/Park Street – Support Too many non residents parking for train station</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Too many non residents parking for train station</p>

	<p>Church Lane residents parking area – Support Too many non residents parking for train station</p> <p>Church Lane DPPP removal – Support Is it needed</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Too many non residents parking for train station</p> <p>Any other comments?</p>
<p>(o245) Local resident, (Charlbury, The Green)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Preventing long term parking & supporting short-term visits to shops & other facilities</p> <p><u>Shared use parking bays:</u> Church Street – Support A good balance for residents & visitors</p> <p>Market Street – Support, Sheep Street – Support A good balance for residents & visitors</p> <p>Grammar School Hill/Park Street – Support A good balance for residents & visitors</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Maintains succulent parking for residents</p> <p>Church Lane residents parking area – Support A difficult area as it is a cul de sac, so removing short term use would safeguard residents parking</p>

	<p>Church Lane DPPP removal – No opinion I presume this is a redundant space</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Prevention of parking that blocks roads</p> <p>Any other comments? In addition to the welcome proposal for tge locations of bollards to prevent pavement parking, I suggest bollards are also placed on the wide area of pavement outside the Old Fire Station on Brown's Lane, above the access to the Memorial Hall, to prevent</p>
<p>(o246) Local resident, (Charlbury, The Green)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support N/A</p> <p><u>Shared use parking bays:</u> Church Street – No objection But Little Monkeys need help for parents dropping off and picking up</p> <p>Market Street – Support, Sheep Street – Support N/A</p> <p>Grammar School Hill/Park Street – Support Na</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Na</p> <p>Church Lane residents parking area – Support</p>

	<p>Na</p> <p>Church Lane DPPP removal – No objection</p> <p>Na</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Na</p> <p>Any other comments?</p> <p>Na</p>
<p>(o247) Local resident, (Charlbury, The Green)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection No objection.</p> <p><u>Shared use parking bays:</u> Church Street – No objection No objections.</p> <p>Market Street – No objection, Sheep Street – No objection I am not objecting to the proposals.</p> <p>Grammar School Hill/Park Street – No objection I am not affected by the proposal.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support It may deal with some of the Town Centre parking issues, made worse by the decisions to reduce the park's spaces by the owners of the Bull Inn.</p> <p>Church Lane residents parking area – No objection</p>

	<p>I was present in the Court when the current ridiculous restrictions were described as such by the Chair.</p> <p>Church Lane DPPP removal – Object No disabled space should be removed without good reason.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Make sense.</p> <p>Any other comments? There are only two designated Disabled Parking spaces in the Town Centre. They are regularly occupied, not always by those with a Blue Badge. There are a number of such spaces in the Spendlove Car Park which are underused due to their location. I welcome</p>
<p>(o248) Local resident, (Charlbury, The slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Im unsure about this as it could be helpful for people visiting shops but I feel local workers should be eligible for permits.</p> <p><u>Shared use parking bays:</u> Church Street – Object The needs of people driving to Charlbury to work do not seem to have been taken into account. Can workers in local businesses get permits? Also the timing of the restrictions wont help residents who work and who get home after 6pm, who are competing for</p> <p>Market Street – Partially support, Sheep Street – Partially support Good idea for supporting visitors to shops/restaurants but does not take account of workers who need to park for longer.</p> <p>Grammar School Hill/Park Street – Object Not suitable for workers at preschool, walkers, or people attending church eg funerals, why are 30 minute or 1 hour spaces needed here where there are no shops?</p>

	<p>Residents Permit Holders Parking only bays: Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I dont think the centre of town should be a car park for residents if a few streets, what about other people visiting eg cemetery, walks, churches, mill field</p> <p>Church Lane residents parking area – No objection There is limited parking here.</p> <p>Church Lane DPPP removal – No opinion No view.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – Object, Sheep Street – No opinion, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object It isn't clear what yellow lines you are removing but some of them are important for safety and to ensure the road is not blocked the reasoning needs to be explained.</p> <p>Any other comments? Not enough information has been provided and no consideration of people driving to Charlbury to work who are essential for our businesses, we should not kill off remaining businesses just to give guaranteed parking to a few people in the centre, dont live</p>
(o249) Local resident, (Charlbury, The Slade)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support It is a very narrow lane at the best of times. I don't think people coming in and out would be helpful. Also for people who work in businesses around the area the need to be able to have a permit that could last all day.</p> <p><u>Shared use parking bays:</u> Church Street – Object This is not good for the people working there who i understand will not get permits. Also parking restrictions in the centre will push people out to other areas</p> <p>Market Street – Object, Sheep Street – Object</p>

	<p>Stopping people from parking in the centre will push people to park on the other roads</p> <p>Grammar School Hill/Park Street – Object Why do they need to be restricted here? It will Just push people to park on other streets which will be a nightmare</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Support, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Dyers hill is the only place where I feel restrictions are necessary as it's dangerous driving through there and can cause a lot of congestion. Everywhere else I think should be non restricted otherwise the roads that don't have restrictions will be jammed!</p> <p>Church Lane residents parking area – Object As I've said it will push people to park elsewhere</p> <p>Church Lane DPPP removal – No opinion I don't know about how often it will be used</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Support Dyers Hill as I've said is the only place I feel this is needed due to congestion and difficulty driving at present</p> <p>Any other comments? There are not enough child and parent bays in the coop. The Slade is a nightmare during school hours. The double yellow lines need to be brought further down the hill so as to help people leaving the little road the Slade (used to be called Tory hill)</p>
<p>(o250) Local resident, (Charlbury, The Slade)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again.</p>

Shared use parking bays:

Church Street – **Object**

Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again.

Market Street – **Object**, Sheep Street – **Object**

Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again.

Grammar School Hill/Park Street – **Object**

Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again.

Church Lane residents parking area – **Object**

Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again.

Church Lane DPPP removal – **No objection**

I'm sure there's at least 1 disabled parishioner who needs it? (although it's currently used as a quasi-private space by a resident)

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

As previously stated: this will simply move the problem to other parts of the town. I presume those living in the middle of the town have considered the impact on the 'lesser' residents?

Any other comments?

	<p>Parking has always been an issue in the town, it may have got a little worse but these proposals only seek to shift the problem away from the centre of town e.g. there's no consideration for the impact it will have on others.</p>
<p>(o251) Local resident, (Charlbury, Ticknell Piece)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and staff losing jobs</p> <p><u>Shared use parking bays:</u> Church Street – Object This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and sta</p> <p>Market Street – Object, Sheep Street – Object This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and sta</p> <p>Grammar School Hill/Park Street – Object This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and sta</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and staff losing jobs</p> <p>Church Lane residents parking area – Object</p>

	<p>This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and staff losing jobs</p> <p>Church Lane DPPP removal – Object This provision is needed for disabled drivers</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object There are many circumstances where you may need to park for a short amount of time in these areas</p> <p>Any other comments? These proposals would be absolutely terrible for the majority of residents and businesses in Charlbury. The nursery would possibly be forced to close which would then cause a domino effect for hundreds of families in the town</p>
<p>(o252) Local resident, (Charlbury, Ticknell Piece Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an exclusive nice place to live, where residents have increased the housing with expensive infill properties and increasing three number of cars without considering the consequences for the town. Most of these proposals just move the issue to other areas of the town. I live on Ticknell Piece Road and parking there is already a problem but the council isn't considering restrictions there.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an</p> <p>Market Street – Partially support, Sheep Street – Partially support</p>

Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town!

BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an

Grammar School Hill/Park Street – **Object**

Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town!

BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town!

BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an exclusive nice place to live, where residents have increased the housing with expensive infill properties and increasing three number of cars without considering the consequences for the town.

Most of these proposals just move the issue to other areas of the town. I live on Ticknell Piece Road and parking there is already a problem but the council isn't considering restrictions there.

Church Lane residents parking area – **No opinion**

This is a difficult road so restriction here shouldn't be a problem.

I have no personal attachment with this.

Church Lane DPPP removal – **Object**

Not enough information at to why this was designated as disabled.

If because of a former resident then ok as long as there is alternative disabled parking close to the church.

Otherwise object (obviously!)

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

Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

	<p>Most of these areas people park without and combined to other road users and these roads are not fit for the traffic in Charlbury with the parking.</p> <p>Any other comments? Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an</p>
<p>(o253) Local resident, (Charlbury, Ticknell Piece Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection A solution is needed, this is as good as any</p> <p><u>Shared use parking bays:</u> Church Street – No objection Why not?</p> <p>Market Street – No objection, Sheep Street – No objection A solution is required and this is as good as any</p> <p>Grammar School Hill/Park Street – No objection Good idea</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – No opinion Have sympathy with residents who wish to park their car without hassle</p> <p>Church Lane residents parking area – Support Sympathy with residents</p> <p>Church Lane DPPP removal – Support There are plenty of other places to park</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Only any good if enforced</p> <p>Any other comments? I think it unfair that residents are expected to pay for their parking</p>
<p>(o254) Local resident, (Charlbury, Wood field drive)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support We do need to park in that road to visit the chemist but an hour would be better</p> <p><u>Shared use parking bays:</u> Church Street – No objection Again,sometimes park there for a trip to the chemist</p> <p>Market Street – Partially support, Sheep Street – Partially support Visitors to the restaurants in the road would need longer to park, they can't all park in the Co-op</p> <p>Grammar School Hill/Park Street – No objection I never really need to park there</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – No opinion, The Playing Close – Object I park on the playing close at times to visit the shops briefly</p> <p>Church Lane residents parking area – No opinion I understand that residents have issues with parking</p> <p>Church Lane DPPP removal – No objection Need disabled places</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Occasionally need to wait for partner to nip out for various reasons</p> <p>Any other comments?</p>
<p>(o255) Local resident, (Charlbury, Woodfield)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Maybe in only areas where people will need to park for an hour , out side the good food shop maybe ?</p> <p><u>Shared use parking bays:</u> Church Street – Object Same reason for all parking spaces</p> <p>Market Street – No opinion, Sheep Street – No opinion These are mainly taken by residents who leave cones out anyway & also people visiting the bull seeing as they've brought extra property</p> <p>Grammar School Hill/Park Street – Object Limited charlbury parking as there is</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Residents don't exactly share the spaces now as it is, leaving cones out, or moving 1 of there 2 cars into a space where 2 cars could fit so on there return they can then park both there cars back where they where ! Especially on church street</p> <p>Church Lane residents parking area – Object Where will employees be able to park ? None of this was a problem before the pubs became more popular, maybe focus on them rather than take it out on other local businesses that have employees that are actually locals rather than the residents that's been in the area probably much less time !</p>

	<p>Church Lane DPPP removal – Object People with blue badges need access to the chemist</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Object, Browns Lane – Object, Sheep Street – Partially support, Park Street – No opinion, Grammar School Hill/Park Street – Object, Dyers Hill – Object Sheep street needs more double lines because it's often blocked by Badly parked cars or big vans making deliveries</p> <p>Any other comments? If you take away town parking you'd be taking away from the business in the town, coop parking isn't enough to hold all these people. This problem started since both pubs have been developed & now local businesses & people are suffering. Charlbury just is</p>
<p>(o256) Local resident, (Charlbury, Woodstock Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion Is this for one vehicle only? And how will compliance be policed?</p> <p><u>Shared use parking bays:</u> Church Street – Support Residents need to be able to park here</p> <p>Market Street – Support, Sheep Street – Partially support Residents and customers of the pharmacy need to able to park on Market Street. Sheep street should be permit holders only for residents</p> <p>Grammar School Hill/Park Street – Object There should be no parking on the East Side of Park Street. Grammar school hill should be residents only, with limited drop off and pick up only at the pre school</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support All these streets should only need residents parking</p>

	<p>Church Lane residents parking area – Support There should be no need for anything other than residents parking on Church lane</p> <p>Church Lane DPPP removal – Object Provision of a disabled parking only is appropriate for those attending church</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Support, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support The location of double yellow lines is critical; they are not needed along the whole length of these streets, but are vital in certain points eg part of Nine acres near the junction with Thames Street. Definitely needed along stretches of Dyers Hill There is no need for parking at all on Browns Lane, which should be entirely yellow lines</p> <p>Any other comments? All will be pointless unless compliance is policed and contraventions prosecuted/fined. Please consider enlarging the station car park and/or providing additional dedicated car parking areas. The Spendlove car park is all too often full</p>
<p>(o257) As a business, (Charlbury, Woodstock road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Business requires longer time for customers</p> <p><u>Shared use parking bays:</u> Church Street – Object Business requires longer time for customers</p> <p>Market Street – Object, Sheep Street – Object My daughter has her own business and would require a longer parking time up to 2hrs for her customers.</p> <p>Grammar School Hill/Park Street – Support The road is used more by all traffic than any other roads,</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Person's using businesses would require at least 2hrs parking.</p> <p>Church Lane residents parking area – Object Businesses require longer parking time</p> <p>Church Lane DPPP removal – Support Disabled persons require parking time</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Only have yellow lines on one side of the street's</p> <p>Any other comments?</p>
<p>(o258) Local resident, (Charlbury, Wychwood Close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Agree</p> <p><u>Shared use parking bays:</u> Church Street – No objection Agree</p> <p>Market Street – Support, Sheep Street – Support Agree</p> <p>Grammar School Hill/Park Street – No objection Always busy when the bus goes up</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – No objection, Browns Lane – Partially support, The Playing Close – Object</p> <p>I object to the lack of parking on the Playing Close as the Coop car park is often full and there is no where else to park to just pop in for a pint of milk. I think the parking in the Coop needs sorting out as there are many people there all day.</p> <p>Church Lane residents parking area – Support Agree</p> <p>Church Lane DPPP removal – Object I see no reason to remove a disable parking space</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>I can see no need to double yellow lines on any of these roads</p> <p>Any other comments? Just the enforcement of parking in the Coop car park for 60mins everywhere (not outside the community centre or doctors) and see if the station car park can be cheaper to park because that is where the offenders come from!</p>
<p>(o259) Local resident, (Charlbury, Wychwood Paddocks)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Good for co-op customers with limited mobility</p> <p><u>Shared use parking bays:</u> Church Street – Support Will improve things for residents and gives sufficient parking for most visitors (St Mary's church/ shops)</p> <p>Market Street – Partially support, Sheep Street – Support Something is needed, but 1 hour too short for visitors... concerned will push the parking problem out towards Enstone Rd and Wychwood Paddocks</p> <p>Grammar School Hill/Park Street – Object</p>

	<p>Potential problem for preschool at Vrammar school Hill</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – No objection, Sheep Street – Object, Browns Lane – No objection, The Playing Close – Partially support</p> <p>For Sheep Street, the proposed residents only carparking is a genuine existential problem for St Teresa’s church which had no other parking and elderly and dialed members of the community who cannot wak from Spendlove. In addition, it is a pro lem for moving heavily things too and from the church... heavy musical instruments / chairs and tables stored there for barbecues elsewhere etc. ... a dual use zone with 2 hours allowed and no restriction on Sunday (wen really there is not much pressure on those parking places ad parishioners always find places to park) would be a good compromise.</p> <p>Church Lane residents parking area – Object Foresee a similar issue for St Mary's Church</p> <p>Church Lane DPPP removal – No opinion No oinion</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Support</p> <p>Any other comments? Clearly, the parking issue needs solving, but am concerned the current proposals may move the problem out to areas such as Enstone Rd and Wychwood Paddocks which are well positioned for the co op and community centre. Please consider the need for parking</p>
<p>(o260) Local resident, (Charlbury OX73QQ, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support</p> <p>I am a resident in Market Street with double yellow lines outside our house, We would appreciate being able to park in Nine Acres Lane and the top of Dyers Hill,if the available spaces are in use in Thames Street.</p> <p>Shared use parking bays:</p>

	<p>Church Street – Support No objection to proposal</p> <p>Market Street – Support, Sheep Street – Support No objection to proposal.</p> <p>Grammar School Hill/Park Street – No objection No objection to proposal</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support no objection to proposals</p> <p>Church Lane residents parking area – Support No objection</p> <p>Church Lane DPPP removal – Object allowance should be made for visitors to the Church at service times</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Support, Dyers Hill – Partially support Some limited parking should be allowed in these areas-time limited.</p> <p>Any other comments? Unrelated to parking restrictions -we need an extra bollard in Thames Street,which is not wide enough for two way traffic and this results in traffic mounting the pavement outside our house-both dangerous and not good for our property.</p>
(o261) Local resident, (Charlbury CHIPPING NORTON, Nine acres)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p>

alot of the parking issue's could be solved very easy on Nine acres if the layby was made from parallel parking into pull in bays plenty of land to do this thus increasing the parking and cutting down road parking

Shared use parking bays:

Church Street – **Support**
stop congestion

Market Street – **Support**, Sheep Street – **Support**
stop congestion

Grammar School Hill/Park Street – **Partially support**
stop congestion

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection**
makes sense

Church Lane residents parking area – **No opinion**
i have no opinion on this

Church Lane DPPP removal – **No opinion**
i have no opinion on this

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

Pound Hill – **Partially support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**
as previously stated in other answers

Any other comments?

There should by double yellow lines the full length of of the Slade as its a busy road and unsafe to overtake parked cars non stop and dangerous for the school children at peak times due to bad parent parking

<p>(o262) As a business, (Charlbury resident with a business in Charlbury, Live in Rochester Place with a business in Church Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object See below</p> <p><u>Shared use parking bays:</u> Church Street – Object I live in Charlbury and own a business in Church Street. We employ 23 people. 15 of these live outside of Charlbury so need to commute and need all day parking. This, I am sure this will also apply to other businesses. If all of these restrictions are bou</p> <p>Market Street – Object, Sheep Street – Object See above</p> <p>Grammar School Hill/Park Street – No objection See above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No objection, Dyers Hill – No objection, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As a local business, our staff need to park. I can only support this if it is agreed that local business will be issued parking permits for staff.</p> <p>Church Lane residents parking area – No objection Only a small road which I don't believe will make any significant difference.</p> <p>Church Lane DPPP removal – No objection It's one space</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support If this reduces congestion, that's great. Obviously these will be a waste of time as enforcement happens so infrequently, it will be ignored.</p>
--	--

	<p>Any other comments? Surely the obvious solution is to create more parking. We want to encourage businesses in the town. Introducing your restrictions will make it easier for visitors, but what will they be visiting if all of the local businesses have to close because their s</p>
<p>(o263) Local resident, (Charlbury resident., Dancers Hill.)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection This will facilitate people who just want to pop into the Co-op or down to the town to pickup a prescription etc.</p> <p><u>Shared use parking bays:</u> Church Street – No objection This will give a variety of options and facilitate people who want to use the various shops and services in the centre of town, including pick ups from the nursery on Church Street. It would also stop long term parking when the rail car park is full. It m</p> <p>Market Street – No objection, Sheep Street – No objection This may provide for more people to access facilities in the town for short errands. As with other central Charlbury streets, people parking long term. As above it would hopefully stop long term parking when the rail car park is full. It may also encourag</p> <p>Grammar School Hill/Park Street – Support I've seen the effects of parking here. It appears to be very dangerous at times.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support I understand and sympathise with residents but they have bought houses with no off road parking and this is the reality.</p> <p>Church Lane residents parking area – Partially support I understand and sympathise with residents but they have bought houses with no off road parking and this is the reality.</p> <p>Church Lane DPPP removal – Object</p>

	<p>There are few enough of these around the town.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support I'd support this for areas not covered by permits.</p> <p>Any other comments? I live at the bottom of Dancers Hill where it meets Fishers and Pooles Lanes. Fishers Lane residents have always had to park on Dancers Hill and Sandford Rise because there's no on street parking. This is not a problem normally. As the problems in the cen</p>
<p>(o264) Local resident, (Charlbury, Chipping Norton, (Optional))</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support enable quick shop etc and free up Spendlove parking</p> <p><u>Shared use parking bays:</u> Church Street – Support free up short term parking for town centre</p> <p>Market Street – Support, Sheep Street – Support strongly support for Market St for use of pharmacy in particular and other local services</p> <p>Grammar School Hill/Park Street – Support Strongly support for dropping off/collecting children for pre-school, also may improve safety by discouraging parking on bend</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support All good ideas to free up parking for bona fide use and visitors and discourage commuters</p> <p>Church Lane residents parking area – Partially support</p>

	<p>Prefer the mixed use proposal above to allow more parking for visitors</p> <p>Church Lane DPPP removal – Partially support Object if it's well/legitimately used but if not then there's a case for removal</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Support, Browns Lane – Support, Sheep Street – Partially support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Basically support to prevent the kind of jams and backlogs we're getting, especially buses, but it depends exactly where they're located</p> <p>Any other comments? All excellent proposals, clearly a lot of work and thought has gone into them. BUT the best change of all would be to introduce 3-hour (and possibly some 1-hour) limits in the Spendlove Centre, for which there are precedents (eg Waitrose in Witney). This</p>
<p>(o265) Local resident, (Charlbury, Chipping Norton, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion I have no opinion on this proposal, as stated above.</p> <p><u>Shared use parking bays:</u> Church Street – Object On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Also, where streets are</p> <p>Market Street – Object, Sheep Street – Object There must be a mistake - Residents of Market Street are not included in those eligible to have permits. Where are they supposed to park?!</p> <p>On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the avail</p> <p>Grammar School Hill/Park Street – Object</p>

	<p>On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Also, where streets are</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object</p> <p>On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Where streets are permit holders only, a space will be unusable whenever a resident is out of town in their car.</p> <p>Church Lane residents parking area – Object</p> <p>On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Where streets are permit holders only, a space will be unusable to a non permit holder, whenever a resident is out of town in their car.</p> <p>Church Lane DPPP removal – No opinion I do not know what the justification is for this proposal.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support</p> <p>Provisionally support, i.e. as long as the double yellow lines are restricted to places for safety reasons, as is currently the case.</p> <p>The biggest problem with yellow lines currently is that they are NOT enforced effectively. They should be! Also pointless to add new yellow lines, unless they are enforced effectively.</p> <p>Any other comments? None.</p>
(o266) Local resident, (Charlbury, Chipping Norton, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – Object

	<p>Should be unlimited for resident permit holders</p> <p><u>Shared use parking bays:</u> Church Street – Support Non residents need to be able to park for a good length of time</p> <p>Market Street – Partially support, Sheep Street – Partially support Think it should be 2 hours</p> <p>Grammar School Hill/Park Street – Partially support Think it should be 1 hr for non permit holders</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Non permit holders need to be able to park during certain times of the day</p> <p>Church Lane residents parking area – Object Non permit holders need to be able to park at certain times of the day</p> <p>Church Lane DPPP removal – No opinion I don't know why it is there</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object You can only limit the parking if alternative parking areas are provided</p> <p>Any other comments?</p>
<p>(o267) Local resident, (Charlbury, Chipping Norton, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support An essential measure to prevent all-day parking by non-residents of Brown's lane and visitors</p>

	<p><u>Shared use parking bays:</u> Church Street – Support Prevents non-residents from parking all day.</p> <p>Market Street – Support, Sheep Street – Support as above...</p> <p>Grammar School Hill/Park Street – Support Most of Grammar School Hill and Park Street are in effect single lane roads with limited parking options for many or most residents.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Priority would be given to residents and discourage out-of-town visitors from parking to gain access to the railway station.</p> <p>Church Lane residents parking area – Support As above - would prevent free parking for out of town users of the railway station.</p> <p>Church Lane DPPP removal – No objection Probably legally required to provide disabled parking facilities.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Partially support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Essential to ensure free flow of traffic and as a safety measure,</p> <p>Any other comments? These all seem very appropriate, but I am very disappointed not to see restrictions of some kind for the Spendlove centre. Local workers etc could be given an annual pass, either free or affordable.</p>
(o268) Local resident, (Charlbury, Chipping Norton, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – Support

Makes sense for shoppers, but as with all of these proposals, it will need to be properly policed to avoid abuse of the 30 minute restriction

Shared use parking bays:

Church Street – Support

This would hopefully address day time commuter parking on this street, but because of the cut-off time 6pm would not address the problem of overspill parking caused by evening customers of the Bull public house, which continues to restrict its own (limited

Market Street – Support, Sheep Street – Support

Both these streets are narrow and spaces need to be released for residents or short term visitors

Grammar School Hill/Park Street – Partially support

Park street is very narrow for bus access and spaces need to be released for residents or short term visitors, and whilst the proposed shared use space just up from St Duimas House currently accommodates (a narrow) car, the S3 bus always has to mount the

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support

These proposals are reasonable, but only if the application or issuing of permits is properly administered. Those houses that already have onsite parking should not abuse the system and apply to park on the street when they have made provision already. Many residents will have purchased a house without any expectation of parking and may indeed not have a car (and certainly not two), so the introduction of these new inherited should not frustrate the policy objective that is intended.

Church Lane residents parking area – Support

Church Lane should not be used as an overflow car park for the station

Church Lane DPP removal – Support

No apparent need for it anymore

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

Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support

	<p>This is part of the sensible package of measures</p> <p>Any other comments? The issue of street parking in what is a Medieval town centre that still wishes to attract visitors, but has limited public parking spaces at the Spendlove is not straight forward. The train station car parking provision needs to be properly assessed by G</p>
<p>(o269) Local resident, (Charlbury, Chipping Norton, Park Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion I have no view on this. It may be more of an issue for people who live in that area.</p> <p><u>Shared use parking bays:</u> Church Street – Support I wonder if sometimes people park there (who are not residents) for several days. It is a busy road and buses can struggle to move through.</p> <p>Market Street – Support, Sheep Street – Support Sheep Street can be blocked on occasion due to blocking (advice from a resident). I also see that parking in Market Street can be tricky (observation).</p> <p>Grammar School Hill/Park Street – Object The main problem I see (from living there) is that buses can get stuck and cars do not give way to each other. I am not sure if this is a parking issue.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Object, Park Street – Object, Sheep Street – Support, Browns Lane – Partially support, The Playing Close – Partially support I am not sure whether Resident Permit Holders Parking is the best way of solving issues to do with parking. I think it would be better if there ere more available parking spaces in or around the centre.</p> <p>Church Lane residents parking area – No opinion I do nt know how difficult it is for residents to park there.</p> <p>Church Lane DPPP removal – No opinion</p>

	<p>I feel I do not know enough information to make an informed view.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support There needs to be lines to make sure the parking does not obstruct the roads.</p> <p>Any other comments? At times, the roads can struggle to provide parking but I would not raise any issues related to parking to make it difficult for people travelling to work in Charlbury or people using local amenities such as the pubs, restaurants and Leisure Centre. I am concerned</p>
<p>(o270) Local resident, (Charlbury, what a daft question!, Market Street, which you will see from the answers to the previous questions)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Because the colour code indicates that the Alley off Market Street, which is the only vehicular access to at least 7 properties along/off the Alley, will be blocked by permitting parked vehicles. The current restriction, including an area to the north of the entrance to the Alley should be differently colour coded to prevent any parking/waiting at any time.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion No opinion</p> <p>Market Street – Object, Sheep Street – No opinion See response No. 3</p> <p>Grammar School Hill/Park Street – No opinion No opinion</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion No Opinion</p> <p>Church Lane residents parking area – No opinion</p>

	<p>No Opinion</p> <p>Church Lane DPPP removal – No opinion No opinion</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Support, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>Because we wish to maintain access to the Alley off Market Street. All people living in Market Street knew the existing difficulty of parking in Market Street. There is no case for making parking in Market Street easier, except perhaps at the southern end since there are now only three shops along the street.</p> <p>Any other comments? People along Enstone Road should use their front gardens for parking which would permit more on-street parking. An attempt at herringbone/diagonal parking along Church Street should be attempted; it worked in the past.</p>
<p>(o271) As a business, (Charlbury, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Should be used for disabled or elderly individuals using the Co-op given the shorter walking distance. Albeit these are not disabled bays.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support There are a large number of residential properties along this road. However, there is no mention of permits for business and their employees, i.e little monkeys</p> <p>Market Street – Object, Sheep Street – Partially support No reference to permits for businesses and their employees who drive into Charlbury</p> <p>Grammar School Hill/Park Street – Support Large number of residential properties along this street. However properties with driveways should not be eligible for permits, unless it can be proven for a medical / disabled / elderly reason etc.</p>

	<p>Residents Permit Holders Parking only bays: Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – No objection, Sheep Street – No objection, Browns Lane – No objection, The Playing Close – No objection n/a</p> <p>Church Lane residents parking area – No objection residential lane</p> <p>Church Lane DPPP removal – No opinion Unkown if this disabled place is used. However, it must be replaced by another space in a more appropriate location.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Charlbury has small single line roads, so waiting by vehicles such as lorries, causes traffic to easily back up resulting in unnecessary disruption. Designated unloading points should be signalled on the different streets if necessary, where the street widths allows, so the flow of trafirc can still be maintained.</p> <p>Any other comments?</p>
<p>(o272) Member of public, (Chipping Norton, Penhurst Gardens)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I come to Charlbury to attend appointments which could take 90mins. This would greatly impact on my availability to visit to attend appointments as the only place I would be able to park would be Spendlove/coop car park. It is not always easy to find a space in the car park now and with the implementation of these restrictions it would be almost impossible</p> <p><u>Shared use parking bays:</u> Church Street – Support I support the 3hour parking as this would give more availability to park in the town</p> <p>Market Street – Object, Sheep Street – Object 1 hour parking is impossible if you have an appointment that lasts 1hour 30mins to 2 hours</p>

	<p>Grammar School Hill/Park Street – Object 30 mins parking is impossible if you have an appointment that lasts 1 hour 30mins - 2 hours</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object It is difficult to park in Charlbury and I see no reason to make things more difficult</p> <p>Church Lane residents parking area – Object I see no reason to make parking in Charlbury more restrictive</p> <p>Church Lane DPPP removal – Object Why take away disabled persons parking</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object It will become impossible to park and the town will lose visitors who want to visit the area whether to spend time in the town or use it as a starting place to go for a walk</p> <p>Any other comments?</p>
<p>(o273) As a business, (Eastend, Eastend)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I am objecting to the overall introduction, not to any specific street. I think at the moment the comings and goings contribute to the local businesses and allow me to go about the town and parking to carry out my work.</p> <p><u>Shared use parking bays:</u> Church Street – Object I accept that I may not be able to park near a client for work and may have to carry equipment occasionally, but for every client would be considerably difficult in the streets nearby.</p> <p>Market Street – Object, Sheep Street – Object</p>

	<p>These are roads that have beauty, food, retail and good for the economy locally as a guest may go from one to the other. An hour is limiting and the businesses may suffer.</p> <p>Grammar School Hill/Park Street – No objection If we have to park away from the centre to avoid running over time, it's too far to carry stuff back.</p> <p>Residents Permit Holders Parking only bays: Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object At the moment we can park and quickly pick up prescriptions, make appointments spontaneously, shop and the parking turns over regularly.</p> <p>Church Lane residents parking area – Object This is a narrow space and as above cars come and go and I can safely park without trouble to carry out my work.</p> <p>Church Lane DPPP removal – No opinion I did not know there is one.</p> <p>'No Waiting at Any Time' (double yellow lines): Pound Hill – No opinion, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object I can't see that reducing parking helps with a parking consultation. Parking better, seems to me a compromise ie angled rather than parallel where possible.</p> <p>Any other comments? I am not resident but local to Charlbury. I work there every week day. My car is vital to carry equipment and often park away and walk a short distance to an address. These restrictions will be detrimental to my work and I feel sad to think less people wi</p>
<p>(o274) Member of public, (Enstone, Bicester road)</p>	<p>'Time-limited' parking bay: Browns Lane – Support At the meeting meant it can be difficult to park and pop in to the coop so more short stay would be good.</p> <p>Shared use parking bays:</p>

	<p>Church Street – Support Longer stay to attend appointments in the town would be good as it can be difficult to park. I've found I need to leave extra time to find a parking space. There is not enough parking in the Spendlove carpark by the coop and doctors.</p> <p>Market Street – Partially support, Sheep Street – Partially support An hour maybe too short</p> <p>Grammar School Hill/Park Street – Partially support Again I think this should be longer</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion I don't live in any of those areas so don't feel I can comment on residents parking</p> <p>Church Lane residents parking area – No opinion Don't live on Church lane so don't have an opinion on residents parking</p> <p>Church Lane DPPP removal – Object I don't behave removing disabled parking spaces is helpful</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Partially support, Sheep Street – Object, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support I think more restrictions in some areas would help traffic flow</p> <p>Any other comments? Something definitely needs to done down Browns Lane bad parking disrupts traffic flow. Charlbury town centre needs more parking spaces. I think you should be looking at creating another car park somewhere businesses are suffering because as it can be very</p>
(o275) Member of public, (Enstone, Chapel Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – Object

There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need.

Shared use parking bays:

Church Street – Object

There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need.

Market Street – Object, Sheep Street – Object

There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need.

Grammar School Hill/Park Street – Object

There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

If people want to have guaranteed parking spaces at their homes, they should have moved to a house with a driveway. Residents moved to these properties knowing parking wasn't guaranteed. Some of these residents may not be able to afford these permits either.

It's absolutely ridiculous to have parking spaces left empty for permit holders when there's clearly not enough parking currently available.

Rather than introducing another money making scheme, build another car park!

Church Lane residents parking area – Object

If people want to have guaranteed parking spaces at their homes, they should have moved to a house with a driveway. Residents moved to these properties knowing parking wasn't guaranteed. Some of these residents may not be able to afford these permits either.

It's absolutely ridiculous to have parking spaces left empty for permit holders when there's clearly not enough parking currently available.

Rather than introducing another money making scheme, build another car park!

Church Lane DPPP removal – Object

	<p>This space is needed, especially if other parking will be taken away. Although it should be noted that regularly this space is used by many not displaying a badge.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object This will just move people to other streets.</p> <p>Any other comments? These proposals are unnecessary. The simplest solution is to create more parking if there isn't already enough for visitors. There are many businesses that rely on their staff and customers having spaces to park in. Charlbury is a pleasant place to go an</p>
<p>(o276) Member of public, (Enstone, chapel lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will significantly hamper those individuals employed in the town supporting the local community.</p> <p><u>Shared use parking bays:</u> Church Street – Object charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will significantly hamper those individuals employed in the t</p> <p>Market Street – Object, Sheep Street – Object charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will significantly hamper those individuals employed in the t</p> <p>Grammar School Hill/Park Street – Support</p>

charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will significantly hamper those individuals employed in the t

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will significantly hamper those individuals employed in the town supporting the local community.

Church Lane residents parking area – **Object**

charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will significantly hamper those individuals employed in the town supporting the local community.

Church Lane DPPP removal – **Object**

charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will significantly hamper those individuals employed in the t

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

Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support**

this appears to be a survey designed to make people loose interest in completing the survey making it null and void. if all day parking is restricted, this will have a massive impact on businesses which employ people outside the town for example the nursery, barbers, estate agents and co op. an increase in parking restrictions will force people to park outside of the restrictions.

Any other comments?

if short term restrictions are implemented, then those needing to park all day for work are going to be forced to park elsewhere and the problem is moved to another location. i have never found it a problem finding a space to park for a short amount of t

<p>(o277) Member of public, (Enstone, Chapel lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I don't see the need for restrictions. It does not guarantee a space for someone with a permit</p> <p><u>Shared use parking bays:</u> Church Street – Object I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass</p> <p>Market Street – Object, Sheep Street – Object I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass</p> <p>Grammar School Hill/Park Street – Object I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass</p> <p>Church Lane residents parking area – Object I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass</p> <p>Church Lane DPPP removal – Partially support If it is not being used then yes remove it</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Extra yellow lines with No waiting at any time means everyone will have to drive around looking for a space rather than a quick drop and go. This will add to congestion and increased emissions as people will be driving around unnecessarily</p> <p>Any other comments?</p>
--	---

	<p>I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass. More people driving around unnecessarily past empty spaces that they are not allowed to park in due to a lack of permit. Wasting fuel and time</p>
<p>(o278) Member of public, (Enstone, Cleveley Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Concerned that the only car park (being the co-op) will be full all the time. I currently attend lunchtime classes at the community centre on Tuesday and Wednesday lunchtime and often have difficulty parking in time for my class.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Again same issue as above, if no one can park in roads it will push everyone into the co-op and there is not enough spaces already.</p> <p>Market Street – No opinion, Sheep Street – No opinion As above</p> <p>Grammar School Hill/Park Street – No opinion I also attend appointments at Clarimore- most appointment appointments are in excess of 90 mins</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion Again as a regular visitor to use all the facilities of Charlbury if we cannot park on roads you need to expand the co-op car park or build an additional one.</p> <p>Church Lane residents parking area – No opinion As above</p> <p>Church Lane DPPP removal – No opinion Same point as before</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>I understand for safety reasons some areas need restrictions. As I do not actually live in Charlbury I cannot comment on this .</p> <p>Any other comments?</p>
<p>(o279) Local resident, (Enstone, Coxs lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Limits freedom to park within Charlbury, the coop car park is frequently full with no spaces available. Charlbury is a small town that supports many neighbouring villages and this disadvantages residents local to Charlbury who rely on finding spaces where possib</p> <p><u>Shared use parking bays:</u> Church Street – Object What is the value of this? The pubs supply a service to Charlbury , there is already limited public parking in Charlbury</p> <p>Market Street – Object, Sheep Street – Object There is already limited public parking and this limits use with no alternative options</p> <p>Grammar School Hill/Park Street – Object Limits parking options</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Limits access to park by non residents local to Charlbury who rely on using facilities.</p> <p>Church Lane residents parking area – Object Limits freedom to park</p> <p>Church Lane DPPP removal – No opinion No opinion</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Local residents and non residents collect school children from buses - Charlbury is a rural town that should support its residents and local non residents</p> <p>Any other comments? There is a general disregard of non residents living around Charlbury who rely on using its facilities such super market, GP , community hall. The parking behind coop is limited and further restrictions will further disadvantage this group. Charlbury is a</p>
(o280) Local resident, (Enstone, Oxford Road)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Movements into and out of these spaces are likely to delay traffic including buses. This will put additional pressure on the Spendlove Car Park which is already being used by all day parkers and commuters who do not want to pay for parking at Charlbury Station. Better to make more spaces in the Spendlove time limited.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support I support the aspiration to get rid of rail commuter parking from Church Street, but consideration should be given as to where employees of Little Monkeys nursery will park. The combined pressures of increased National Insurance, national minimum wage and</p> <p>Market Street – Partially support, Sheep Street – Partially support I support the attempts to get rid of rail commuter parking from these streets, but consideration needs to be given to businesses based in these streets as well as residents.</p> <p>Grammar School Hill/Park Street – Partially support Broadly supportive, but consider staff at the playgroup.</p> <p>Residents Permit Holders Parking only bays:</p>

	<p>Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Definition of “Resident” should include businesses who also pay Council Tax.</p> <p>Church Lane residents parking area – Partially support I support the aspiration to remove rail commuter parking from these streets.</p> <p>Church Lane DPPP removal – No opinion If it is useful to disabled residents or churchgoers it should be retained, otherwise no opinion.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Partially support, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support</p> <p>I fear that many more yellow lines will have the effect of clogging up the Spendlove Car Park with all day parkers unless those spaces are time limited. The economic and social benefits of the Spendlove Car Park depend upon good availability of short term spaces for users of the medical centre, dentist, veterinary surgery, Co-op, library, Community centre and recreation facilities. I live in Enstone, but am a regular user of these (my nearest) facilities.</p> <p>Any other comments? I worry that these proposals are a done deal and that OCC will implement them unchanged despite this “consultation”.</p>
<p>(o281) As part of a group/organisation, (Fawler, Evenlode Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion Are not aware of pros and cons</p> <p><u>Shared use parking bays:</u> Church Street – Support It would give extra parking for those coming to the centre for some reason</p> <p>Market Street – Support, Sheep Street – Support Same as for no.5</p> <p>Grammar School Hill/Park Street – Partially support</p>

	<p>It would be good to have the extra parking but bad to add to traffic congestion</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion I am not a resident</p> <p>Church Lane residents parking area – No opinion As no.11.</p> <p>Church Lane DPPP removal – No opinion Does not affect me/ has not been discussed by the group I represent</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support It is a question of enabling people to park for short times with the need to keep traffic flowing</p> <p>Any other comments? I am replying on behalf of Fawler residents. We visit Charlbury for many reasons and contribute to the social life and economy of the town. Perhaps the most important reason is to do with health. The medical centre and chemist shop are vital for us and</p>
<p>(o282) Local resident, (Fawler, Railway lane Fawler)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection</p> <p>I live in Fawler and find that it is increasingly difficult to park in Charlbury as the Spendlove car park now rarely has a place free including the 60 minute bays. Is this because the car park is rarely, if ever, policed? I have never been able to park in the rest of Charlbury and I am hearing that commuters are increasingly taking over all the free non time restricted spaces in the town. I am over 80 and would love to come to Charlbury more often but the bus is too infrequent for me. Therefore I welcome all the proposals.</p> <p>Shared use parking bays:</p>

	<p>Church Street – Support They are needed</p> <p>Market Street – Support, Sheep Street – Support They are needed</p> <p>Grammar School Hill/Park Street – Support They are needed</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support They are needed</p> <p>Church Lane residents parking area – Support They are needed</p> <p>Church Lane DPPP removal – Support They are needed</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support They are needed</p> <p>Any other comments?</p>
<p>(o283) Member of public, (Great Rollright, Lonsdale Court)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Understand rationale given road width, but 30 mins insufficient time to undertake any activity other than posting a letter or buying a pint of milk.</p> <p><u>Shared use parking bays:</u> Church Street – Support</p>

Whilst I support this restriction, there is still a need to address the issue that insufficient parking exists throughout the town, following the building of the Community Centre/Library and the development of the towns pubs. Equally additional houses hav

Market Street – **Partially support**, Sheep Street – **Object**

Market Street is a main thoroughfare, so restrictions make sense but equally 1 hour is insufficient to allow you to partake in any significant activity. Sheep Street parking has deteriorated largely due to building projects reducing access. Restrictions o

Grammar School Hill/Park Street – **No opinion**

The implementation of these restrictions would likely change my shopping habits and business usage, impacting local small businesses that I have been proud to support for many years. The lack of 2 to 3 hour parking would mean I would take business to othe

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

I can understand the need for these, but feel the numbers need to be restricted to one per property as a maximum as if not there will be no parking left for town users. Residents need to be balanced with business, particularly in a town centre.

Church Lane residents parking area – **Object**

Residents and business needs should be balanced. If you opt to live in a town centre, you should accept parking options will be more limited and maybe only own one car unless you have off street parking.

Church Lane DPPP removal – **Object**

Disabled spaces should be given at least the same protection as resident spaces

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

I see no need for this level of restriction. Which will impact the likes of parents collecting children from sporting and social activities.

Any other comments?

	<p>I find these proposals rather disappointing and very resident focussed. The Council has permitted development of pubs, community resources and housing without adequate thought to parking and this appears a knee-jerk reaction that disadvantages business at</p>
<p>(o284) Member of public, (I live in Stonesfield, Sheep street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I live in a nearby village and use the deli, coop and Clarimore so my time is likely to be at least an hour. I have really noticed the difference in finding parking, since the bull and bell have been taken over and it is likely that the coop car park is going to be so full of visitors to the bell and bull that there is no space for anyone using other local businesses</p> <p><u>Shared use parking bays:</u> Church Street – Partially support I think this is fair to local residents and 3 hours is a good amount of allowable parking time.</p> <p>Market Street – Object, Sheep Street – Object In order to support Clarimore and the deli/coop 2 hours would be a better allocation of parking time</p> <p>Grammar School Hill/Park Street – Object Park street should be for residents only but i can't see a reason to restrict the parking at the top by cornbury, for walking in cornbury etc.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – No opinion I would like to continue supporting the shops in Charlbury so I need parking however appreciate the current situation needs addressing.</p> <p>Church Lane residents parking area – Partially support Narrow and difficult for residents to access</p> <p>Church Lane DPPP removal – No opinion I don't know how used this disabled area is</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u></p>

	<p>Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – No objection</p> <p>This doesn't help local businesses</p> <p>Any other comments? The current situation must be terrible for local residents but hope due consideration will be given to people using the local businesses</p>
<p>(o285) Member of public, (I live in Woodstock and use Charlbury community gym and Clarimore beauty salon, Sheep Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I visit Charlbury to use its various facilities and so contribute financially vv I would have to go to another village or town if parking became impossible</p> <p><u>Shared use parking bays:</u> Church Street – Support I tend to need at least hours 2hours when visiting</p> <p>Market Street – Object, Sheep Street – Object As in my previous responses I require more than 1 hour parking</p> <p>Grammar School Hill/Park Street – Object I could not use the facilities I do v at the moment if I only have 30mins parking</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – Object, Browns Lane – No opinion, The Playing Close – No opinion I believe residents should be able to park in front of the town homes.</p> <p>Church Lane residents parking area – Partially support If residents are unable to find parking places then I would support</p> <p>Church Lane DPPP removal – Object Disabled drivers should have some priority</p>

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object If not causing disruptions parking should be allowed</p> <p>Any other comments? If there are parking restrictions everywhere in Charlbury this will mean local business will cease</p>
<p>(o286) Member of public, (Kitebrook (child goes to charlbury little monkeys), Church street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion N/a</p> <p><u>Shared use parking bays:</u> Church Street – Object Staff at little monkeys nursery unable to park to work all day and care for our child</p> <p>Market Street – Object, Sheep Street – No opinion Often used to park when church street is full to collect children from nursery</p> <p>Grammar School Hill/Park Street – No opinion N/a</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion N/a</p> <p>Church Lane residents parking area – No opinion N/a</p> <p>Church Lane DPPP removal – No opinion N/a</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u></p>

	<p>Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Object, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>Often used to park and collect children from little monkeys nursery as there is a lack of parking nearby</p> <p>Any other comments? Designated short term bays for use by the nursery visitors would be useful for the parking on church street as it's very hard to find a suitable place to park for collecting small children. Further parking restrictions would make this even harder. Nursery</p>
<p>(o287) Local resident, (Leafield, Hatching Lane)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion As ever these restrictions are pointless unless 'policed'.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion As ever these restrictions are pointless unless 'policed'.</p> <p>Market Street – No opinion, Sheep Street – No opinion As ever these restrictions are pointless unless 'policed'.</p> <p>Grammar School Hill/Park Street – No opinion As ever these restrictions are pointless unless 'policed'.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object Don't expect to be able to park right outside your house if you buy a house without driveway/garage. Perhaps don't 'reward' such behaviour and encourage less car ownership.</p> <p>Church Lane residents parking area – Object Don't expect to be able to park right outside your house if you buy a house without driveway/garage. Perhaps don't 'reward' such behaviour and encourage less car ownership.</p>

	<p>Church Lane DPPP removal – Object This is madness. More, not less, disabled bays.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Great idea, if properly 'policed'.</p> <p>Any other comments? Obviously something needs to be done going forward in Charlbury re the parking issues. However more needs to be done re the 'untitled I can park where I like' brigade. Much more policing of the illegal parking needs to be done.</p>
(o288) Member of public, (Leaffield, N/A)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Will force people who work in Charlbury to park in the co-op car park, which will then be too full for people doing nursery drop-off - who will then park on double yellows by nursery causing traffic chaos.</p> <p><u>Shared use parking bays:</u> Church Street – Object As above</p> <p>Market Street – Object, Sheep Street – Object As above</p> <p>Grammar School Hill/Park Street – Object As above. There needs to be somewhere for people working in Charlbury to park above and beyond current provision by the co-op.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As per previous responses</p> <p>Church Lane residents parking area – Object</p>

	<p>As per previous</p> <p>Church Lane DPPP removal – Object</p> <p>As per previous</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – No opinion, Market Street – No opinion, Browns Lane – No opinion, Sheep Street – No opinion, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion</p> <p>N/A</p> <p>Any other comments?</p>
<p>(o289) Local resident, (live in Chipping Norton and use most of the shops, businesses in Charlbury, .)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I spend longer than 30 mins when shopping, visiting the village</p> <p><u>Shared use parking bays:</u> Church Street – Support I spend longer than 30 mins when shopping, visiting the village</p> <p>Market Street – Object, Sheep Street – Object I spend longer than 1 hr when shopping, visiting the village</p> <p>Grammar School Hill/Park Street – Object I spend longer than 30 mins when shopping, visiting the village</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I don't have a parking permit and visit the village regularly for shops, businesses and recreation</p> <p>Church Lane residents parking area – Object I don't have a parking permit and visit the village regularly for shops, businesses and recreation</p>

	<p>Church Lane DPPP removal – No objection</p> <p>.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Partially support, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support support this where the roads are narrow</p> <p>Any other comments?</p>
<p>(o290) Member of public, (Milton under Wychwood, Poplar farm close)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p> <p>There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less. Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses. I have visited many times and the co op car park has been full and this is without parking restrictions on the roads.</p> <p><u>Shared use parking bays:</u> Church Street – Object</p> <p>There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and t</p> <p>Market Street – Object, Sheep Street – Object</p> <p>There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and t</p>

Grammar School Hill/Park Street – Object

There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc.
If you restrict parking like this, consumers will be put off coming to visit Charlbury and t

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc.

If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less.

Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses.

I have visited many times and the co op car park has been full and this is without parking restrictions on the roads.

Church Lane residents parking area – Object

There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc.

If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less.

Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses.

I have visited many times and the co op car park has been full and this is without parking restrictions on the roads.

Church Lane DPPP removal – Object

There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc.

If you restrict parking like this, consumers will be put off coming to visit Charlbury and t

	<p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc.</p> <p>If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less.</p> <p>Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses.</p> <p>I have visited many times and the co op car park has been full and this is without parking restrictions on the roads.</p> <p>Any other comments? I strongly disagree with all of the proposals and truly believe that Charlbury will suffer as a consequence.</p>
<p>(o291) Member of public, (N/A, N/A)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p> <p>I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces.</p> <p><u>Shared use parking bays:</u> Church Street – Object</p>

I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi

Market Street – Object, Sheep Street – Object

I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi

Grammar School Hill/Park Street – Object

I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object

I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces.

Church Lane residents parking area – Object

I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have

	<p>to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces.</p> <p>Church Lane DPPP removal – Object I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p> <p>I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces.</p> <p>Any other comments? I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi</p>
(o292) Local resident, (On behalf of my parents who are lifelong residents of	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p>

Charlbury where parking hasn't been a problem, Hughes close)

Trying to fix a problem that doesn't exist in the first place.

Shared use parking bays:

Church Street – **Object**

Just more complications for residents and visitors to contend with and creating an added worry of a PCN through human error.

Market Street – **Object**, Sheep Street – **Object**

Just more complications for residents and visitors to contend with and creating an added worry of a PCN through human error.

Grammar School Hill/Park Street – **Object**

Discrimination against people who have no other choice than parking on public highways in front of their own homes which should be included in the road fund licence while other residential areas have no restrictions in front of their homes.

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

Totally not necessary to inflict charges on residents who have no other choice than to park outside their homes

Church Lane residents parking area – **Object**

Totally not necessary to inflict charges on residents who have no other choice than to park outside their homes

Church Lane DPPP removal – **No opinion**

Is it being used by disabled persons or not?

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

Again, totally unnecessary and will only become necessary if you implement the parking restrictions on nearby roads.

Any other comments?

<p>(o293) As part of a group/organisation, (Ox73tx, Crawborough)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It will make it challenging for businesses to find parking for their staff and visitors</p> <p><u>Shared use parking bays:</u> Church Street – Object It will make it challenging for businesses to find parking for their staff and visitors</p> <p>Market Street – Object, Sheep Street – Object It will make it challenging for businesses to find parking for their staff and visitors</p> <p>Grammar School Hill/Park Street – Object It will make it challenging for businesses to find parking for their staff and visitors</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object It will make it challenging for businesses to find parking for their staff and visitors</p> <p>Church Lane residents parking area – Object It will make it challenging for businesses to find parking for their staff and visitors</p> <p>Church Lane DPPP removal – Object It will make it challenging for businesses to find parking for their staff and visitors</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Really challenging for parents getting children to and fro in the car</p> <p>Any other comments? How will the money be spent that you stand to gain from selling parking permits?</p>
--	---

<p>(o294) Local resident, (Ramsden, High Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford</p> <p><u>Shared use parking bays:</u> Church Street – Object I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford</p> <p>Market Street – Object, Sheep Street – Object I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford</p> <p>Grammar School Hill/Park Street – Object I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Partially support, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford</p> <p>Church Lane residents parking area – No objection I have no objection to this part of the proposal, as the lane is narrow and densely built-up. Although, as a visitor to the church and residents on the lane it will make it more awkward.</p> <p>Church Lane DPPP removal – No opinion Presumably there is a historical reason for the bay and if it no longer applies then nothing will be lost by its removal</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object</p>
--	---

	<p>Double yellow lines are incongruous in such a 'pretty' town.</p> <p>Any other comments? Although I accept that traffic and parking has become more difficult in recent times, I do not believe that what might be described as urban answers are what is required. The proliferation of road signage seems to be an ever spreading blot.</p> <p>I believe</p>
<p>(o295) As a business, (Shipton under wychwood, Church street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park.</p> <p><u>Shared use parking bays:</u> Church Street – Object As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park.</p> <p>Market Street – Object, Sheep Street – Object As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park.</p> <p>Grammar School Hill/Park Street – Object As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park.</p> <p>Church Lane residents parking area – Object</p>

	<p>As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park.</p> <p>Church Lane DPPP removal – No opinion If it is not used then it makes sense to get rid of it</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object There are lots of small businesses that would this would adversely affect.</p> <p>Any other comments?</p>
<p>(o296) Member of public, (Shipton under Wychwood, Willis Court)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Parking along this road by people other than residents makes access for buses etc difficult.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support It's important for local residents to be able to park near their homes, but I am concerned that driving parking off local roads in Charlbury will push more cars into the car park. It's often hard to park there .</p> <p>Market Street – Partially support, Sheep Street – Partially support Apart from local residents, most parking along these roads is short term. I am concerned that any restrictions will push more people into the car park.</p> <p>Grammar School Hill/Park Street – Object There's a nursery along this road and I think parking restrictions along this road will negatively impact staff working there.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support</p>

	<p>I totally recognise the need to look at parking issues in Charlbury and that local residents have to be able to park their cars. My concern is that limiting parking around town, especially for people who come in to work, will put pressure on the only car park. People from villages around Charlbury come in to shop, visit the medical centre and attend events at the community centre. It's often difficult to park there anyway and alternative ways of getting into the town are impractical with two small children.</p> <p>Church Lane residents parking area – Support Parking for the station causes problems around here.</p> <p>Church Lane DPPP removal – No opinion .</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Partially support The reasons I've given before. I support it where it will limit station users from blocking roads.</p> <p>Any other comments? My concern is that any restrictions to on-road parking will force more people who work in Charlbury, into the car park. The Community Centre, surgery, dentists and vets don't just serve the people of Charlbury - a fact that is often forgotten. I don't li</p>
(o297) Local resident, (Stonesfield, The Ridings)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p><u>Shared use parking bays:</u> Church Street – No opinion Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p>Market Street – Object, Sheep Street – Object</p>

	<p>Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p>Grammar School Hill/Park Street – No objection Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Object, Sheep Street – Object, Browns Lane – Partially support, The Playing Close – Partially support Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p>Church Lane residents parking area – No objection Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p>Church Lane DPPP removal – Object Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Partially support, Nine Acres Lane – Object, Market Street – Partially support, Browns Lane – Partially support, Sheep Street – Object, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p> <p>Any other comments? Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.</p>
(o298) Member of public, (Stonesfield, The Ridings)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support</p>

	<p>30 mins is not very long if you need to shop and perhaps enjoy lunch/coffee at the deli.</p> <p><u>Shared use parking bays:</u> Church Street – Support As above, it's a better duration of time</p> <p>Market Street – Partially support, Sheep Street – Partially support Perhaps this could also be made 3 hours</p> <p>Grammar School Hill/Park Street – No opinion NA</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Partially support, Browns Lane – Partially support, The Playing Close – Partially support Not fully resident bays. Some spaces need to be made available for people outside of Charlbury who use its amenities and have to use a car to get there</p> <p>Church Lane residents parking area – Object Same reason as above</p> <p>Church Lane DPPP removal – Object Don't understand why you'd remove a disabled parking bay</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object It would be irresponsible to double yellow line most of the main roads in Charlbury.</p> <p>Any other comments?</p>
(o299) Member of public, (Taston, Road through Taston)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object</p>

The response is short-sighted. The town needs adequate parking spaces for people who use the dentist, doctor, sports facilities, playground and so on. Stopping them parking will only compound the problem.

Shared use parking bays:

Church Street – **Object**

As above

Market Street – **Object**, Sheep Street – **Object**

People will not be able to access restaurants, cafes, bars, social events, clubs and so on

Grammar School Hill/Park Street – **No opinion**

I don't know about parking issues affecting the school so cannot comment

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

I strongly object to this. The parking permit system would be costly and hard to implement. There is no public transport from my hamlet to Charlbury. It would make it impossible to park. But I wouldn't be able to walk every time (weather, time of day, with a small child and so on).

Church Lane residents parking area – **Object**

As above

Church Lane DPPP removal – **Support**

The town is well-served by disabled parking bays; plus disabled badges allow those with them more leeway as to where to park.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

It would make the problem of parking even worse

Any other comments?

I strongly think that the solution lies in making better use of the car park at the train station. Bays could be paid out more efficiently at a low cost. Other solutions would be to extend the car park to create more places.

	<p>Another solution is provision</p>
<p>(o300) Member of public, (Witney, Clarimore Beautique, Sheep St.)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No opinion Do not use Brown's Lane very much</p> <p><u>Shared use parking bays:</u> Church Street – No objection 3 hours is a reasonable time limit</p> <p>Market Street – Object, Sheep Street – Object I hour is not enough time to carry out shopping or beauty treatments at the businesses along both streets</p> <p>Grammar School Hill/Park Street – No opinion Do not use these roads</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – No opinion, The Playing Close – No opinion I do not live in Chatlbury, merely visit family there or pass through, occasionally stopping to shop or fir beauty treatments or to go walking</p> <p>Church Lane residents parking area – No opinion As above</p> <p>Church Lane DPPP removal – Object There are not enough parking spaces for the disabled so what is there should not be removed.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No opinion, Nine Acres Lane – No opinion, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – No opinion, Grammar School Hill/Park Street – No opinion, Dyers Hill – No opinion Businesses will suffer from people not being able to park close by</p>

	<p>Any other comments? Charlbury needs better parking. As a Rambker who enjoys walking from Charlbury fairly regularly I feel another car park or more long stay parking in the town would be beneficial to encourage visitors to the town</p>
<p>(o301) Local resident, (Wltney, GLoucester Place)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object This will force the overflow from the Coop and Community centre car park into other areas, such as round The Green and cause further problems for other people.</p> <p><u>Shared use parking bays:</u> Church Street – Partially support This is more acceptable as it allows residents to park with some space for others. Other people may be locals who can't walk far, as well as people using local businesses.</p> <p>Market Street – Object, Sheep Street – Object This will adversely affect local businesses, especially services such as hairdressers, beauticians, cafes, pubs and restaurants, where an hour is not long enough for a visit. Many of the employees need parking. With the best intentions, local public trans</p> <p>Grammar School Hill/Park Street – Object For similar reasons to the above.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This will move the problem of parking to other areas and cause problems for residents in other parts of the town. The only solution is to make a free car park for visitors, and to cut the cost of parking at the station so that users do not then park in the town.</p> <p>Church Lane residents parking area – Partially support Although i object to most of the restrictions, Church Lane is an exception because it is narrow and people need access to property or church. However, where will churchgoers park? Funerals, weddings, other events that do not take place on a Sunday?</p>

	<p>Church Lane DPPP removal – Support Disabled persons need to park</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object i cannot support this without knowing how much of each road will have double yellow lines</p> <p>Any other comments? These proposals will not meet the needs of residents, visitors -short-term or long-term, those who work in Charlbury. Parking problems will be pushed from the centre of town to the edges, causing problems elsewhere. Aesthetically, all the signage associat</p>
<p>(o302) Local resident, (Ascott under Whychwood, Shipton)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object It will be so bad for local businesses</p> <p><u>Shared use parking bays:</u> Church Street – No opinion If you give long amount of parking that is fine</p> <p>Market Street – Partially support, Sheep Street – Object It is already difficult and that is where the businesses are</p> <p>Grammar School Hill/Park Street – Object So tricky</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – No opinion, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – Object, Browns Lane – No opinion, The Playing Close – No opinion Businesses</p> <p>Church Lane residents parking area – No opinion I think it is a shame for pubs and businesses</p>

	<p>Church Lane DPPP removal – No opinion As above</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – No objection, Nine Acres Lane – No objection, Market Street – Object, Browns Lane – No objection, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object Unrealistic</p> <p>Any other comments?</p>
<p>(o303) Local resident, (Ascott under Wychwood, Market Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Parking is already very limited in the small town. To restrict parking near the local shops is not ideal Maybe a 1 hour bay but 30mins is very restrictive.</p> <p><u>Shared use parking bays:</u> Church Street – Object My perception is that Church street is almost entirely used by residents so this will have no impact on the local parking in the center of the town.</p> <p>Market Street – Object, Sheep Street – Object Where are employees of businesses to park if they cannot park all day in these areas. It is fine to limit the parking but there needs to be an alternative car park available within a fairly short walk of the center of the town.</p> <p>Grammar School Hill/Park Street – No objection This may work for school drop offs but again my perception is that parking here is often residents. Not entirely residents as many have driveways and use them but some is residential parking.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – No opinion, Park Street – No opinion, Sheep Street – No opinion, Browns Lane – Object, The Playing Close – Object</p>

	<p>Parking is already very limited in the small town. To restrict parking near the local shops will force employees and customers to park further out of town which will be detrimental to business in the town, and will force employees to park in other housing estate roads.</p> <p>Church Lane residents parking area – Support This will potentially benefit residents</p> <p>Church Lane DPPP removal – No opinion I don't know if this is a good thing or not.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – No opinion, Park Street – Support, Grammar School Hill/Park Street – No opinion, Dyers Hill – Partially support I think the double yellow lines are positive improvements to the parking arrangements</p> <p>Any other comments? Where are local people going to park if they want to visit the shops if you limit the parking significantly. Also where are employees of local businesses going to park all day whilst at work if the parking bays are limited to 3 hours or less? There needs</p>
<p>(o304) Member of public, (Ascott under Wychwood, High Street)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Enables a turnover of parking such that people can more easily pop into the Co-op etc</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Not sure if it will provide for the needs of both residents and those whose business in Charlbury requires a longer stay but it might encourage some churn</p> <p>Market Street – Support, Sheep Street – Support As previously I support this as an experiment intended to improve the parking situation both for residents and those visiting the town for various reasons</p> <p>Grammar School Hill/Park Street – Support</p>

	<p>As per previous answers I would support as an attempt to encourage fluidity in parking</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Residents need to have a degree of confidence that they can find somewhere to park relatively close to their homes</p> <p>Church Lane residents parking area – Support Limited spaces available and probably only just sufficient to meet the needs of residents</p> <p>Church Lane DPPP removal – Object It is essential that those with disabilities who depend on their cars can be confident that they can park their car somewhere central</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support Assume this is designed to reduce congestion improve road safety</p> <p>Any other comments? An enforced 2 hour limit on the main car park would help the turn over of parking spaces but I am also conscious that although residents are catered for in these plans there is no provision for those who work there in the town. Can thought be given to them</p>
<p>(o305) Member of public, (Carterton, Saffron Crescent)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in Charlbury for work purposes.</p> <p><u>Shared use parking bays:</u> Church Street – Object I work at Little Monkeys, this would mean that all of the staff would have to try and find a space at the co-op and there are over 15 of us who drive. Also, parents will not be able to park to drop their children off.</p>

	<p>Market Street – Object, Sheep Street – Object This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in Charlbury for work purposes.</p> <p>Grammar School Hill/Park Street – Object I have to drive to Charlbury to work from Carterton. There aren't buses available and I cannot lift share. This means that I could get to Charlbury and not be able to park anywhere. On numerous occasions I've arrived at the co op and it's already busy and</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in Charlbury for work purposes.</p> <p>Church Lane residents parking area – Object This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in Charlbury for work purposes.</p> <p>Church Lane DPPP removal – Object This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in Charlbury for work purposes.</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in Charlbury for work purposes.</p> <p>Any other comments?</p>
<p>(o306) Local resident, (Chadlington, Brook End)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Partially support I can see that these few places are valuable for the residents there and visiting the coop using this area is still possible</p>

	<p><u>Shared use parking bays:</u> Church Street – Partially support This at least allows the use of this area for people visiting local small businesses</p> <p>Market Street – Object, Sheep Street – Object These proposals will make it almost impossible to use local small businesses as the Spendlove car parking area is often full.</p> <p>Grammar School Hill/Park Street – Partially support This has always been a congested area so it probably needs some restrictions.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I think these restrictions will be detrimental to small businesses.</p> <p>Church Lane residents parking area – Partially support I worry about less able people having their access to the church restricted</p> <p>Church Lane DPPP removal – Object The disabled will be disenfranchised by this proposal</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object So unhelpful for visitors and businesses alike. No more yellow lines please.</p> <p>Any other comments? Charlbury needs to welcome tourists, visitors and customers not deter them. I do however realise that permanent residents need to have places where they can safely park.</p>
(o307) Member of public, (Chadlington, Brook End)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support</p>

So that non residents don't park there all day

Shared use parking bays:

Church Street – **Partially support**

So that non residents don't park there all day

Market Street – **Support**, Sheep Street – **Support**

So that non residents don't park there all day

Grammar School Hill/Park Street – **Object**

This should be 3 hours as in Church Street, to allow non residents to attend events or meetings during the day

Residents Permit Holders Parking only bays:

Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Partially support**

For those of us who regularly come into Charlbury, as I do living in a village just outside, to volunteer, attend events and run meetings, it will become much more difficult with parking restrictions, and you will lose some of us I suspect. I sympathise with the residents in the centre of town who can't park. But at least they can walk to the station or to the Co-op, the medical centre. Older people on the edge of town can't. And there's no hope of getting a space in Spendlove any more.

We need a car park on the edge of town and a frequent community bus serving the station. Or a greatly enlarged station car park. I know you will all have thought of that, but it now needs to happen.

Church Lane residents parking area – **Partially support**

This will make it impossible for volunteers or attendees at St Mary's who are not able to walk to church. A small area of the churchyard BEHIND the church could be reserved for those people

Church Lane DPPP removal – **Support**

As far as I know it is not used by a disabled person.

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

Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support**

Stated previously.

	<p>Any other comments? I've tried to park at the station on 3 weekdays over the past 2-3 weeks with no successso as I live outside Charlbury, I've had to park on the street in front of various peoples houses, so I can get my train. Coming back late in the dark, negotiating</p>
<p>(o308) Local resident, (Chadlington, Bull Hill)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – No objection Will help those just wanting to make a quick dash to the shops.</p> <p><u>Shared use parking bays:</u> Church Street – Support Will stop all day parking but allow sufficient time to use the facilities and shops in Charlbury.</p> <p>Market Street – Object, Sheep Street – Object One hour is insufficient time to use the facilities and shops that Charbury has to offer local people who live out of the town..</p> <p>Grammar School Hill/Park Street – Object Insufficient time to walk or use facilities at the other side of town.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object I am not a Charlbury Resident but regularly use the facilities in the town.</p> <p>Church Lane residents parking area – Object I am not a Charlbury Resident but regularly use the facilities in the town.</p> <p>Church Lane DPPP removal – Object MY husband is disabled.</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object There is already insufficient parking in Charlbury.</p> <p>Any other comments? It would be good to see additional parking at the station to take the pressure off parking in town,</p>
<p>(o309) Local resident, (Chadlington, Church Road)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object You will kill small independent businesses where a treatment or meal lasts longer than 30 mins</p> <p><u>Shared use parking bays:</u> Church Street – Partially support Once again local businesses will suffer</p> <p>Market Street – Object, Sheep Street – Object As stated before small businesses will have to close down</p> <p>Grammar School Hill/Park Street – No opinion Effects the town centre businesses less</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Partially support, Dyers Hill – Partially support, Park Street – Partially support, Sheep Street – Object, Browns Lane – Partially support, The Playing Close – Partially support Local businesses will suffer</p> <p>Church Lane residents parking area – Partially support All my decisions are based on how local businesses will suffer</p> <p>Church Lane DPPP removal – Support hardly ever in use</p> <p>'No Waiting at Any Time' (double yellow lines):</p>

	<p>Pound Hill – Partially support, Nine Acres Lane – Partially support, Market Street – Object, Browns Lane – Partially support, Sheep Street – Object, Park Street – Partially support, Grammar School Hill/Park Street – Partially support, Dyers Hill – Partially support local businesses will be forced to close down</p> <p>Any other comments? I appreciate the parking in Charlbury is very congested but these harsh solutions will effect local businesses and many will close.</p>
<p>(o310) Member of public, (Chadlington, West End)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support It would slow people to shop at the coop and 30mins should be ample</p> <p><u>Shared use parking bays:</u> Church Street – No objection Church street is wide enough to park on both sides</p> <p>Market Street – Object, Sheep Street – Object No where near enough time when using the small businesses in the area. It feels like you are trying to kill these off not encourage them.</p> <p>Grammar School Hill/Park Street – Support Park st is one way traffic. I think 30 mins should be sufficient for dropping off and picking up.</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object This seems to be trying to kill off any visitors coming to Charlbury. If the spaces should be vacant during the day why not let them be used</p> <p>Church Lane residents parking area – Object As above</p>

	<p>Church Lane DPPP removal – No opinion I can't give an opinion without knowing what the alternative parking provision for the disabled is</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Object, Nine Acres Lane – Object, Market Street – Object, Browns Lane – Object, Sheep Street – Object, Park Street – Object, Grammar School Hill/Park Street – Object, Dyers Hill – Object It seems like you are trying to make Charlbury a no go area.</p> <p>Any other comments?</p>
<p>(o311) Local resident, (Chadlington, N/A)</p>	<p><u>'Time-limited' parking bay:</u> Browns Lane – Support Sensible</p> <p><u>Shared use parking bays:</u> Church Street – Support Sensible</p> <p>Market Street – Support, Sheep Street – Support Sensible</p> <p>Grammar School Hill/Park Street – Support Sensible</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Support, Dyers Hill – Support, Park Street – Support, Sheep Street – Support, Browns Lane – Support, The Playing Close – Support Sensible</p> <p>Church Lane residents parking area – Support Sensible</p> <p>Church Lane DPPP removal – No opinion</p>

	<p>N/A</p> <p><u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – Support, Nine Acres Lane – Support, Market Street – Support, Browns Lane – Support, Sheep Street – Support, Park Street – Support, Grammar School Hill/Park Street – Support, Dyers Hill – Support</p> <p>Sensible</p> <p>Any other comments? Must expand parking at station. Also please keep community centre parking for those booked for classes only</p>
(o312) Member of public, (unknown)	<p><u>'Time-limited' parking bay:</u> Browns Lane – Object Reduces parking for people who travel to work in Charlbury.</p> <p><u>Shared use parking bays:</u> Church Street – Object My place of work is on church street, this is where I usually park. I have a one year daughter and it is convenient for me to park there so she can also go to nursery and it not be too far for her to walk. If 'no return within' is enforced this will also</p> <p>Market Street – Object, Sheep Street – Object As stated before this will also restrict me being able to work in Charlbury if there is no where to park.</p> <p>Grammar School Hill/Park Street – Object Same reasons as above</p> <p><u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – Object, Dyers Hill – Object, Park Street – Object, Sheep Street – Object, Browns Lane – Object, The Playing Close – Object All of my reasons are stated in the Church Street proposal.</p> <p>Church Lane residents parking area – Object All of my reasons are stated in the Church Street proposal.</p>

Church Lane DPPP removal – **Object**
Disabled people also need somewhere to park.

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

Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

Enforcing double yellow lines on near enough every street in the centre of Charlbury is simply reducing anywhere people can park. This has so many complications for people as stated in my reasoning above.

Any other comments?

My place of work is on church street, this is where I usually park. I have a one year daughter and it is convenient for me to park there so she can also go to nursery and it not be too far for her to walk. If 'no return within' is enforced this will also