

Division(s) affected: *Didcot West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

DIDCOT (CENTRE-WEST) – PROPOSED RESIDENTS PERMIT PARKING SCHEME

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of parking controls in Didcot as follows:

- a) **The introduction of no waiting at any time restrictions on sections of Bosleys Orchard, Edinburgh Drive, Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, and Stonor Close.**
- b) **The introduction of permit holders only past this point restrictions, during the hours of 8am to 8pm, every day, on sections of Blagrave Close, Blenheim Close, Bosleys Orchard, Britwell Road, Edinburgh Drive (excluding that section adjacent to Broadway), Garth Road, Haydon Road, King Alfred Drive, Lydalls Close, Lydalls Road, Manor Road, Melton Drive, Orchard Close, Roman Place, and Stonor Close.**
- c) **To remove All Saints Court and Great Western Drive from the proposals, but to include them in monitoring the impact of the scheme.**
- d) **To proceed with the proposals in Lydalls Road (West), but to instruct officers to review the parking restrictions in the vicinity of All Saints Church, after a period of three months, in discussion directly with the local Reverend and Church representatives and, if necessary, introduce a minor amendment order to further assist with visitors to the church for events.**

Executive Summary

2. In November 2021, the County Council took over parking enforcement from the police, which meant that all parking contraventions became a civil offence, dealt with by the issue of penalty charge notices (PCNs). This change to enforcement, has opened opportunities for new restrictions and controlled parking zones (CPZ) to be introduced which gives priority to local people and

organisations for on street parking, making it more likely they can find a space quickly and easily.

3. Subsequently, following requests from local residents, a permit-only parking scheme was introduced in February 2024, covering several roads close to Didcot rail station. However, enforcement for this new scheme has led to complaints from some residents, in nearby roads outside that scheme, who feel that they are not being offered the same benefit. Currently a no waiting restriction (single yellow line) is in operation on most of those nearby roads; this restriction is aimed at deterring commuters, by prohibiting parking during a 1-hour timeslot in the middle of the day. Previously, some residents had become used to parking in contravention of those restrictions, reflecting minimal enforcement by the police. This was also commonplace previously, in the roads that had a 2-hour time limit, that now benefit from the February 2024 scheme; those roads are closer to the station and parking pressures are more acute.
4. In June 2024, the Cabinet Member for Transport Management received a petition from residents of Lydalls Road (West), seeking an improvement in resident parking in their area, which was supported by the local Member for Didcot (West). The Cabinet Member agreed to suspend enforcement in that road pending a review of the restrictions. That review, in the form of an online survey and letter drop to over 1,200 addresses, within the area edged in green on the plan at **Annexes 1a & 1b**, took place over 4 weeks from 20th September to 18th October 2024. The online survey was via the County Council's 'Let's talk' consultation portal.
5. Some 196 responses were received to the informal consultation 95% of whom were residents. The results indicated that 55% would support an option to have a residents parking scheme that would prioritise parking for residents and their visitors in their road. In liaison with the local member, it was agreed to proceed to a formal advertisement of the legal Traffic Regulation Orders.
6. As there is a similar scheme already operating elsewhere in Didcot, since February 2024, it was agreed to propose a 'permit-holders only past this point' restriction. Although this would still require residents, and their visitors, to apply for and purchase permits for their vehicles, there would be no marked-out parking spaces, and yellow lines would only remain where there are safety/access issues. However, there are also some locations that would benefit from an upgrade from single to double yellow lines – no waiting at any time - on junctions, bends and corners for example, and indeed this was requested by some of the responders during the informal consultation.
7. The benefit of the 'permit-holders only past this point' approach is twofold. Firstly, there would be minimal impact upon the layout of parking, particularly outside properties in quiet residential streets, and residents can continue to park as they do now, without altering the manner in which they park, albeit with the need to apply for permits.
8. Secondly, the removal of the need for white parking spaces road markings, together with fewer individual parking bay signs, would keep cost of installation to a minimum and offer a reduced visual impact on the street

scene; officers estimate a saving of about £10,000 in implementation costs would accrue, together with reduced future maintenance needs.

9. All of the proposed changes, whether permit-holder only areas, or double yellow lines, are shown on the plan at **Annexes 1a & 1b**.
10. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, Trellint, as part of its patrols within the Civil Enforcement Area for South Oxfordshire.
11. The proposals were presented to Didcot Town Council at their Traffic Advisory Group meeting on the 14th of November 2024, at which County Council officers advised the intention was to progress with formal consultation.

Sustainability Implications

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

Financial Implications

13. The programme of parking schemes across South Oxfordshire forms part of the agreed strategy that is funded by the District Council's Community Infrastructure Levy (CIL). It is estimated that implementing this scheme would cost £35,000 to the CIL budget, and ongoing enforcement and management costs would be partly met by permit sales and Penalty Charge Notice (fine) receipts. The staff costs of designing, advertising and consulting upon and, if approved, subsequently implementing the scheme would also be met from CIL and are estimated to cost approximately £20,000.

Legal Implications

14. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
15. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
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Equalities and Inclusion Implications

16. No negative implications on equalities and inclusion have been identified in respect of the proposals, however it is noted that blue badge holders can park for up to 3 hours on double yellow lines, and in permit holder areas without restriction.

Formal Consultation

17. Formal consultation took place between 29th November 2024 and 3rd January 2025. A notice was published in the Oxford Mail newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Didcot Town Council, South Oxfordshire District Council, the local District Councillors, and the County Councillors representing divisions in Didcot.
18. A letter was sent directly to approximately 861 properties in the streets subject to the proposals, which also included a copy of the formal notice - providing details on permit eligibility and costs. Additionally, notices were also displayed on streets in the immediate vicinity.
19. 91 online responses were received via the online survey during the course of the consultation, noting that there was close to a 50/50 split between support and objection for both the permit holder restrictions, and for the double yellow line proposals. Further tables shown at **Annex 2** provide a detailed breakdown of those figures.
20. Additionally, a further 22 responses were received via email, comprising of 11 objections, seven raising concerns, and two in support. Additionally, Thames Valley Police submitted a non-objection, and Oxford Bus Company offered their support, whilst highlighting the on-street parking on Broadway as a concern – especially at the eastern end near High Street, which they cited significantly impedes the flow of buses. The Broadway and High Street both fall outside the scope of these proposals, but officers will continue to monitor the parking situation.
21. The responses are shown in full at **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that include personal abuse are unacceptable, and as such will have been redacted.
22. The County Councillor for Didcot West has not responded to the formal consultation but was in support of the scheme prior to public advertisement.
23. Didcot Town Council's Planning and Development Committee has a few concerns regarding the impact of the schemes on public buildings, namely the All-Saints Church and the Manor Primary School. The Town Council is concerned about the impact on events held at the Church, and the school now

operates a school 'restricted street' scheme, and so families now use some of Lydalls Road (and Manor Road) for drop-off parking.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

24. In response to the public consultation, the largest number of comments (38) related the imposition of a charge for permits within the proposed permit area. Residents objected to have to pay to park outside their own homes and some saw the charge as additional tax being used to raise funds for the council. Some felt that the price of the permit was too high and the scheme should be free to all users.
25. The second highest number of comments in objection (25) were on the grounds that the scheme is deemed to be unnecessary. Residents who responded stated that there currently isn't a problem with parking in their roads and although there are some issues at peak periods that they were still able to park near their homes.
26. A number of comments received (6) stated that the solution to any parking problems was better enforcement of the existing restrictions, which in general worked well.
27. In contrast to the comments in objection there were 31 comments in support of the proposals, with residents identifying that commuter parking was still a problem within the area and that a residents parking scheme would be of benefit.
28. It was highlighted in the comments by 4 respondents that a permit scheme would be better for residents as they wouldn't be required to move their vehicles to the other side of the road every day to avoid getting a fine and their visitors could leave their cars without fear of a penalty.
29. A small number of residents (2) highlighted problems on Haydon Road had increased since the permit scheme was implemented in the roads closer to the station, in February 2024, and that a permit scheme was the only solution to address these issues.
30. Other comments made stated that parking in surrounding roads was a problem when the civic car park was full, that enforcement was needed for the scheme to be effective and parking is a problem both during the week, but also at weekends with holiday makers leaving their vehicles in surrounding roads.

Officer response

31. The summary charts in annex 2 provide the numbers of responses received through the consultation from the online surveys.

32. Overall taking into account responses in support, or partially in support, there is a small majority in favour of the proposals:

Proposal	Support	Partially support	Object	No objection or opinion
Resident permit scheme	32 (35%)	13 (14%)	42 (46)%	4 (4%)
No waiting at any time restriction	29 (32%)	10 (11%)	34 (37%)	18 (20%)

33. Also, more detailed analysis shows that, if the roads outside the scheme (nine responses) and two roads at the periphery of the north-west of the zone, notably All Saints Court (three) and Great Western Drive (six), are removed from the figures, this would increase the level of responses in favour of the Resident permit proposals, albeit no change to the No waiting proposals:

Proposal <i>(some roads removed)</i>	Support	Partially support	Object	No objection or opinion
Resident permit scheme	30 (41%)	10 (14%)	30 (41)%	3 (4%)
No waiting at any time restriction	26 (32%)	8 (11%)	25 (37%)	14 (20%)

34. Officers recommend that All Saints Court and Great Western Drive are removed from the proposals. There is a strong response in objection and, as both are on the periphery of the scheme, it is understandable that residents do not agree that the proposals are justified.

35. As regards the concerns about permit prices, standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.

36. As regards comments that there is no need for the scheme – following the informal consultation, 55% of respondents would support a scheme (see paragraph 5. above). Also, the petition mentioned at paragraph 4. above shows there is a request for a change to the current restrictions, in favour of parking controls that offer priority to residents.

37. Enforcement of the existing restrictions is already taking place. There are drawbacks with the existing single yellow lines, requiring residents to move vehicles, plus parking issues can arise at other times, in the evenings and on Sundays.

b) Operation of the proposed permit parking Schemes

38. Points were made in response to the proposals which focused on how the scheme would operate and the highest number (13) raised concerns about the system for visitors, with most viewing it as over complicated and restrictive in terms of the numbers of passes they would be allowed and that also they should be free to all.
39. Some concerns were raised that the permit scheme is overly complex and confusing those not familiar with digital platforms. The policy around limiting permits to 2 per property was also raised, with concerns raised that it would negatively impact larger families or residents with multiple vehicles in their name.

Officer response:

40. The proposed operation of the scheme would replicate that which is in place for the scheme already implemented in Didcot, nearer the Station in February 2024, and which is also in place in many towns across the county (and in Oxford City). The County Council has a dedicated residents permit team to assist customers, and also help can be provided to anyone who is unable (or finds it difficult) to apply for permits online.
41. The limit to the number of residents permits allowed (2 per property) is, again, in line with schemes elsewhere across the county. It also reflects the need to share the availability of spaces in residential roads equitably amongst residents. Although there can never be a guarantee of any (or a particular) on-street parking space, the viability of the scheme relies upon there being a good chance of a space being available. Without a ceiling upon the number of permits being issued, this would not be the case.
42. The limit to the number of visitor permits allowed (50 days' worth per resident), is also in line with schemes elsewhere, and is part-and-parcel of the need to share the availability of spaces equitably. The initial 25 permits are issued free to all residents, but the second 25 is only free to those aged 70 or over.

c) Hours of operation and impact on businesses and users

43. A number of comments received suggested that that the hours of operation were too onerous and that relaxing or reducing the times when the permit scheme operated would give residents and users further flexibility whilst still addressing the problems created by commuter parking. Suggestions included limiting the operating hours to the middle of the day, similar to existing single yellow line restrictions, or reducing the days so the restrictions didn't apply at weekends.
44. A small number of comments were received that the scheme would negatively impact businesses on the Broadway as users regularly park within the surrounding roads due to a lack of available space on the road. Some residents and businesses of the Broadway make the case that their only viable parking is on roads within the proposed zone and as such, the council should include them in the list of properties for permits being made available to residents and staff of local businesses.

45. Alternative suggestions included allowing the introduction of short stay parking the area which would facilitate users of local businesses, churches and visitor centres.

Officer response:

46. The hours of operation proposed, 8am- 8pm on every day, reflect the fact that the area lies close to the rail station, but also the central shops along The Broadway and in the Orchard Centre. Rail travel can still attract travellers (and thus car parking) at weekends as well as on weekdays, and the shopping along both The Broadway and in the Orchard Centre is just as busy at weekends.

47. The residents who live along The Broadway would have use of that on-street parking, without restriction, on evenings and Sundays, as the current short stay limit of 30 minutes only applies on Mondays to Saturdays between 8am and 6pm. In the future, there is a commitment to review both The Broadway and the residential streets to the south, and discussions are ongoing with the Town Council.

48. Although the on-street parking outside the shops in the Broadway, and in the Orchard Centre off-street car park, facilitate short-stay parking, there would be no such arrangement close to All Saints Church in Lydalls Road (West), this is discussed further at paragraph 59.

d) Other general comments received about the proposed permit parking area

49. Individual responses were raised which made general comments about the scheme. These included that:

- The proposals will de-value my property.
- The feedback from the informal consultation should be published.
- Alternatives should be considered including widening roads, increasing enforcement and using 1 hour restrictions.
- The proposals will increase environmental pollution and worsen local traffic.
- The public notice was invalid due to errors on spelling and dates.

Officer response:

50. There is no evidence that on-street parking schemes de-value properties. Alternatively, counter opinion might suggest that an improvement in parking availability could make properties more attractive.

51. The feedback from informal consultation (which is non-statutory and does not need to comply with any legislation) is provided at **Annex 4**.

52. There is no need to widen roads, as residential parking can be accommodated without doing so, however this would not manage the

availability of the spaces, and it could simply attract more parking into those streets by commuters or other non-residents.

53. There is no evidence that on-street parking schemes increase air pollution, whereas the increase in availability of spaces for residents, and the discouragement of non-resident parking, and associated encouragement of more sustainable travel options, could lead to a reduction in congestion and/or air pollution.
54. Any misspelling of road names, or other material details, would be corrected in the final 'sealed' Traffic Regulation Order. The date advertised on the public noticed used the wrong year (2024 instead of 2025), but no responses have been disallowed or refused due to the deadline having passed.

e) Comments relating to Manor Primary School – Lydalls Close

55. Some specific objections and concerns were raised by residents and users of Manor Primary School which commented that the proposals would have an adverse impact on the school and parents dropping off children on Lydalls Close. With a permit holder only restriction, they felt it would leave them nowhere to park and there would be an increase in illegal parking within the area.
56. One respondent also pointed out that the proposals would also impact users of Smallbone Park and that there isn't much alternative parking nearby.

Officer response:

57. Colleagues in the School Travel team are working with Manor School, and other colleagues who oversee parking enforcement, to monitor Manor School's new restricted school street arrangement. They are also looking into further solutions for the parking displacement. Two alternative 'Park and Stride' locations have been set up for the school street, but as the Manor's School scheme is a very new one these need time to embed with parents. Liaison with Manor School will continue, to support parents in making their travel behaviour changes, and further school street monitoring will also form part of any future parking scheme plans for the area.
58. Smallbone recreation park, off Britwell Road, lies next to the civic car park. There are existing single lines along Britwell Road, which already prevents parking at those times, but it is accepted that the change to permit holders only could have an impact on users of the park. Officers will include this in a review of the scheme after 12 months.

f) Comments relating to impacts on All Saints Church (Lydalls Road)

59. A total of 11 comments were received which raised objections and concerns about the scheme and its impacts on the operation and users of All Saints Church.

60. The introduction of the permit parking area was seen as a negative to users trying to park near the Church, with some pointing out that the current private car park as being insufficient for most users who attend different activities during the week.
61. Concerns were raised about the impact on events held at the church including funerals, weddings and Sunday services. Alternative suggestions included introducing some short stay parking on the road to accommodate these users and also limiting the hours of operation for the scheme to give better flexibility for users.
62. A request was made that the current arrangement around non-enforcement around funerals was maintained under the permit scheme. Currently the church organisers inform the parking team of events so vehicles aren't ticketed.

Officer response:

63. Currently, the County Council's enforcement team liaise directly with church organisers when events are taking place. In part, this reflects that vehicles connected with weddings and funerals are a standard exemption from parking restrictions. However, there are further community events held at the church and officers agree that the scheme could have a negative impact upon this.
64. It is recommended that officers review the parking arrangements in Lydalls Road (West), within the first 3 months of operation of the new scheme, if it is approved. It is possible to make a minor amendment to the Traffic Regulation Order, for example to change some of the parking to operate on a 'shared' basis, allowing non-permit holders to stay for, say, 2 hours. Officers would look to discuss this directly with the local vicar and church organisers.

g) Comments relating to All Saints Court

65. A small number of comments were received (3) which related to the proposals to introduce a permit parking area to cover All Saints Court which is accessed off Station Road. The feedback to the consultation included comments that there are already signs stating the road is residents only so the County Council scheme is not needed. Another comment received stated that they had no issues accessing their private parking spaces and parking on the road is currently not an issue
66. One objector commented that the road was private so the council did not have authority to introduce the scheme.

Officer response:

67. The proposal to include All Saints Court was intended to prevent any displacement of rail commuter parking, due to its proximity to the station. Officers accept that this may already be discouraged by the presence of private warning signs (on a wall) stating that the parking is for residents parking only. Officers therefore recommend that the road is withdrawn from the proposals.

68. Currently the main carriageway onto the court is an adopted highway. There are private car parking areas off the highway which is why there may be misunderstandings over the highway status.

h) Comments relating to Great Western Drive

69. There are concerns about the proposed parking changes on Great Western Drive. As well as the comments made in other roads, regarding the cost of parking permits those residents without driveways feel discriminated against, as they would be more affected by those charges.

70. There are also concerns about the impact on visitors, especially for those who rely on family support or have elderly parents visiting regularly and could isolate residents from their support networks, particularly affecting those with mental health issues or complex needs.

Officer response:

71. The proposal to include Great Western Drive was intended to prevent any displacement of parking, causing new problems if it was not included in the proposed scheme. Officers accept that the location is on the north-western edge of the proposed scheme and may therefore not suffer as much from displacement problems. Officers therefore recommend that the road is withdrawn from the proposals.

h) Response to the no waiting at any time proposals

72. The feedback to the proposed no waiting restrictions was generally positive, but some comments were received (10) which questioned the need for the restrictions to be introduced. Concerns were raised that with additional yellow lines in the area, it means parking would become busier and more congested.

73. A small number of comments (3) stated that the restrictions were a waste of money as they wouldn't be enforced sufficiently to make them effective.

74. In contrast, a high number (16) of responses supported the proposals, believing they would help tackle traffic issues and inconsiderate parking. Responders felt that key areas such as corners and opposite entrances should be kept clear.

75. The junction of Manor Road / Lydalls Road was flagged as a location of particular concern, with users of the Queens Head PH often parking inconsiderately.

76. One comment was made that all sides of Lydalls Road/ Haydon Road crossroads needed to be covered by double yellow lines.

Officer response:

77. The proposals include covering all junctions, bends and roundabouts with double yellow lines. Whilst it may be the case that some parking might be displaced by these proposals, the proposal to introduce resident permit holder

parking on the remaining parking areas should safeguard residents' parking needs from such displacement.

78. The junctions of Lydalls Road with both Haydon Road and Manor Road are included in the proposed No Waiting At Any Time and the section of Manor Road near the Queens Head PH includes an extended section of No Waiting At Any Time as the road is narrow and bends at this point.

Monitoring and Evaluation

79. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved. There is a specific recommendation to review the location in Lydalls road (west), in the vicinity of All Saints Church, after the first 3 months.

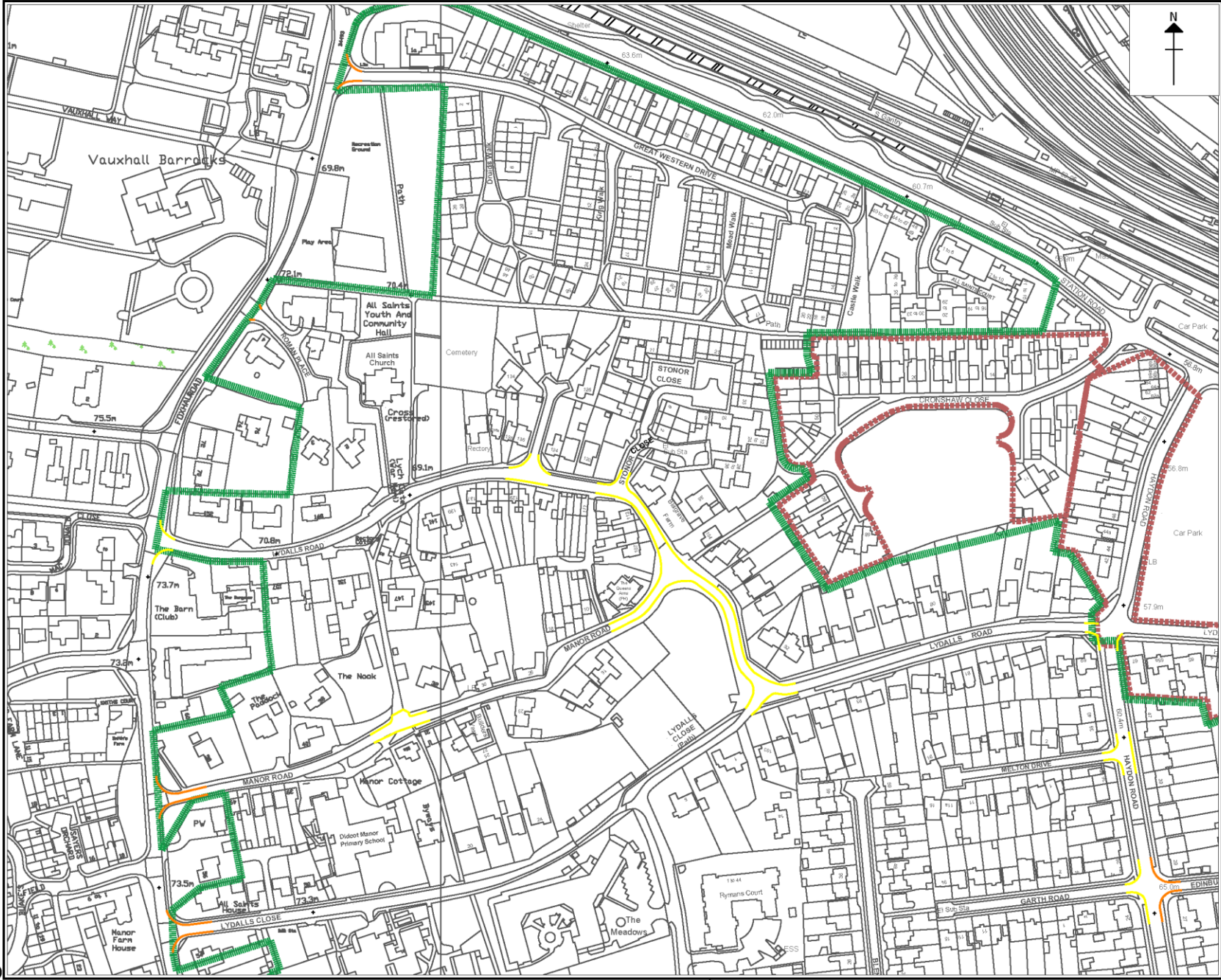
Paul Fermer
Director of Environment and Highways

Annexes: Annex 1: Consultation plans (a) and (b)
 Annex 2: Summary of online response (tables)
 Annex 3: Consultation responses in detail:
 (A. Statutory consultee responses)
 (B. Online responses)
 (C. Email responses)
 Annex 4: Informal consultation summary

Contact Officer: Mike Horton (Senior Officer – TRO & Schemes)
 James Whiting (Team Leader – TRO & Schemes)

January 2025

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PRD/2024/005 A

- KEY**
- PROPOSED permit holders only past this point
 - Zone boundary - existing scheme (introduced Feb 2024)
 - EXISTING no waiting at any time (double yellow lines)
 - PROPOSED no waiting at any time (double yellow lines)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS USUALLY ASSOCIATED WITH THE TYPES OF WORK SPECIFIED ON THE DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

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

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Rev	Date	Purpose of revision	Drawn	Checked	Approved
A	Nov '24	Proposed for public consultation	MH	JW	JW



PRD/2024/005
 DIDCOT (Centre-North)
 Resident Parking Proposals 2024

Formal consultation
 Enlargement - PLAN A

PROPOSED			
Drawn by	Checked by	Drawn by	Checked by
MH	JW	JW	JW
Date issued	Date checked	Date issued	Date checked
NOV 2024	NOV 2024	NOV 2024	NOV 2024

PRD/2024/005 1

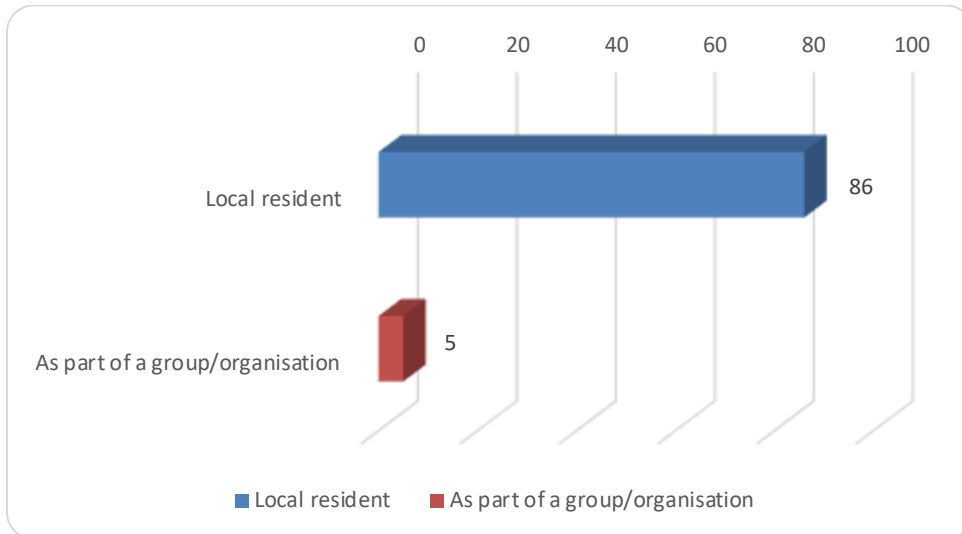


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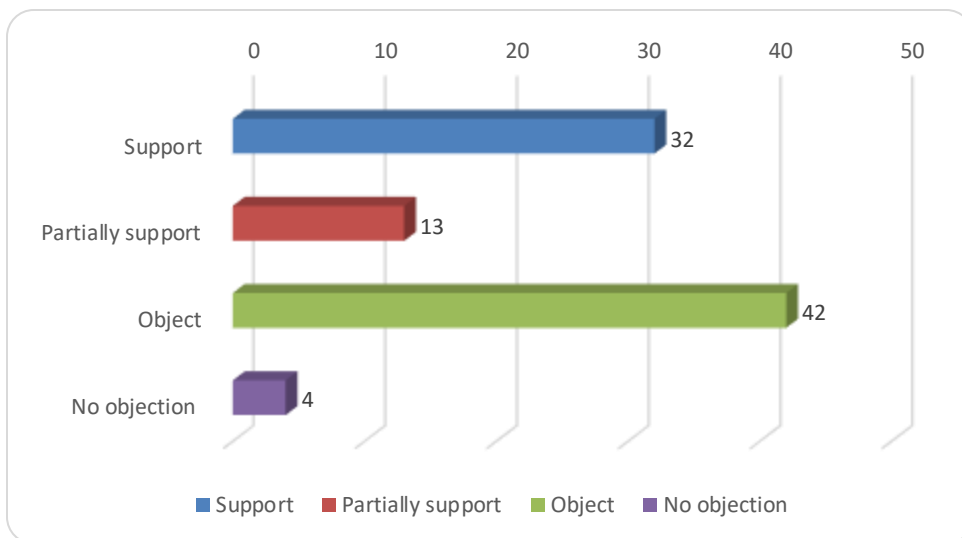
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KEY						
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---	Zone boundary - existing scheme (introduced Feb 2024)					
---	EXISTING no waiting at any time (double yellow lines)					
---	PROPOSED no waiting at any time (double yellow lines)					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION						
<small>IN ADDITION TO THE HAZARDOUS MATERIALS NORMALLY ASSOCIATED WITH THE TYPES OF WASTE SPECIFIED ON THE DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small>						
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Rev	Date	Purpose of revision	Drawn	Checked	Approved	
A	Nov '24	Proposed for permit holders to be introduced	MH	JW	JW	
Paul Ferrer Director of Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1HD Tel: 01845 315 1111						
Project: DIDCOT (Centre-North)						
Resident Parking Proposals 2024						
Drawing Title: Formal consultation						
Enlargement - PLAN B						
PROPOSED						
Scale: Not to scale	Drawn by: MH	Checked by: JW	Approved by: JW			
Calculation Input to Scale: NOV 2024	Date Issued: NOV 2024	Date Revised: NOV 2024	Date Approved: NOV 2024			
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Summary of online response to formal consultation

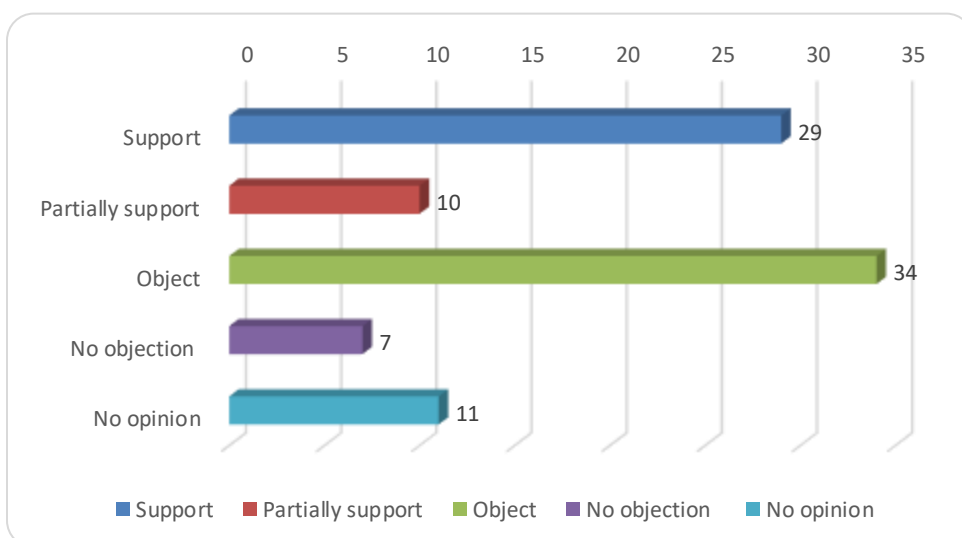
Capacity in which respondents completed the on-line survey



Response to proposed Permit Holders Only zone (Mon – Sun, 8am-8pm)



Response to the proposed no waiting at any time restrictions



A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	No objection – As these restrictions all fall under Civil Parking Enforcement , the Police have no objection providing displacement parking has been fully considered.
(s2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>No objection – We recognise and broadly support the approach being taken here, notwithstanding that there is some additional administrative burden for residents, the proposed permit-enforced zone will be able to be more rigorously enforced. This is necessary to effectively manage the balance between residents and visitors parking, alongside wider demand from shoppers and rail travellers. Substantial dedicated parking facilities exist for those purposes. For workers in the town centre, very substantial reinforcement of bus frequencies, hours of operation and connectivity have been put in place in recent years.</p> <p>We therefore offer no objection to these proposals, though we continue to urge the council to look urgently at on street parking on Broadway, especially at its eastern end near High Street, which significantly impedes the flow of buses in particular.</p>
(s3) Didcot Town Council	Concern - The Town Council's Planning and Development Committee has a few concerns regarding the impact of the schemes on public buildings, namely the All-Saints Church and the Manor Primary School. As the school now operates a school street scheme, families now use some of Lydalls Road for drop-off parking, and the All-Saints Church, as it impacts their events. Separate provisions should be made for those buildings.

B. Responses received via online survey:

RESPONDENT	COMMENTS
(o1) Local resident, (Dicot, All saints court)	<p>Permit holders only parking – Object It is currently free to park. I don't want to pay for something that is currently free.</p> <p>Double yellow line restrictions – Object This isn't an issue that affects me. I have no problem with people waiting.</p> <p>Any other comments?</p>
(o2) Local resident, (Didcot, All Saints Court)	<p>Permit holders only parking – Object I will struggle to find the extra £80 per year to pay for a permit. I have never had a problem parking on my street. These restrictions are unnecessary.</p> <p>Double yellow line restrictions – No opinion I have never needed to park on these streets, this does not effect me.</p> <p>Any other comments? There is currently signs in All Saints Court stating residents parking only. This is enough to deter non-residents parking. These changes are unnecessary and will be an extra expense for those purchasing the permits and for the council to enforce.</p>
(o3) Local resident, (Didcot, Blagrove Close)	<p>Permit holders only parking – Object There is currently no problem with parking on almost all of these roads. This would make our private car park on blagrove street unusable. This has been proven to significantly devalue homes when implemented in other areas of the country. This would cost us an extra £191.50 when we are in the middle of a cost of living crisis. This would significantly hurt the local businesses on Broadway, and many will be forced to close. I would have to move house if this was done.</p> <p>Double yellow line restrictions – No opinion</p>

	<p>A slight negative because it will make parking busier, but this is a much lesser evil than permit parking.</p> <p>Any other comments?</p>
(o4) Local resident, (Didcot, Blagrave close)	<p>Permit holders only parking – Object Paying to park on a road that is currently free, Blagrave Close currently barely experiences excessive car parking from non-residents (which can be said for multiple other roads mentioned - Blenheim etc, if enforced would cause chaos on our private car park</p> <p>Double yellow line restrictions – No opinion This would increase parking on other roads but is a lesser evil when compared to permits</p> <p>Any other comments?</p>
(o5) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Object This is a totally unnecessary imposition on residents to tackle a problem that does not exist. This will place a financial burden on many residents and the perception is that it is simply being introduced to further tax residents.</p> <p>Double yellow line restrictions – No opinion Impractical for deliveries etc</p> <p>Any other comments? The Council should publish the response to the initial consultation on these proposals and indicate the threshold required to consider implementation.</p>
(o6) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Object There is not a problem in Blenheim Close with on street parking and I have visitors quite often that would be affected by the restriction were it to come into force.</p> <p>Double yellow line restrictions – Object There are double yellow lines throughout the town that are regularly ignored already, causing hazard and inconvenience, examples being at the top of Britwell Road by the doctors, top of Edinburgh Drive stopping traffic from</p>

	<p>entering the road from Broadway and on Broadway by the Market Place right up to the traffic lights. It would be a waste of money to install more restrictions as there is a high likelihood that it would not be enforced.</p> <p>Any other comments? I object to being charged to park outside my house on a quiet street with no parking problems. I also object to further restrictions being put into place when the parking restrictions in the town as a whole are blatantly and regularly disregarded with no repercussions</p>
(o7) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Object There is no parking problem in Blenheim Close. I am not aware of anyone who parks in the road and does not live in one of the houses. I believe that the proposed scheme will inconvenience lots of people who live in the road or who have visitors.</p> <p>Double yellow line restrictions – Object I think its unnecessary. In my road, Blenheim Close, there is not a problem with people parking here who do not live here or who are not visiting someone who lives in the road. Some residents do not always use their driveways to park for various reasons, and under these proposals would be forced to do so all the time. Some people have family who visit very frequently with a car; under these proposals they would quickly use up their visitor permits. They might only visit for a couple of hours, but the permit would then be used up and additional permits would have to be purchased. There are three businesses that I know of in the road; they would have to purchase a permit for £190 pa to enable their clients to park, then have to remember to rush out and put the permit in their clients car to avoid a penalty fine. Another cost of £190 per year for businesses when there is no parking problem to start with is not fair, particularly in the present difficult economic climate. It seems to me the proposals are a sledgehammer to crack a nut. I would much rather stick with the flexibility of the current system. Also, the permit parking in roads like Cronshaw Close and Lydalls Road has only been introduced relatively recently; would not more settling in time, to see how it affects peoples' parking and residents use of their road, be beneficial?</p> <p>Any other comments? I think its unnecessary to change from the current arrangements. It will cost money to administer that could be better used elsewhere. Its a sledgehammer to crack a nut.</p>
(o8) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Object</p>

I object to the proposed changes to the existing time limited restrictions. The proposals are a disproportionate response to a problem that in many cases does not exist.

The existing time-limited restrictions (Single Yellow Lines) which operate for one hour periods, either from 12pm to 1pm, or from 2pm to 3pm are already an effective, proportionate and easily understood control measure. There is no need to introduce alternative measures to dissuade commuter parking, which apparently is the intention of these proposals. Enforcement of the existing parking restrictions by the council will address any localised issues.

Within the consultation there is no quantitative data provided to indicate where the existing control measures are ineffective or the frequency of any violation. Similarly it is not clear why any parking issues are not being addressed through enforcement of the existing restrictions.

There are a number of significant issues related to the proposals for example;

Britwell Road is used by parents to drop off and collect pupils from nearby Manor Primary School. This is part of the strategy to reduce congestion around the school itself. Britwell Road is also used by people accessing the nearby Smallbone Recreation Park, children's recreation area and memorial garden as well as for overspill parking for the Didcot Health Centre and Didcot Civic Hall. The introduction of permit only parking in Britwell Road will immediately prevent all of the above.

The proposed hours of operation for the residents permit scheme is unnecessary long (8am to 8pm 7 days a week). If the aim is to address commuter parking then shorter hours, 5 days a week would be just as effective.

It is not at all clear why residents will be limited to only 50 visitors permits a year, in effect meaning they can only have 1 visitor a week?. In addition, why is it necessary to charge for 25 of these visitor permits? There is no public car park within the area do this consultation so it is not at all clear what is supposed to happen if the punitive limit of 50 visits a year is exceeded.

A clear consequence of introducing a residents permit system is the removal of habitat areas/ front gardens as residents seek to create off street parking spaces.

Any issues related to the violation of existing parking restrictions is simply the consequence of lack of enforcement. Before considering the introduction of such wide ranging restrictions included within the consultation the existing parking restrictions should be subject to a period of more effective monitoring and enforcement by the council. Enforcement of the existing measures is the most cost effective solution to any parking issues.

Double yellow line restrictions – **Object**

The existing control measures are adequate but unfortunately not currently enforced by the council.

Any other comments?

The proposal outline in the consultation appear to be a knee jerk reaction to a localised issue in a small area which could be addressed through enforcement of existing restrictions.

	<p>The description of the area within the consultation as 'Central Didcot' is misleading. This is not the central area dominated by retail and business but an instead a primarily residential area to the east of the town centre. It is highly unlikely that anyone would park in this area to access the town centre as there are several car parks nearer to the town, the main one providing free parking for 2 hours. Therefore any parking violation would only be by commuters using Didcot Parkway Railway Station. This is easily addressed through enforcement of the existing parking restrictions preventing parking for 1 hour on each side to the road in the middle of the day.</p>
<p>(o9) Local resident, (Didcot, Blenheim Close)</p>	<p>Permit holders only parking – Object I don't understand the necessity for this proposal. I don't see how this is a positive solution for residents, I think it is penalising residents, their visitors and workmen doing maintenance at properties. I consider this as a profit making exercise for SODC which will not ultimately benefit Didcot itself. I do not see how this will be monitored and upheld successfully. If this is a problem because of railway users then penalise them and offer affordable parking that is well directed to unlike the current multi storey</p> <p>Double yellow line restrictions – Object As previous</p> <p>Any other comments? As already stated Also recognise my opinion matters very little as it is fairly obvious this is a done deal,</p>
<p>(o10) Local resident, (Didcot, Bosleys Orchard)</p>	<p>Permit holders only parking – Object There is currently no issue with parking. The proposed changes are unnecessary and will cause inconvenience to local residents, especially with regards to the exorbitant charge associated with the permit. There is currently minor congestion in a cul-de-sac due to multiple parked cars. This is partially alleviated by neighbours parking on street. The introduction of an £80 payment per annum per vehicle might cause these vehicles parked on street to be moved into the cul-de-sac, causing more congestion.</p> <p>Double yellow line restrictions – Object There is currently no issue with parking. The proposed changes are unnecessary and will cause inconvenience to local residents.</p>

	<p>Any other comments? Strongly object to proposed changes. There is currently minor congestion in a cul-de-sac due to multiple parked cars. This is partially alleviated by neighbours parking on street. The introduction of an £80 payment per annum per vehicle might cause these vehicles parked on street to be moved into the cul-de-sac, causing more congestion. Requiring a permit for contractors is unnecessary as there is currently no issue. The requirement of a permit will drive costs and inconvenience up for residents.</p>
(o11) Local resident, (Didcot, Bosleys Orchard)	<p>Permit holders only parking – Object I do not agree with introducing a permit system when there is not an issue currently relating to residential parking within Bosleys Orchard. It is overcomplicating parking when I am not aware of an issue at all.</p> <p>Double yellow line restrictions – Object Once again, I disagree with this because there is not an issue with cars waiting on roads.</p> <p>Any other comments? Charging residents £80 for a parking permit seems unreasonable when we should be able to park outside our own home for free.</p>
(o12) Local resident, (Didcot, Druids Walk)	<p>Permit holders only parking – Object Absolutely ridiculous. We would be required to pay £160 per year to park in our own car park.</p> <p>Double yellow line restrictions – Object If you take away the people waiting while dropping their kids off to school in those areas, you will then cause problems on other roads and the traffic will be worse. At least right now we know what to expect.</p> <p>Any other comments?</p>
(o13) Local resident, (Didcot, Druids walk)	<p>Permit holders only parking – Object To pay rent and service charge for our property and then you want us to pay for parking , not only is it a cost of living expense but our homes come with parking we should not be charged for them again</p> <p>Double yellow line restrictions – Object</p>

	<p>People who object to this won't follow it so there isn't a point to make it a reality when you can come up with something else that we all agree on</p> <p>Any other comments?</p>
<p>(o14) Local resident, (didcot, edinburgh drive)</p>	<p>Permit holders only parking – Object Most the roads listed to be added to permit holders only have off street parking for residents and very little nuisance parking - better enforcement of the 1hr per day yellow lines scheme would be a better solution than a complicated and costly permit scheme</p> <p>Double yellow line restrictions – Support No waiting double yellows should be more effectively used where parking on corners, opposite entrances or other dangerous area</p> <p>Any other comments?</p>
<p>(o15) Local resident, (Didcot, Edinburgh Drive)</p>	<p>Permit holders only parking – Object This is a strong objection to proposed parking restrictions. I have experience of these restrictions in other council areas notably Hounslow and Hammersmith areas, these restrictions only cause issues for the residents with virtually no benefits. In Didcot there are no great issues with parking like on the areas mentioned and I have lived here for 13 years. this parking program seems to be very unnecessary. I have listed a few points below:</p> <ul style="list-style-type: none"> • Negative Impact on Residents: • Increased living costs due to permit fees - £80 is a huge sum to pay for many. • Inconvenience and stress associated with visitor permits (application, usage, limited availability). • Anxiety for both residents and visitors regarding parking availability, getting a visitor permit into a visitors car each time. • Parking ticket anxiety - worrying that cars have correct tickets and of parking patrols. • Difficulty for households with more than two vehicles, contractors • Inadequacy of the Proposed Scheme: • I have seen no evidence of parking issues in these residential roads, including Edinburgh Drive. • Unfairness of charging residents for parking on their own street, especially those without driveways. • Increased anxiety for the elderly and disabled.

	<ul style="list-style-type: none"> • Alternative Solutions: • Address traffic flow issues, such as widening Station Road and restricting lorry overtaking. • Increase enforcement in areas with existing parking problems (Broadway). • Maintain existing 1-hour parking restrictions with associated parking patrols/enforcement (I've never seen a parking patrol in my road and I work from home, by a front window 3 times per week. <p>Double yellow line restrictions – Partially support Based on the yellow markings, these are on roundabouts which were restricted anyway so not sure what the difference is.</p> <p>Any other comments? See my first response. Ultimately I do not understand why there is a demand for residential parking restrictions, there is very little to currently complain about in the residential roads and no need to wastes money on this new program when the current program is adequate and some additional adjustments would benefit traffic flow and parking.</p>
(o16) Local resident, (Didcot, Edinburgh Drive)	<p>Permit holders only parking – Object I don't want to have to pay to park outside my house, cost of living is bad enough already</p> <p>Double yellow line restrictions – Object There's barely enough parking spaces as it is in town</p> <p>Any other comments? I'm happy aa we are</p>
(o17) Local resident, (Didcot, Edinburgh Drive)	<p>Permit holders only parking – Object We are a 2 car household and have no driveway, we shouldn't have to pay for parking if we live on the street.</p> <p>Double yellow line restrictions – Object We have visitors who drive and will not be able park and visit</p> <p>Any other comments?</p>

(o18) Local resident,
(Didcot, Garth Road)

Permit holders only parking – Object

We have three residents and will require two permits which, by the sounds of it are each registered to a vehicle. We only have one driveway space and I usually leave our second vehicle at work but occasionally park it on the road outside our house. We also, regularly, have a relative pick up our daughter from school and bring her home. Often they stay for a few hours parking on the road outside the house. We also have another relative parking outside weekly for up to an hour to give my daughter piano lessons after school. This will require extra visitors permits on top of any other visitors we receive throughout the year. Personally, I think the current single yellow line restrictions (if policed) work better, for us, than the new proposal. Alternatively, if the two permits we receive can be easily interchangeable between vehicles this is a viable solution. Physical permits without a car reg number would work but I assume it will be done online with a car reg number which is not so easily interchangeable. The times for residents parking could also be altered to tie in with school (8am-3pm?) or perhaps an allowance for waiting for 1 hour. Otherwise I fear visitor costs for parking could spiral.

Double yellow line restrictions – Object

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Any other comments?

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	<p>between vehicles this is a viable solution. Physical permits without a car reg number would work but I assume it will be done online with a car reg number which is not so easily interchangeable. The times for residents parking could also be altered to tie in with school (8am-3pm?) or perhaps an allowance for waiting for 1 hour. Otherwise I fear visitor costs for parking could spiral.</p>
<p>(o19) Local resident, (Didcot, Garth road)</p>	<p>Permit holders only parking – Object I object to the proposal on Garth road, and all listed roads. There is no need to implement residents only parking scheme. This is only another scheme to grab more money from residents, while there is no visible benefits from increased council tax as such. While parking is not an issue on the streets in central Didcot. I see no requirement for residents only parking. Please do not force upon us yet another unnecessary cost that becomes a burden on the residents.</p> <p>Double yellow line restrictions – Object Yet another unnecessary change. The council needs to focus on things of value for the public. Focus on, 1. Improving the quality of roads 2. Better infrastructure with the addition of more housing estates 3. More medical facilities 4. Building a hospital 5. More schools</p> <p>Any other comments? Please don't waste our money on wasteful activities such as this one. There is enough unnecessary spending as such by the council. Please try the following which would add a lot more value for the residents, Focus on, 1. Improving the quality of roads 2. Better infrastructure with the addition of more housing estates 3. More medical facilities 4. Building a hospital 5. More schools</p>
<p>(o20) Local resident, (Didcot, Great Western Drive)</p>	<p>Permit holders only parking – Object</p>

I live on one of the streets. I have no driveway. We are a one car family. We use public transport and cycle to get around.

I live on Great Western Drive. It gets very busy and people do park here to use a train. However, charging people to park near their home (without the guarantee of a space) is immoral. Some resident have a large driveway, some a small driveway, some no driveway, I feel it is discriminatory and puts further pressure on those who already have less. If I could afford to have a driveway and seek permissions from my landlord I would not be subject to these permits or charges. I didn't get a choice as to where I live - I was thankful to be given a home for my children and I to live in, and now there is the potential to have no choice in terms of parking. As for visitors my elderly parents come to visit me every Sunday, I also receive support from other family members in times of need. My family and I have complex needs. Charging me to enable them to park a car will isolate us further.

I am completely against this proposal. On Great Western Drive, there are times we can be waiting 10 minutes to even pull out of the junction, behind my house is the constant noise of cars and the railway. We get the shuddering of lorries and buses as they pass by. The traffic around the triangle of Central Didcot is atrocious, it took me 20 minutes to get from my house to B and Ms where I needed to pick up goods that couldn't be walked home. People are put off coming to me because of the traffic alone, my support network could be more limited. The road down Great Western Drive is full of cars to the point it's one lane only. People park at the top to use the park, restricting views of the road ahead, and they can be too close to the junction for it to be deemed safe or even legal, the road need to be sorted, the parking needs to be sorted, but not at our expense. Perhaps provide everyone with a driveway? Too expensive - I agree! I'd have one myself if I could! Provide 2 FREE permits per house, and FREE visitors permits. Perhaps allocate parking. Provide more parking option. Deal with the road and heavily trafficked areas and stop coming at residents to increase funding. It's extremely exploitative. I regret having moved here because getting about is borderline traumatic (I didn't have a choice, escaping an abusive partner), this added expense is unfair and unjust and based because of where I live and the lack of a driveway. This is cruel.

Double yellow line restrictions – **Object**

There are double reds for those!???

Trying doing them on station road (for those that pull up on a path to pick people and suitcases up) and at junctions.

Any other comments?

Imagine YOU live on one of these roads, you don't have a driveway or garage. How would YOU feel about having to pay for the 'privilege' of trying to park within 20 metres of your home.

How would you feel if you were older and you have 4 + children that come to support you or even see you once a week... how long do you think those visitors permit last?

	<p>Imagine you have needs, but NOT a carer, Imagine you have support from family, friends and other services, again those visitors permits aren't going to last long - and you have to pay for them.</p> <p>There are 4 bed houses that have no access to a driveway or designated parking. Imagine YOU live in one of them, YOU NEED a car as you travel a fair amount for work, Your spouse needs a car as they support an elderly relative. You have an adult child or possibly 2 and they have cars (through need or want) - How would you feel about this proposal? Who's getting rid of their cars?</p> <p>There are many issues, besides the fact this proposal doesn't guarantee spaces either. To have the hope of being able to park somewhere near your house and be charged for it is harsh. There has to be other alternatives.</p>
<p>(o21) Local resident, (Didcot, Great Western Drive)</p>	<p>Permit holders only parking – Object I don't believe this is needed as it isn't a issue and it would cost more than it would benefit.</p> <p>Double yellow line restrictions – Object This would cost alot to enforce than would benefit. This is not a feasible solution.</p> <p>Any other comments? The money could be better spent elsewhere.</p>
<p>(o22) Local resident, (Didcot, Great western drive)</p>	<p>Permit holders only parking – Object As someone who lives in great western drive, it will be near impossible for me as I have three cars registered here, And I rely on family to help with childcare this sometimes entails overnight, Also, what would happen if we have visitors? this will really isolate residence from family and friends. Also someone who struggles with mental health I also rely on a strong support network which means family or friends visiting will be difficult!</p> <p>Double yellow line restrictions – Partially support It's actually residence that caused the issues with parking!!</p> <p>Any other comments?</p>
<p>(o23) Local resident, (Didcot, King Alfred Drive)</p>	<p>Permit holders only parking – Object As a resident living in one of the named roads, I object to the proposal.</p>

	<p>I do not feel I should have to incur costs to park outside my home (which I own) or to allow visitors to park there. I am a lone parent who heavily relies on family and close friends to support me with childcare whilst I work full time and should not have to be worrying about those 'visitors' potentially being fined.</p> <p>Double yellow line restrictions – No opinion No opinion</p> <p>Any other comments? None</p>
(o24) Local resident, (Didcot, Lydalls CI)	<p>Permit holders only parking – Object Waste of money, prevents people parking for shopping/doctors etc</p> <p>Double yellow line restrictions – Object Waste of money</p> <p>Any other comments? Roads in a terrible state but plenty of money for schemes like this</p>
(o25) Local resident, (Didcot, Lydalls Close)	<p>Permit holders only parking – Object Our residence is located in Lydalls Close where there are two schools and there are new restrictions already in place owing to the recent introduction of the county council's School Street Scheme, which seems to have helped to resolve the parking difficulties. These difficulties only occurred during school drop-off and pick-up times. Currently the schools rely on Lydalls Close as an overflow car park because of the lack of available parking on the school premises. This does not cause us any problems and we are happy for this to continue. The introduction of the proposed scheme will have a significant impact on our ability to have friends and family visit and ultimately, we would have to pay for this through the visitor scheme that it being proposed which is totally unacceptable. The current situation in Lydalls Close is that there is not a major problem with finding parking spaces for residents and visitors alike while a new scheme will make it far more difficult for the residents to arrange for anyone needing to visit the homes including tradespeople. For these reasons alone we do not need or want Resident Permit Parking. We very vehemently object to this proposal.</p>

	<p>Although we are not connected with the schools it is clear that the proposals would cause significant problems including staff parking, school deliveries, parents evenings, coaches for school trips etc.</p> <p>Double yellow line restrictions – Object As mentioned in the previous section, the current situation does not justify a ban on waiting and seems excessive. There is also the matter of parents who will need to park in the road if they receive an emergency call from the school because of an ill child who needs to be collected.</p> <p>Any other comments? The current situation does not justify the introduction of such a draconian scheme that will lead to more and greater problems than it is intended to resolve. It will hinder residents' ability to live a normal life without forever worrying about how to arrange parking for visitors, tradespeople etc. coming to the property. In addition, it will add a cost to these normal activities: in buying the resident's permit and paying for any additional visitors permits. It is very likely that this will have a detrimental effect on house prices in the close.</p>
<p>(o26) As part of a group/organisation, (Didcot, Lydalls Road and Roman Place)</p>	<p>Permit holders only parking – Object As far as I can see the proposals mean that in the indicated area, the only parking allowed will be for residents and their visitors 7 days a week.</p> <p>As a Churchwarden at All Saints Church on Lydalls Road it means that only a small number of the congregation that drive will have anywhere legal to park. There is a small Car Park (9 spaces + 5 disabled) next to All Saints' Youth and Community Hall (where I also happen to be Chair of the Management Committee) with footpath access to the church building but the Hall itself is hired out to another church at the same time that we meet and many of them drive to their service too.</p> <p>During the week this will also impact funeral services in the church - again if the Hall is hired out at the same time the car park could already be full leaving mourners with potentially a very long walk. And where are the funeral director's cars supposed to park? Ditto Weddings (mostly) on a Saturday and wedding cars. There is no good reasons to include weekends in the proposals - we all know this is to tackle rail passengers parking close to the station for free to the detriment of residents and most of the church would support that, but this simply does not happen at weekends so far from the station. The current arrangements (1 hour parking forbidden on one side of the road, and a different hour parking forbidden on the other side) works just fine at the moment and allows the church and Hall to function with little interruption or inconvenience. Please lift the restrictions at weekends and Public Holidays or leave the current scheme in place</p>

	<p>Double yellow line restrictions – Object See answer to 3 above</p> <p>Any other comments? For the organisations I represent (All Saints' Church and All Saints' Youth and Community Hall) this proposal will be have a significant negative impact and will almost certainly affect our ability to keep the Hall running as a going concern, albeit a not for profit one.</p>
(o27) Local resident, (Didcot, Manor Road)	<p>Permit holders only parking – Object I live on Manor Road, and since I've had children I rely increasingly on my car even for short hops (eg, to pick up something from town), especially in the winter when it is dark and cold. In the past I've always walked, but with kids sometimes you can't spare the 40 minutes round trip. I don't mind it being heavily restricted parking around town, but don't see why it needs to be cut completely.</p> <p>Double yellow line restrictions – Object I live on Manor Road. I have a one-car driveway, where my own car goes 24/7. Due to the very high cost of childcare, my parents support my return to work after having children by providing childcare 2 days per week all year round. They drive for an hour to get to me and park their car on Manor Road. I fear that the additional cost of so many guest parking tickets would begin to tip the balance and discourage them from coming, or lead me to not ask them to come when their support is sorely needed. Can there at least be SOME restricted (single yellow) parking left on Manor Road? I'm not sure what the current problem is, it doesn't seem necessary to make it all double yellow.</p> <p>Any other comments? I generally approve of the shift towards walking/bike/bus/train, and respect that some residents lose out when outsiders park on their roads (eg, on Station Road). However, on Manor Road, where I live, I've not noticed it being overrun with cars as the 1-hour stop in the middle of the day stops commuters leaving their cars there. In fact, I love that solution as it suits me as a resident (fewer cars in the road) while meaning I can still have guests at any time, and even staying all day, so long as they go out and switch sides between 1-2pm. I've lived here a decade and think it works really well on Manor Road - I would not support further parking restrictions as it will majorly impact my life, work, and affect my relationships with my whole family.</p>
(o28) Local resident, (Didcot, Medlock Grove)	<p>Permit holders only parking – Object</p>

	<p>It will be difficult for people attending All Saints Church in Lydalls Road, whether for Sunday and other church services, weddings and funerals, to find somewhere to park. The church hall car park isn't big enough to accommodate everyone with cars attending the church. There are elderly folk who would find it difficult to walk too far from the church.</p> <p>Double yellow line restrictions – Object I understand the council will want to stop people travelling to work by train for example, leaving their cars in the roads mentioned, all day everyday, but to my knowledge there are already times in the day when vehicles can't be parked in these roads.</p> <p>Any other comments?</p>
<p>(o29) Local resident, (didcot, stonor close)</p>	<p>Permit holders only parking – Object i live in the stonor close and we do have parking spaces for residents only. according to your scheme i would now have to pay to park in an area that is already reserved for residents. your scheme would have to account for situation like this and exempt already existing reserved parking areas. at the same time people commuting by train are parking their cars at the entrance of the close which represent a hazard. double yellow line exist there for decades but nobody is enforcing no-parking rule. if you are trying to solve the problem of people parking cars everywhere then enforcing existing rules would help. your scheme is not the solution to that issue. it is just a way to increase tax and residents would see no benefit of that. parking at the orchard park is inadequate and another level (up or down) should be added to increase the number of parking spaces.</p> <p>Double yellow line restrictions – Object you do not have to introduce double yellow line in stonor close. they are there already. has anyone went to check before you wrote the proposal? If you want to add additional double lines then you have to say exactly where you want to add them.</p> <p>Any other comments? the proposal is all stick and no carrot. you will charge residents to park where they have to right to park. you will fine people who park where they are not supposed to park - allegedly. there is no enforcement of the existing no-parking rules and it is unknown if that would change. you are missing where people who commute will be able to park. they will still have to park somewhere. you need to offer solution for this at the same time when you are thinking about restrictions.</p>

(o30) Local resident, (Didcot, Stonor Close)	<p>Permit holders only parking – Object Why should we pay to be able to park in our own road. Clearly a money making exercise! Disgusting attitude!!!! This could be avoided by the use of double and or single yellow line.</p> <p>Double yellow line restrictions – Partially support No waiting works for some areas in Didcot but doesn't necessarily apply and work in other less busy areas and roads in Didcot.</p> <p>Any other comments? I We are totally against these proposals. We know that it is a complete waste of our time filling in this survey. You will go ahead with the permit parking and money grabbing. That's what you do! Also please reread question 6 above, it makes absolutely no sense. Shame on you.</p>
(o31) Local resident, (Didcot, All Saints Court)	<p>Permit holders only parking – Object Too expensive - and I have no issue getting a space by my flat (All Saints Court)</p> <p>Double yellow line restrictions – Support Might help traffic issue</p> <p>Any other comments? N/a</p>
(o32) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Object This is our property where we have been living for many years without the need for a permit. Our road is not as close to the town (Blenheim close) and we should not have to now pay to park on our own street. Even having friends over will be even more difficult where this has never been an issue before. This is greatly annoying.</p> <p>Double yellow line restrictions – Object</p>

	<p>It's our road and it's never been a problem before</p> <p>Any other comments? Roads that are not as close to center I can understand. But now we have to pay for a permit for our own land which is more money out of our pocket for an issue that has never affected us before. It's already a time where the cost of living has gone up and now these plans want us to pay money for us to have vehicles on our own property</p>
(o33) Local resident, (Didcot, Broadway)	<p>Permit holders only parking – Object I don't believe you should have to pay to park outside your home and it will just shift the problems to other areas. If the single yellow line parking was enforced and parking on yellow lines was also ticked then the problems would not be bad in the first place</p> <p>Double yellow line restrictions – Object How are people meant to get delivery etc</p> <p>Any other comments?</p>
(o34) Local resident, (Didcot, Druids walk)	<p>Permit holders only parking – Object I'm objecting massively I am not paying rent and ground service charges as well to pay for parking to go to my own home</p> <p>Double yellow line restrictions – No opinion Just no opinion</p> <p>Any other comments? The parking permits in relation to Druids walk is not acceptable</p>
(o35) Local resident, (Didcot, Edinburgh Drive)	<p>Permit holders only parking – Object Residents should not have to pay to park outside their own homes. The town is completely ruined by all the new houses but total lack of infrastructure</p> <p>Double yellow line restrictions – Partially support</p>

	<p>Waiting times in residential roads should have time restrictions</p> <p>Any other comments?</p>
(o36) Local resident, (Didcot, Edinburgh drive)	<p>Permit holders only parking – Object I object to this in Edinburgh Drive as there is no issue to be ‘fixed’. Residents do not need additional expenses to pay for to resolve a problem that doesn’t exist. Only residents and visitors currently park on the road and the existing restrictions prevent people from parking all day to use the train.</p> <p>Double yellow line restrictions – Object Because it’s going to cause problems and extra costs for residents rather than solve anything.</p> <p>Any other comments?</p>
(o37) Local resident, (Didcot, Edinburgh drive)	<p>Permit holders only parking – Object I object as I think it's outrageous to charge a resident to park outside there own house.</p> <p>Double yellow line restrictions – Object People will be unable to park</p> <p>Any other comments?</p>
(o38) Local resident, (Didcot, Edinburgh drive)	<p>Permit holders only parking – Object Things are fine as they are and there is no problem so leave as it is I certainly don’t see the need to charge residents to park outside their own homes which will make it inconvenient for visitors and trade people to work or visit the said property’s all this is going to achieve is less car ownership unless you are rich so it’s taking away peoples freedoms I shall also give you another example of when friends come from far afield to help out at the railway centre as volunteers they will no longer be able to park outside my house for the weekend for free which will deter them visiting and volunteering ?</p> <p>Double yellow line restrictions – Object There’s enough restrictions already we don’t need any more!</p>

	<p>Any other comments?</p>
<p>(o39) Local resident, (Didcot, Great Western Drive)</p>	<p>Permit holders only parking – Object I live down Great Western Drive and this is not an issue during the day. The money spent on putting this in place and enforcing it would be better spent elsewhere.</p> <p>Double yellow line restrictions – Object As before it would be a waste of time and money that could be spent on improving other areas of the town.</p> <p>Any other comments? Instead of wasting money on this, why not spend it on improving roads, playground, etc...</p>
<p>(o40) Local resident, (Didcot, North road)</p>	<p>Permit holders only parking – Object This will cause further traffic chaos around the orchard cbetre. There's no legal right to park in front or near your own property.</p> <p>Double yellow line restrictions – Object Just enforce the double yellow lines especially if with Enterprise car rentals</p> <p>Any other comments? Ridiculous</p>
<p>(o41) As part of a group/organisation, (Faringdon, 9 Bromsgrove)</p>	<p>Permit holders only parking – Object I am a member of the Great Western Society and have always enjoyed FREE parking in Hayden Rd. As a member I have free access to the railway centre and I take objection in no uncertain terms that I may have to pay to park in that hideous multi-storey carpark whenever I visit something to which I give my support. There exist no other streets anywhere near where I could park without walking a long way (I am now eighty years of age). As regards the other car parks one certainly is payphone only. As I do not possess a smartphone (and have no intention of purchasing one) I am restricted as to where I can park. There exists always plenty of spaces in the upper Haydn Rd and I cannot see how such short-term parking imposes on the residents all of whom, as far as I can tell, enjoy off-road parking facilities.</p>

	<p>To me this is yet another imposition dreamed up by the council to wring more money (ie. parking permits) out of the ratepayer. I suggest that you leave well alone.</p> <p>Double yellow line restrictions – Object See comments in Part 3</p> <p>Any other comments? Just leave things alone!</p>
(o42) Local resident, (unknown,)	<p>Permit holders only parking – Object The existing rules work well, sharing the use of the road space and achieving the original objective of preventing day long station parking.</p> <p>Double yellow line restrictions – Object No case for change</p> <p>Any other comments? If it is essential to bring in permits then they should mirror existing rules, e.g. being required for the one hour currently restricted by single yellow lines so residents can park all the time but others including visitors to residents, local church etc, can use the space to park at other times. At an absolute maximum I could see permits, say, 10:00 to 14:00 if easier to enforce. But the existing scheme is excessive and does not respond to needs and needs to be wound back</p>
(o43) As part of a group/organisation, (All Saints' Church Didcot, Lydalls Road)	<p>Permit holders only parking – Partially support I can support this with the motivation of easing congestion due to parking for the railway station. However, as vicar of All Saints' Church, Lydalls Road, the introduction of this limitation will hit families visiting All Saints' for funerals, weddings and baptisms. At the moment we send you the dates/times of such events to enable people to park without penalty on the church end of Lydalls Road (away from the station). I would strongly request that the same arrangement be possible in the future. Otherwise we risk ruining special days for those who come and just need up to 2 hours of parking.</p> <p>Double yellow line restrictions – No objection That makes sense and the areas marked do not affect those visiting All Saints' church</p>

	<p>Any other comments? I appreciate the work that has gone into this, particularly on behalf of residents who have no option but to park on the road. Your appreciation of the limited parking required for events at All Saints' church would make a huge difference.</p>
<p>(o44) Local resident, (Didcot, Blenheim Close)</p>	<p>Permit holders only parking – Partially support Moving towards a permit scheme will raise essential funds for the county council but there are a number of second order effects to be considered. As a result of having to pay £80 to park my car directly outside my house I will follow the example of many of the houses in the street. This will result in the removal of my wall and the destruction of well established greenery to allow access for a second car on the front garden. With the planting of trees along a number of roads in Didcot this seems counter intuitive. An own goal for those with a green agenda!</p> <p>Double yellow line restrictions – Support This blocks the roads and is dangerous, particularly in and around unauthorised school drop off and pick up points.</p> <p>Any other comments? I believe residents that only have parking for one car on their driveway should get a free pass to prevent the over urbanisation which is rife on many of the road's captured by this proposed change. Consequences include surface run off and greater strain on the drainage system. I appreciate its hard to appease everyone. We are a two car household with parking for one car so parking on street without cost would be extremely useful. Others have four or five vehicles for a single household and have a concrete front of house to accommodate three of the fleet of vehicles. How to fairly allocate a free pass in this instance would be a difficult decision to make.</p> <p>st</p>
<p>(o45) Local resident, (Didcot, Bosleys Orchard)</p>	<p>Permit holders only parking – Partially support I am mostly supporting proposal because I live in a street that is directly effected by it and I am aware of the problems caused by irresponsible parking in our street.</p> <p>Double yellow line restrictions – No objection .</p> <p>Any other comments? The only objection I have to these proposals is the fact that residents have to pay for the privilege of parking outside their own homes.</p>

(o46) Local resident, (Didcot, Edinburgh Drive)	<p>Permit holders only parking – Partially support Cost of permits to residents.</p> <p>Double yellow line restrictions – Support People generally don't just wait, they park to go shopping so I support these proposals.</p> <p>Any other comments? I think the cost is quite expensive for residents. In our situation we have three car driving adults in the family who live at home and one taking his test soon. I presume the cost won't affect us because we park on our driveway, but for others it doesn't seem fair.</p>
(o47) Local resident, (Didcot, Ernest road)	<p>Permit holders only parking – Partially support I support this in principle but charging residents is just another money making scheme that only benefits the council.</p> <p>Double yellow line restrictions – No opinion No opinion</p> <p>Any other comments?</p>
(o48) Local resident, (Didcot, Foxhall)	<p>Permit holders only parking – Partially support We live on Foxhall road and our garden backs onto Manor school. Generally weekends if we have visitors we may park in adjacent roads to avoid parking on Foxhall road. We do park on the verge in front of our house but not in front of any one else's verge. Although neighbours do. This proposal would stop us parking in adjacent streets. Foxhall road is busy and its difficult getting in and out of our drive.</p> <p>Double yellow line restrictions – Support Parking issues are not enforced in Didcot. Just drive down the town main street. Even cars are driving up through the pedestrian areas. Same cars park in the same spots.</p>

	<p>Any other comments? People should be more considerate where they park but parking issues are not enforced.</p>
<p>(o49) Local resident, (Didcot, Great Western Drive)</p>	<p>Permit holders only parking – Partially support Although I agree that parking issues need to be addressed, I object to local residents having to pay to park outside their house. This adds yet more misery and financial strain to people who are already struggling to get by. Allowing residents up to two cars and a number of visitors at any one time (say three or 4 perhaps?) an unlimited number of times throughout the year for free would help alleviate the strain for most.</p> <p>Double yellow line restrictions – Partially support I support this provided that residents are not financially impacted or their normal activities are not restricted due to 'No Waiting at Any Time' being implemented. This has the largest impact close to the train station, people waiting near the station clogging up the roads and causing traffic jams should be penalised for this. Can provisions be made in the multi storey car park for a suitable waiting area for people getting picked up from the station?</p> <p>Any other comments? Parking absolutely needs to be addressed but I am VERY opposed to residents having to pay for this if they have an 'average' number of cars and visitors at their household. What about people who have regular visitors or unofficial carers that go to someone's house most days of the week? They would quickly use up the 'free' visitors passes and use up the additional paid for passes. These could be vulnerable people who rely on daily/regular visitors or they could simply be lonely and unable to leave their house, this would hugely impact their mental health if they were to feel stranded in their own home. This scheme negatively impacts households from poorer backgrounds as they will struggle to afford this scheme, what happens to households where there are more than two cars? Where do the additional cars go? Clearly residents have a requirement for those additional vehicles that isn't going to go away if this scheme is implemented. The implementation of this needs to be more granular, some of the proposed streets are able to hold more cars than others. A blanket two cars per household and 25 visits per year is not necessarily required on every road and other roads need this a lot more. A street by street approach to allowance could be more appropriate, but again as a minimum the first two cars should not be paid for and there should be minimal restrictions on visitors that are also not paid for by the residents. I would accept being able to have up to two cars and up to 4 visitor's cars at my residence at any one time an unlimited number of times for free and banning large camper vans and caravans being parked on the street.</p>

<p>(o50) As part of a group/organisation, (Didcot, Lydalls Close and Lydalls Road)</p>	<p>Permit holders only parking – Partially support Restricting Lydalls Road to residents only parking, will create a very significant problem for users of All Saint's Church, for example on: Sunday mornings - weekly, Sunday afternoons - monthly, Saturdays (and other days) for weddings and any weekday for funerals. The Youth and Community Hall car park is not adequate for these events and on many occasions is taken up by users of the Hall.</p> <p>Double yellow line restrictions – Partially support A large part of Lydalls Close is an unadopted carriageway and therefore marking any part of this area with double yellow lines would be impossible.</p> <p>Any other comments?</p>
<p>(o51) Local resident, (Didcot, Lydalls road)</p>	<p>Permit holders only parking – Partially support It seems unfair that we have to pay for a permit to park outside our property and people living in conservation area who cannot have a front driveway are being penalised as opposed to the lucky ones that have driveways. By all means have a permit system but do not make it so expensive!!</p> <p>Double yellow line restrictions – No opinion Pointless if not enforced properly</p> <p>Any other comments? Please consider allowing people who live in area who do not have driveways to just pay a nominal fee for a permit otherwise you are discriminating against people that do not have the luxury of off road parking</p>
<p>(o52) As part of a group/organisation, (Didcot, Lydalls Road)</p>	<p>Permit holders only parking – Partially support I attend All Saints' Church on Lydalls Rd two or more times per week and live on the southern edge of Didcot so normally travel by car. The proposed changes to parking restrictions on Lydalls Road would significantly impede the activities of All Saints' Church, the attached cemetery, and the Youth and Community Hall. All Saints' Church is neither a resident or a business for the purposes of the scheme, so would have no eligibility for permitted parking within the extended residents parking area. The church, cemetery, and hall nevertheless provide an amenity to the wider Didcot</p>

	<p>community since this is the permanent place of worship for congregations on both Ladygrove and Great Western Park, and regular worshippers come from across Didcot and beyond. The church and cemetery share a small car park with the Youth and Community Hall but this is far smaller than other similar sized places of worship in Didcot and lacks the capacity for normal services or typical weddings or funerals. The proposed change of parking restrictions on Lydalls Road would mean that people attending the church, cemetery, or hall would need to walk at least a quarter of a mile and cross a busy road if the small car park was full. The present parking restrictions (single yellow lines) on Lydalls Road between the church and Foxhall Road seem to be effective and I see no evidence for a lack of residents parking on that part of the street, since the properties have larger driveways than most other parts of Didcot and cars are not routinely parked on the street there. The part of Lydalls Road between the church and The Queens Arms does seem to have more restricted parking around the terraced houses and changing the parking restrictions may be more appropriate there.</p> <p>Double yellow line restrictions – Support The areas where no waiting at any time have been proposed are around junctions and will increase safety for all road users in those areas.</p> <p>Any other comments? The scheme seems to be highly detrimental to people wanting to use amenities within the boundaries of the area, particularly those who have limited mobility but do not qualify for disabled or carers badges. It feels like trying to turn this part of Didcot into a gated community for the benefit of the residents within the area who can benefit from the amenities in the rest of Didcot without let or hindrance.</p>
(o53) Local resident, (Didcot, Manor Road)	<p>Permit holders only parking – Partially support Extending the restrictions to cover the weekend will make parking difficult for those visiting residents as they will have nowhere to park.</p> <p>Double yellow line restrictions – Support This would prevent the huge number of cars parking at school drop off and pickup times.</p> <p>Any other comments?</p>
(o54) Local resident, (Didcot, Melton Drive)	<p>Permit holders only parking – Partially support</p>

	<p>I see no reason why there needs to be a charge on local residents to have a parking permit for their own road. I'm not sure I've seen the evidence for why this scheme is necessary in the first instance, besides the roads adjacent to train station car parks. However, if this is needed to resolve a clear parking/congestion issue, then why is there a cost? Why can't residents either claim their parking allowance free of charge? And why can't this just be issued by default to all properties rather than making it an active process for everyone to have to go through. The admin time waste on the public and council side will be large and unnecessary.</p> <p>Double yellow line restrictions – Object Why? What is the purpose of this? If someone is against a curb temporarily what is the issue? Presuming they don't do so on double yellow lines, what is the benefit. This seems again like a pointless attempt to seek to raise funds and not in the best interest of the public going about daily life.</p> <p>Any other comments? Only that I expect that our council leaders who take decisions that affect change to our daily lives do so with evidence backed proposals, with the maximum benefit and lowest impact on the people of Didcot. Currently, I don't think the scheme delivers on this.</p>
<p>(o55) Local resident, (Didcot, Blenheim Close)</p>	<p>Permit holders only parking – Partially support I don't see any reason for Blenheim Close to be subject to these changes. I've been a resident here for 17 years and see no reason to change the current position. The changes may make sense for other roads in the proposal.</p> <p>Double yellow line restrictions – Object Same reason as noted earlier.</p> <p>Any other comments? Parking permits are unnecessary charges for Blenheim Close.</p>
<p>(o56) Local resident, (Didcot, Blenheim Close)</p>	<p>Permit holders only parking – Support Too many cars parking</p> <p>Double yellow line restrictions – Support Too much traffic not parked properly</p>

	Any other comments?
(o57) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Support We have issues with people parking on our road to access the station. Plus the current restrictions prevent our visitors from parking nearby when they visit us for lunch on the weekend</p> <p>Double yellow line restrictions – No opinion We never park our cars on the roads in question</p> <p>Any other comments? Generally approve of the suggestions</p>
(o58) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Support We have issues with people parking on our road to access the station.</p> <p>Double yellow line restrictions – No opinion This doesn't affect our road</p> <p>Any other comments?</p>
(o59) Local resident, (Didcot, Blenheim Close)	<p>Permit holders only parking – Support Stop traffic congestion and dangerous parking in Britwell Road and Blenheim Close at school time and when Didcot civic hall is in use and the car park is full.</p> <p>Double yellow line restrictions – Support Help the flow of traffic in these areas</p> <p>Any other comments?</p>

<p>(o60) Local resident, (Didcot, Bosleys Orchard)</p>	<p>Permit holders only parking – Support Parking situation getting worse and can restrict access to the cul de sac</p> <p>Double yellow line restrictions – Support Parking issues getting worse, need areas where cars aren't parked on both sides of the road</p> <p>Any other comments? If this is going to be implemented then it would have to be enforced. I haven't seen strong implementation of the permit parking already implemented nearer the station. There was visibility at the start but now rarely see fines being issued</p>
<p>(o61) Local resident, (Didcot, Edinburgh Drive)</p>	<p>Permit holders only parking – Support To stop from parking in Edinburgh Drive and in some cases not returning for weeks</p> <p>Double yellow line restrictions – Support As previously stated</p> <p>Any other comments?</p>
<p>(o62) Local resident, (Didcot, Edinburgh Drive)</p>	<p>Permit holders only parking – Support Cars are becoming a very, very frequent occurrence in Edinburgh Drive to park here to go into the high street for shopping. It does not matter to them that there is a no parking restriction for an hour, signs are just ignored. It needs to be residents parking only - especially considering there is planning proposals at the moment being considered at the bottom of Edinburgh Drive, to which no parking resolution in the plans have been thought of and a resolution given to this problem. Definetely residents parking only is the only way forward for Edinburgh Drive and surrounding roads.</p> <p>Double yellow line restrictions – Support Residents parking only is the way forward, but have also ticked the support box for this section - but I have no faith in this proposal as people ignore signs.</p> <p>Any other comments?</p>

	<p>Again, just residents parking only and as mentioned before, with the current proposals for housing at the bottom of Edinburgh Drive, even more reason to have residents parking only.</p>
<p>(o63) Local resident, (DIDCOT, Edinburgh Drive)</p>	<p>Permit holders only parking – Support In principal i have no objection to this proposal however i wanted to seek clarification about the charges for permits. My house has a drop kerb and off-street parking which will fit multiple cars. I am assuming that there will be no permit required / charge for parking on my own property. I also assume that any visitors to my property who park fully on my drive will also not be subject to the permit requirement. Clarification on this would be useful.</p> <p>Double yellow line restrictions – Support Please see previous remarks re parking on my own driveway.</p> <p>Any other comments? Please clarify if there are any charges / restrictions for parking on our own driveway.</p>
<p>(o64) Local resident, (Didcot, Garth Road)</p>	<p>Permit holders only parking – Support Being a local resident, will stop the necessity of moving the car from one side of the street to the other at certain times of the day, ease of parking with no worries</p> <p>Double yellow line restrictions – Support Bad parking at certain road junctions makes it difficult to pull out safely on to main road.</p> <p>Any other comments? N/A</p>
<p>(o65) Local resident, (Didcot, Haydon Road)</p>	<p>Permit holders only parking – Support There are often vehicles parked on the streets particularly around the station that slow the flow of traffic, and can make it less safe when cycling - resident parking zones would alleviate this.</p> <p>Double yellow line restrictions – No objection This would alleviate the issues as outlined in the previous response.</p>

	Any other comments?
(o66) Local resident, (Didcot, King Walk)	<p>Permit holders only parking – Support Down my estate, great western drive, we are fed up of the number of cars who park down here especially on the back of us, often cars we don't recognise but seem to just park in our space, as it's convenient and close to the station. It's always often hard for cars or taxis to go up and down the street as it's chockablock with cars, and our disabled space in recent weeks keeps getting taken by neighbours who think it's just acceptable to park in what is a clearly signed disabled spot</p> <p>Double yellow line restrictions – Partially support Half the time people still don't bother reading the signs. On our estate there's been signs to lampposts saying no ball games to be played but children or teens still don't take any notice.</p> <p>Any other comments?</p>
(o67) Local resident, (Didcot, Lydalls road)	<p>Permit holders only parking – Support Fed up of non residences parking all day and sometimes all week and going off to catch the train when they should use the car park provided</p> <p>Double yellow line restrictions – Support This forces people to park in spaces provided</p> <p>Any other comments?</p>
(o68) Local resident, (Didcot, Lydalls Road)	<p>Permit holders only parking – Support Because we have a problem with parking by persons using the railway despite there being adequate parking provided by GWR.</p> <p>Double yellow line restrictions – Support I support this measure provided it can be policed. There is also a problem with persons parking their vehicles on the grass verges in Lydalls Road & Haydon Road which needs addressing.</p>

	<p>Any other comments? It appears to be a long awaited sensible scheme.</p>
(o69) Local resident, (Didcot, Lydalls Road)	<p>Permit holders only parking – Support I have been campaigning for residents parking permits for those of us without off-street parking in the upper part of Lydalls Road for years! I'm so pleased that it at long last seems to be going ahead!</p> <p>Double yellow line restrictions – Support This is especially needed on the corner of Manor Rd at the junction with Lydalls Rd, outside the Queens Head public house, where patrons park very badly and dangerously on the road and pavement and never use the pub's car park!</p> <p>Any other comments? Please make it happen soon!</p>
(o70) Local resident, (DIDCOT, LYDALLS ROAD)	<p>Permit holders only parking – Support SO MANY VEHICLE PARK IN OUR ROAD, SOME IN DANGEROUS BENDS, TO USE THE TRAIN STATION.</p> <p>Double yellow line restrictions – Support SOME CARS PARK IN DANGEROUS PLACES</p> <p>Any other comments? IS THERE ANY COMPENSATION FOR REGISTERED DISABLED PEOPLE?</p>
(o71) Local resident, (DIDCOT, Lydalls Road)	<p>Permit holders only parking – Support 69 Lydalls Road - We are sick and tired of commuters parking up Haydon Rd and Lydalls Rd, parking dangerously near the crossroads junction. Causes conjection. Traffic warden presence is very infrequent. Commuters think they can get away with it - and they can at the moment. By solving the issue from lower Haydon Rd to Station Rd with a permit scheme, it had only pushed the problem further up. So.. very much welcome permit scheme for our road and surrounding roads</p> <p>Double yellow line restrictions – Partially support</p>

	<p>This would only work if there was a constant presence of a traffic warden who could enforce the rule.</p> <p>Any other comments?</p>
(o72) Local resident, (Didcot, Lydalls Road)	<p>Permit holders only parking – Support Vehicles parked by train users blocking footpaths, continually making it difficult to access my driveway, blocking services to my neighbours. Been going on for years and just gets worse</p> <p>Double yellow line restrictions – Support These are the worst affected areas where non residential (people parking from outside the area to use the trains and get free parking rather than use a carpark)</p> <p>Any other comments? The sooner the better</p>
(o73) Local resident, (Didcot, Lydalls Road)	<p>Permit holders only parking – Support The proposed introduction of permit holders only Monday to Sunday 8am-8pm will prevent commuters parking all day and holiday makers using the train station parking there vehicles in the roads for a number of days at a time.</p> <p>Double yellow line restrictions – Support The proposed introduction of no waiting at any time (double yellow lines) along narrow sections road, bends and junctions, will ease traffic flow, improve visibility and safety.</p> <p>Any other comments? '-</p>
(o74) Local resident, (Didcot, Manor)	<p>Permit holders only parking – Support It will be good for residents to be able to park on the road. But should be limited to the number required.</p> <p>Double yellow line restrictions – Object</p>

	<p>The proposals are meant to manage the short stay parking in the area. The main problem is caused by commuters parking all day. This can be controlled by restricting the hours available, as we currently have with yellow lines and time-limit restrictions, if they are enforced.</p> <p>I would support extended time-limit restrictions, for a few hours Monday to Friday, but not the blanket ban currently proposed.</p> <p>Manor Road, does not need to be a no-go parking area, especially with school drop offs and trades working in the area. I do not feel parking is a major problem, if the all day option is removed with time limits.</p> <p>It is also very difficult to get certain trades for domestic jobs in this area , as there is so much commercial development going on, and the demand for skilled trades is high. I feel that an added charge to work here would make things even more difficult.</p> <p>Any other comments?</p> <p>I know you have suggested visitor permits and permits for contractors but I feel this is rather a sledge hammer to crack a nut approach. These more draconian measures make the road feel unwelcoming, especially when applied at weekends as well. Will there be traffic wardens or police roaming the area constantly, ready to pounce on a Sunday afternoon? It would be a waste of resources and budget!</p> <p>I have lived here for nearly 40 years and I know parking habits have changed but this is still a country town and not a busy city. The introduction of residents permits would be a good idea but a limited approach to control the short term parking is needed. Many of the young families here have many visitors and Manor Road is a generally quiet and safe environment for them all.</p> <p>There is so much work that needs to be carried out to repair the pavements and roads in this area, to make them fit for purpose, surely a limited, cheaper option could be applied and the rest spent where it is sorely needed. Thank you.</p>
<p>(o75) Local resident, (Didcot, Manor Road)</p>	<p>Permit holders only parking – Support</p> <p>I support this as parking from station commuters are gradually encroaching on the roads slightly further from the station. My only concern is that enforcement does not seem to be happening on Lydalls Road as I regularly see vehicles parked all day who are not residents. I would not be happy to pay for a scheme unless enforcement was happening daily</p> <p>Double yellow line restrictions – Support</p> <p>As previously stated</p> <p>Any other comments?</p> <p>Parking enforcement must happen for the scheme to work.</p>

(o76) Local resident, (Didcot, Manor Road)	<p>Permit holders only parking – Support</p> <p>Agree in principle as people commuting somewhere else shouldn't park in residential roads. This appears to have worked well on Haydon Road, which is now much easier to drive down, though I realise people instead park on the next road not in a parking zone, hence this proposal. I do wonder how this will affect the Queens Arms on Manor Road, as the road outside it always has customers parked there. I'm not quite close enough to it to be personally affected (I don't go there nor am disrupted by this parking or the pub), so don't have a strong view either way, but even if there are some specific issues caused by this, visiting a local business does in principle seem a more legitimate reason to drive somewhere compared to parking here to commute elsewhere, which isn't. Hopefully the pub, customers, and people who live closer to it give more specific feedback from all perspectives, but wanted to mention it in general in terms of the potential impact on a local business and venue.</p> <p>Double yellow line restrictions – Partially support</p> <p>Support as long as it is enforced and monitored to assess the effectiveness, for two main reasons on either end of Manor Road. For the existing double yellows on the junction with Foxhall Road, please enforce this, especially at school open/close times. There are frequently cars parked on the double yellows, sometimes almost right up to the junction, presumably to drop off or collect children, which makes turning out of or into Manor Road at best annoying and at worst potentially dangerous (compounded by this being near a school) owing to lack of visibility and complete lack of space, especially if another car comes the other way when turning in or out. Anecdotally, this may have got worse since the introduction of the separate scheme on Lydalls Close (which I support in isolation). At the other end of Manor Road, on the junction with Lydalls Road, the proposed section of double yellows right outside the Queens Arms pub is currently full of parked cars and vans from early evening onwards (just as an observation, rather than breaking any existing parking regulations I'm aware of). Unlike at the other end, this has surprisingly never caused me any issues with cars coming the other way, as this end of the road seems quieter and isn't a junction to a very busy main road. It does make the road very narrow, but my concern would be if the same people just park further up the road instead, though this obviously depends on the outcome of the permit zone as well - see previous comment. Right now, if they are going to park somewhere on the road to go to the pub, it may as well be right outside the pub. If this went ahead but the permits didn't, the outcome could be worse, whereas if both go ahead, I don't know where they would park.</p> <p>Any other comments?</p>

<p>(o77) Local resident, (Didcot, Melton Drive)</p>	<p>Permit holders only parking – Support The amount of people parking and using the station is growing, the roads are too busy and it is not safe for the amount of cars parked.</p> <p>Double yellow line restrictions – Support Definitely needs to be double yellowed in this area. BUT it also needs to be enforced.</p> <p>Any other comments? I agree with these proposals however I am concerned that it will still not be enforced. It is no good unless it is regularly enforced.</p>
<p>(o78) Local resident, (Didcot, Orchard Close)</p>	<p>Permit holders only parking – Support As a resident of a road close to the station and town, parking is a big issue. People disobey the current restrictions and also park dangerously. This will alleviate these issues.</p> <p>Double yellow line restrictions – Support People parking on Haydon Road for example block the road while popping to the shops when a bus stops opposite. Hopefully it will lead to more enforcement. With a 1 hour no parking period, the traffic enforcement officers are rarely here at the right time.</p> <p>Any other comments? I am very much in favour of the proposals. Both visitors, commuters and residents ignore parking restrictions and also park dangerously. Hopefully this will allow more enforcement to encourage better parking.</p>
<p>(o79) Local resident, (Didcot, Orchard Close)</p>	<p>Permit holders only parking – Support The street parking at Orchard Close is dangerous as they often park right on the corner and on both sides of the road, making entry and exit hazardous and awkward for both drivers and pedestrians, and those parking on the street in Orchard Close are frequently non-residents of Orchard Close.</p> <p>Double yellow line restrictions – Support Same as listed in the previous answer, the people waiting are often non-residents parking on or close to the corners, obstructing the flow of traffic and making access to Orchard Close difficult and hazardous.</p>

	<p>Any other comments?</p>
<p>(o80) Local resident, (Didcot, Blenheim Close)</p>	<p>Permit holders only parking – Support We tge increase in visitors to the town it is important to protect resident parking.</p> <p>Double yellow line restrictions – Support We are affected by school and railway parking visitors who seek to park wherever</p> <p>Any other comments? I am grateful the Council are taking an interest in Didcot and addressing some of the difficulties residents face.</p>
<p>(o81) Local resident, (Didcot, Blenheim Close)</p>	<p>Permit holders only parking – Support We non residents regularly parking on our grass verge outside our house and leaving cars for days whilst their owners go away by train</p> <p>Double yellow line restrictions – Support Too many cars blocking roads in Didcot</p> <p>Any other comments? If residents only parking which I support, this must be clearly stated on signs in those roads</p>
<p>(o82) Local resident, (Didcot, Edinburgh Drive)</p>	<p>Permit holders only parking – Support Too many people currently using roads for parking all day rather than car parks</p> <p>Double yellow line restrictions – Support Less congestion</p> <p>Any other comments?</p>

<p>(o83) Local resident, (Didcot, Edinburgh Drive)</p>	<p>Permit holders only parking – Support We live on Edinburgh Drive, and if we have visitors currently they can't park between the restricted times on the road, which makes things difficult if we want to go out with them for example if we caught the train to Oxford, we have to plan this around the restricted times on the road therefore having permits for guests meaning they can park all day is welcome. Traffic getting into the Orchard Center car park is extremely bad on the weekend and we've noticed more people are using Edinburgh Drive to then walk into town, which means then there aren't spaces available if we having friends / family visiting</p> <p>Double yellow line restrictions – No objection No objection if there are marked bays to park in for permit holders.</p> <p>Any other comments?</p>
<p>(o84) Local resident, (Didcot, Garth Roaf)</p>	<p>Permit holders only parking – Support I believe a properly set up and fairly administered resident parking system to be a better system than the current time limited restrictions which operate for one hour periods, either from 12-13:00 or 14-15:00.</p> <p>Double yellow line restrictions – Partially support Under the heading 'Waiting Restrictions' you state at point (1.a) that 'No Waiting at Any Time' restrictions (Double Yellow Lines) will be introduced on parts of Garth Road (plus others), but you do not indicate which 'parts' of Garth Road are being referred to? I am assuming therefore, that this will refer to the introduction of double yellow lines (extending for at least a couple of metres both up and down the road) either side of each of the Junctions within Haydon Road onto Garth Road/Melton Drive/Orchard Close/etc, and extending those restrictions into each of these side roads, again along both sides of the individual roads for at least a couple of metres near to the Junction onto Haydon Road itself? As have indicated above this is merely an assumption on my part and therefore your Clarification is requested as to whereabouts and to what extent (lengthwise) these 'Double Yellow Line' restrictions will be introduced within each of the afore mentioned roads; in other words, before going forward with your plan please clarify 'All' areas of each individual Road that will be affected by this restriction?</p> <p>Any other comments?</p>

	<p>Under the heading 'Residents Permits' (4.) you state that residents permits will be limited to one per resident with a maximum of two per property. Whilst I understand the need to limit the number of permits issued to individual properties, however, if it is your intention to only issue these permits against 'pre-specified' vehicles at individual property's the system becomes overly restrictive and unfairly penalises residents where 'more than' two residents at the same address, own a vehicle.</p> <p>i.e. Assuming a residence with upto 3 vehicles, 2 of which can be parked off street upon the driveway for the given property, thereby leaving the other 1 to be parked on street within the resident permit zone; it is furthermore reasonable to assume that any 1 of those 3 vehicles could be the vehicle parked on street, but if each individual resident permit is strictly assigned to a particular vehicle then on street parking is restricted to that specific vehicle only? Therefore, by assigning each individual permit to the individual property address rather than a specific vehicle at that address would, providing that the permit is correctly displayed in the said vehicle, allow for any one of those 3 vehicles to be the one left on street.</p> <p>Therefore, please provide clarification of how you intend to administer the resident permit scheme going forward as it is my belief that your current proposal to assign permits to individual vehicles rather than individual properties to be overly restrictive and unfair to residents where more than two vehicles are registered to at address.</p>
<p>(o85) Local resident, (Didcot, Great Western Drive)</p>	<p>Permit holders only parking – Support Supporting the proposals because the parking of commuters on the local streets can be very dangerous and stops local residents parking near their homes. I do hope that the council will send parking wardens around regularly, to enforce. Encouraged to see that businesses only have limited permits available for specific vehicles - Enterprise rental on Station Road leave their vans everywhere!</p> <p>Double yellow line restrictions – No objection No particular opinion as this is not relevant to my road. Seems like a good idea though</p> <p>Any other comments? As before, please make sure that the council parking enforcers are sent around to enforce the new rules</p>
<p>(o86) Local resident, (Didcot, Reed Street)</p>	<p>Permit holders only parking – Support Finally time to rein in the chaotic parking situation</p> <p>Double yellow line restrictions – Support Same as above</p>

	<p>Any other comments? Nothing else</p>
<p>(o87) Local resident, (Didcot. 3, King. Walk)</p>	<p>Permit holders only parking – Support Regarding the parking of vehicles every day. Some neighbours. On my part of drive. Have either two vehicles or more like 3. Etc</p> <p>Double yellow line restrictions – Object Because of vehicles been parked in my Disabled parking g space. Even though I have a disabled space. Which just about can see. Which is wrong. To do Which we have had for the last few months. In our space. Also hope this will be repainted etc. To stop</p> <p>Any other comments? Getting the Disabled parking spaces done and also have a proper sign up on the space to stop ones doing</p>
<p>(o88) Local resident, (Didcot, Manor Road)</p>	<p>Permit holders only parking – No objection Fed up of historical manor road being used as a long stay station car park when there is a purpose built multi storey car park at the station empty</p> <p>Double yellow line restrictions – Support Fed up of historical manor road being used as a long stay station car park with cars being left for up to a month at a time</p> <p>Any other comments? Fully support proposals, a Ted this on manor road for 20 years!</p>
<p>(o89) Local resident, (Didcot, Lydalls Road)</p>	<p>Permit holders only parking – No objection for many years commuters have been parking illegally in Lydalls Road all day long from early morning until early evening - parking tickets have not deterred them and they continue to obtain this ' free ' parking - we also have instances of weekend and holiday parking where cars are left for almost two weeks at a time there are an adequate number of car parks especially around the rail station to be used</p>

	<p>Double yellow line restrictions – No objection illegal commuter parking needs to be addressed on the specified roads in the proposal</p> <p>Any other comments? the situation in Lydalls Road with commuter parking causes me such stress that I would consider even moving house in the future</p>
<p>(o90) Local resident, (Didcot, Lydalls road)</p>	<p>Permit holders only parking – No objection Live on Lydalls Road, don't have off street parking and currently can't park outside my house without getting fined, that is if there's a space free - always taken up by commuters</p> <p>Double yellow line restrictions – No opinion No opinion</p> <p>Any other comments?</p>
<p>(o91) Local resident, (Didcot, One of the roads impacted)</p>	<p>Permit holders only parking – No objection Parking around the station and town centre is a growing issue that is likely to get completely out of hand when the tower flat is built apposite the station. The same goes for traffic in general. I do think that it might invite residents to park on the road where they are currently not parking (get a parking permit and then rent out your drive to earn extra money)</p> <p>Double yellow line restrictions – No objection Hmmm, the options in this question are the other way round - bit confusing Most of these streets are residential and that has been changing over the years with cars and taxis waiting and parking across the neighbourhood.</p> <p>Any other comments?</p>

C. Responses received by email:

RESPONDENT	COMMENTS
(e1) All Saints Church	<p>Object – , I object to the proposed residents parking restrictions stopping members of the congregation parking, while attending services, on a Sunday.</p> <p>The Church has been the centre of the village community of Didcot (previously Dudcott) for over 800 years. I think the part of Lydalls Road from the Church to Foxhall Road should only be restricted to Resident's Parking Monday to Saturday, 8am to 8pm.</p> <p>There also need to be arrangements for weddings and funerals.</p> <p>One option would be to retain something like the one hour No Parking on this section, but at a later time in the afternoon, to restrict most commuter parking, but allow most weddings and funerals unrestricted. Perhaps No Parking Monday to Saturday, 4pm to 6pm. 6pm would allow evening meetings.</p> <p>Another option would be for the Church to be given a number of permits, for weekday use, for the area above the Church, but some large weddings and funerals can have 70 to 100 attendees, travelling in some cases from remote locations.</p> <p>Or perhaps, for most of the area, a later '1 hour No Parking' should be retained, but with the addition of a reasonable number of residents' parking bays.</p>
(e2) Local resident, (Didcot, Abingdon Road)	<p>Object – I am writing to point out the difficulties which the proposed parking permit scheme at the west end of Lydalls Road will cause for Didcot All Saints Church.</p> <p>The church has a private carpark accessed off Roman Place but this is principally for users of All Saints Youth and Community Hall adjacent to it. There is not enough additional parking available there for people attending services at the church such as large funerals and weddings.</p> <p>There is no practical mechanism for issuing permits for on-road parking, especially for funerals.</p>

<p>(e3) Local resident, (Didcot, Abingdon Road)</p>	<p>Object – wish to object to the proposal to include the west end of Lydalls Road in the proposed parking restrictions. At various times on weekdays, funerals take place at Didcot All Saints Church. Guests frequently arrive from some distance away. They need to park in order to attend the service.</p> <p>Similarly, weddings take place in the church. As Didcot is a commuter town, members of the bride and groom’s families, are frequently not local. They too need to be able to park.</p> <p>Both funeral and wedding guests tend not to be suitably dressed to walk any distance. Also the church has several graves which are maintained by the Commonwealth War Graves Commission. These attract considerable interest, especially since they include a rare double war grave. Visitors need to be able to park.</p> <p>Social events in the church take place on some evenings. These start before 8 pm. Again visitors need to be able to park.</p> <p>In all of the above examples, it would be impractical for the church to provide parking permits for all guests who might need them</p> <p>Please reconsider the scope of these proposed parking restrictions.</p>
<p>(e4) Local resident, (Didcot, Great Western Drive)</p>	<p>Object – My first objection is evidence based. I am a resident of Great Western Drive, and I don't see the requirement for this permit to be required, as during the specified time there are no issues with parking on Great Western Drive or any of the residential parking areas.</p> <p>My second objection is on cost. Charging residents on a council estate for parking permits shows a lack of understanding of cost of living and will add more pressure everyone in social housing.</p> <p>My third objection is that I don't believe this notice is legally enforceable. First paragraph of the notice state "Sation Road to the north & east," there is no Sation Road in Didcot. The notice also asks for all objections to be delivered prior to the notice being published, giving a date of the 3rd of January 2024. The notice was issue on the 28th of November 2024, both I believe would void this notice.</p> <p>My final objection is that this would remove support network of residents. For example, we often have my in-laws around to support with my oldest child who is autistic and ADHD. This proposal would mean we could only rely on this</p>

	<p>support 50 days of the year. As this doesn't hit into carers permits, it would remove a much-needed support network that is required for family life. With the states of the roads in and out of Didcot and other highway issues within the local area, this seems like a waste of money and time compared to other activity the Council could be addressing.</p>
<p>(e5) Local resident, (Didcot, Great Western Drive)</p>	<p>Object</p> <ol style="list-style-type: none"> 1. Great Western Drive is not a main road or a through road. 2. It should not be included with other roads on the list which are main roads 3. The only problem we have here is people wanting to park to go to the station. This then makes it difficult for residents to park their own cars 4. We should be dealing with this road differently 5. It could be with a board at the beginning of the road saying RESIDENT PARKING ONLY. 6. We should not have to pay to park outside our own homes we have lived here 20 years it's not a main road 7. Also who will enforce this as we were told in the past there was no one who could do it . 8. Also to make contractors pay to do their jobs is not right 9. Visitors parking could be done with the wheel cards to change date and time and maybe 2 given to residents to hand out 10 I know things have to change but for the better and not make people pay out yet again in this economic climate when everyone has no money 11. Everyone paying £80 per car will bring in more revenue than you paying someone to police the areas. Just another way of taking our hard earned money. 12 I am all for change for the right reason this is too much
<p>(e6) Local resident, (Didcot, Great Western Drive)</p>	<p>Object – I am writing to formally object to the proposal for parking permits in Great Western Drive in Didcot. This email is very long but it is mostly because I have listed alternatives to your proposal below so please read it all. My elderly parents live on Great Western Drive and they are extremely distressed by the proposals. They are fortunate to have 4 children who visit regularly each week to assist with going to hospital appointments, run errands, help with household chores and also provide company, emotional support and mental stimulation by being visited by extended family and grandchildren. 50 permits would not last one month let alone provide the year round support they value and need.</p> <p>The cost is also an issue. This is an additional expense that they would have to budget for and meet.</p>

These proposals would isolate them and make them vulnerable. They are proud to have the independence they currently have but this is supported independence and your proposals would be limiting and distressing. I also don't think you understand the demographic of residents in that area. There are huge numbers of blended families that have children with visiting parents and siblings. Has this been considered?

Am I correct in that although visitor permits are free for over 70's, they would still have to pay £80 for their own permit? It also mentions business permits I assume for businesses registered in that area but what happens if a tradesperson needs to visit a house in the zone? Would an electrician working at a house for one day be required to pay the £31.50? This would surely be passed on the customer?

I know it is easy to criticise without a solution so I have some suggestions below, that are less impactful on the vulnerable.

The reason people park in Great Western Drive is because they have to pay to park in the official car parks like the multi storey. If these car parks were free or cheaper, you would not have this problem.

There should be large clear signage at the entrance to the road that it is resident only parking. Could spaces be marked on the road outside houses with clear 'Residents Parking Only' on the road. In addition, there should also be signs stating residents only parking. Signs like these are a deterrent to a vast majority of people, as they infer the threat of fines or action should this be violated. It also means that should someone park there, residents could notify you through a specified route, either email or text with an image of the car number plate that is parked without a visitor token and should not be there. If the onus is not to be placed on the resident to identify non residents parking, a daily visit from a parking warden could also be implemented.

Residents should be offered free permits to display in their cars, to also indicate to others that it is resident only parking.

With regard to visitor permits, residents should all be supplied with two reusable tokens that can be placed in the dashboard to indicate permission to park. It is unlikely that my parents for example would have more than two visitors at any one time. This is a more sustainable and eco friendly solution than single use permits which must surely go against Council sustainability policies.

Should someone be found to be parking on this road without a FREE resident permit or a FREE (sorry for the shouty caps but this is important) visitor token, then a substantial fine could be given to them which would I am sure help cover the cost.

	<p>My concern is that this is being pursued as a potential revenue income stream for the Council and becoming essentially an additional tax for residents to pay.</p> <p>I cannot begin to express to you how distressing this proposal has been for my elderly and vulnerable parents and actually although less important, has caused me and my siblings additional stress and concern.</p> <p>I am a resident of Didcot and continue to be concerned about the additional house building and the stress that this places on public services and road infrastructure. I am not surprised parking has become an issue but I strongly feel that a more sustainable and forward thinking solution could and should be applied here.</p> <p>I understand that measures cost money but you are implementing measures to help the residents and then punishing the residents with those same measures. What is the point?</p>
(e7) Local residents, (Didcot, All Saints Court)	<p>Object – The leaseholders of All Saints Court received a letter from Oxford County Council who has decreed orders under the Roads Traffic Regulations Act 1984 VO 20 parts 2 and 3 that All Saints Court is now included in the list where parking is only allowed by Permit Holders between 8am and 8pm .</p> <p>The leaseholders are objecting this as the Estate is on private land with unadopted roads. They don't wish to have parking permits so please cancel it.</p>
(e8) Local resident, (Didcot, Manor Road)	<p>Object – I am writing to strongly object to the proposals to introduce Resident permit holders parking scheme as detailed in your letter dated 28th November 2024 on the grounds that it will worsen local traffic, increase environmental pollution, and add an additional financial burden to local residents.</p> <p>Central Didcot is currently well served for parking, with ample provision at Didcot Parkway multi-story as well as the Orchard Centre. The roads in question are quiet and broadly traffic free with plenty of space for residents' vehicles throughout the day with no need for an expensive redesign of the local area. Whilst it can be busy around drop-off and pickup time for Manor Primary, we have found that drivers park briefly, courteously and legally, without undue impact on residents.</p> <p>I am aware that the residents of Lydalls Close have difficulties with parents parking or turning in drives around pickup time. This issue has already been addressed by making Lydalls Close Residents Only parking at school drop-off and</p>

	<p>pickup. If this is not changing behaviour, then I do not believe that expansion of the zone would make further improvements.</p> <p>It would instead result in no local parking for parents of Manor Primary pupils. The inevitable consequence of this will be illegal pausing of cars for quick drop-offs, worsening traffic in the area. Idling cars will also increase local pollution and worsen air quality in the vicinity of a school, causing environmental and health concerns for local families. With the residents permit at an annual cost of £80 per car with additional charges for guests, this feels like a money raising scheme for Oxfordshire County Council. At a time when the financial burden on young families is at an all time high, I do not think this is good value for money or a good use of Council time and resources.</p> <p>I will be sending my concerns directly to the Cabinet Minister for Environment ahead of your 2025 meeting.</p>
(e9) Local resident, (Didcot, Edinburgh Drive)	<p>Object – Currently on Edinburgh Drive, there's a range of parking provision, such as unrestricted parking, time-restricted parking and double yellow lines. Unlike, for example Station Road, where there are obvious demands for on-street parking, the roads in the current proposal such as Edinburgh Drive are not in such demand.</p> <p>Therefore the proposal is an unnecessary intervention and makes the town a less relaxed and less welcoming place. There is not much publicly available infrastructure in Didcot. Please don't remove what little we do have.</p>
(e10) Local resident, (Didcot, Garth Road)	<p>Object – I have lived here for twenty year's and we have never had any trouble here parking the only people who park up here are those who live here introducing permits will cause so much stress for people living here as we all use our drives and at our house we have 4 vehicles and we always put our cars on the drive and our visitors park outside our house so forcing a permit road is another tax which Garth road people don't want as we never have people from the train station parking up here as it's to far for them to walk plus no one parks here for town the only people who park here are people who live here so in forcing a parking permits isn't fair on people living here so please reconsider plus it cost us loads off money for no reason so please don't do this from a very concerned person.</p>
(e11) Local resident, (Didcot, Garth Road)	<p>Object – I am writing to object in the strongest terms, to the introduction of a parking permit scheme in Garth Road, Didcot. I have lived at number 3 since October 2001 and have never encountered problems with commuters or shoppers parking in the street. In fact it is only post-COVID lockdown that residents have started getting parking tickets. Maybe that is part of the ruse gearing up for this. I see that the introduction of a parking scheme would only</p>

	<p>impact residents of Garth Road and for my family, it would impact most when the children come home from university during term breaks.</p> <p>I refuse to purchase any permits and will be digging out my hedge and front lawn to avoid it.</p> <p>In summary, a parking permit scheme is not necessary in Garth Road and the introduction of such a scheme, it's clear, is only a revenue raising exercise which I refuse to be part of.</p>
(e12) Local resident, (Didcot, Broadway)	<p>Concerns – We are residents of Broadway, Our access to the flat is via Haydon Road, through the private carpark. We are unable to park on the Broadway due to parking restrictions and the private carpark cannot be used by us. We would need to be included within the eligible properties for permits to park along Haydon Road.</p>
(e13) Local business, (Didcot, Broadway)	<p>Concerns – We operate a business on Broadway, Access to our rear yard is via Haydon Road, through the private carpark. We are unable to park on the Broadway due to parking restrictions and the private carpark cannot be used by us.</p> <p>We would need to be included within the eligible properties for permits to park along Haydon Road in order for staff members to commute to work.</p> <p>It is not feasible to park in other side streets as no space is available, unless the shop frontages which was acquired by the council to make the parking bays on the Broadway in front of the shops is designated/reserved back to the respective business.</p>
(e14) Local resident, (Didcot, Druids Walk)	<p>Concerns – I am writing to express my strong concerns regarding the proposed 'Residents Only' parking permit scheme in central Didcot, as outlined in your recent communication. I deeply appreciate the opportunity to provide feedback, as this issue significantly affects my family and many others in similar situations.</p> <p>As a resident of Druids Walk and a single parent, the impact of the proposed scheme is particularly concerning. My daughter, a full-time university student, is not permitted to work under university policy and owns one car. In addition, I own two vehicles—one for work and another for personal use. The proposed permit fee of £80 per year is an overwhelming financial burden, especially as I navigate the challenges of raising a family on a single income. I urge you to reconsider the fee structure to ensure it is fair and sustainable for families like mine. Specifically, I respectfully</p>

	<p>request that you consider introducing discounted permits for single-parent households, or better yet, make parking for residents entirely free.</p> <p>Furthermore, the proposed enforcement hours from 8 a.m. to 8 p.m. are, in my view, excessively restrictive. Many of us, including myself, finish work long before 8 p.m. and face minimal competition for parking during these hours. Charging for parking during off-peak times seems unjust, especially when parking spaces are largely unused. I strongly believe that parking for residents should be free, as this would not only ease financial pressure on families but also ensure local residents have access to the parking spaces they need.</p> <p>While I understand that the scheme is designed to prevent non-residents, such as commuters to London, from monopolizing local parking, I firmly believe that there are other ways to tackle this issue without placing undue financial strain on residents. A more equitable solution, such as offering free parking for residents, would effectively address the core problem while keeping the scheme fair and accessible for the local community.</p> <p>I fully appreciate the need for effective parking management in our area, but I respectfully urge you to reconsider the current proposal. It is crucial that the scheme is designed with the needs of local residents—especially single parents and students—at its heart. I firmly believe that by offering free or discounted parking for residents, we can achieve a solution that is both fair and sustainable.</p> <p>Thank you for taking the time to consider my concerns. I look forward to your response and to further discussions on how the scheme can be revised to better serve the needs of the community.</p>
(e15) Local resident, (Didcot, Edinburgh Drive)	<p>Concerns – I am writing to express my concerns regarding the proposed parking restrictions for South Didcot, including Edinburgh Drive. While I understand the necessity of limiting parking to deter commuters from using the area for free parking, I am concerned about the impact on residents, particularly the requirement to pay for visitor parking permits.</p> <p>At my residence on Edinburgh Drive, we are fortunate to have driveway space for our own vehicles. However, our visitors, including elderly family members who struggle with mobility, need to park on the street. They frequently visit us on weekends, and under the current proposal, we would need to purchase visitor parking permits for them. Although I understand that some free permits may be provided, they would not suffice for the regular visits from our family.</p>

	<p>My mother-in-law, who is particularly unsteady on her feet, visits weekly to see her son and grandchildren. These visits are crucial for her well-being, providing her with much-needed social interaction and a break from isolation. The proposed parking restrictions would not only impose a financial burden on us but also make her feel like an inconvenience.</p> <p>I would like to propose that Sundays be exempt from the parking restrictions. This exemption would allow family members to visit residents without the fear of receiving a parking fine or causing financial strain on their hosts. If Sunday parking could be exempt from the proposed rules, I would fully support this initiative.</p>
<p>(e16) Local resident, (Didcot, Great Western Drive)</p>	<p>Concerns – your proposal letter does not mention enforcement Access to visitors limited in an aged community A sign at the beginning of the road saying resident parking only should be the first step in reducing parking from railway travellers The car park at the station is underused because of costs that could be a better incentive if it was changed</p>
<p>(e17) Local resident, (Didcot, Lydalls Road)</p>	<p>Concerns – We are continually hindered by commuter parking outside our home making it precarious to leave our drive in our car as we cannot see around the cars parked daily right up to our dropped kerb drive entrance. We are both over 70 years of age. We note that the proposal includes the existing single yellow lines along Lydalls Road being removed.</p> <p>Studying the proposed ‘permit holders only’ area we believe that vehicles will have to cross an imaginary line in green defining the area beyond the green line (on the map below) as being a permits holders only zone. Please advise if this is correct.</p> <p>Further, the proposal shows only partial double yellow lines around the Lydalls Road / Haydon Road crossroad. This is a mistake in our opinion, there should be double yellow lines on all four corners. This is an extremely busy crossing used by school children daily and having parked cars anywhere on this crossroad seriously reduces vision. We have even seen a car parked for a week on the grass verge at this crossroad which prevented any clear vision of approaching traffic. Cars all too frequently travel in excess of the current 30 MPH speed limit - which is in itself too high for the area - and barely stop at the crossroads. As you know this same crossroad has been the site of a fatal accident and a number of accidents and many near misses which I personally have been involved in.</p> <p>There is no ‘safe’ place to cross Haydon Rd for school children nor parents with pushchairs enroute to the nursery. No drop down kerb exists on the eastern side.</p>

	<p>Someone from your department really should take a visit there around 08.15 to 09.00 and view for themselves. Given this area is likely to be developed with hundreds of more homes, pedestrian usage of this crossroads will only increase and deserves to be made safer than it currently is.</p>
<p>(e18) Local resident, (Didcot, Tyburn Glen)</p>	<p>Concerns – I live very close to the centre of Didcot and so fortunately do not need to park there myself.</p> <p>However I am concerned that adding these restrictions to Lydalls Road will have an adverse effect on the (mainly elderly) worshippers at All Saints' church, some of whom have poor mobility and rely on parking close by to be able to attend. In my view the scheme should exclude the area around the church.</p>
<p>(e19) Local resident, (Didcot, Manor Road)</p>	<p>Support – over the years cars have been constantly parked outside of my property, including many times overnight. These people are mainly commuters, on their way to the railway station. I live in an end terrace, and have no driveway, and on three occasions I have had occasion to call out an emergency ambulance for my wife, one of the times was just last September. On each occasion the ambulance could not park outside of my house due to a commuter having parked there.</p> <p>Also, my house is situated on a sharp and blind bend, and becomes even more dangerous when vehicles are parked close by. Last year a lady was knocked off her bicycle on that bend. A car came around the bend, and had to swerve avoid a parked car, and hit the ladies bicycle. Fortunately she was not badly injured.</p>
<p>(e20) Local resident, (Didcot, Lydalls Road)</p>	<p>Support – householder with no drive available. As long as adequate parking allowed for permit holders & visitors.</p> <p>I feel its unfair to make residents pay to park, Also think parking bays are unsightly, especially in conservation area. Therefore permit holders should be able to park freely.</p>

Didcot Centre-North: Residents Parking Scheme – Informal consultation

Background

In November 2021, the County Council took over parking enforcement from the police, which has provided opportunities for new restrictions and controlled parking zones (CPZs) to be introduced which give local people priority for on street parking, making it more likely residents, their visitors and local customers can find a space quickly and easily.

Subsequently, following requests from residents, a permit-only parking scheme was introduced in February 2024, covering a few roads close to Didcot rail station. However, enforcement for this new scheme has led to complaints from some residents, in nearby roads outside the scheme, who feel that they are being unfairly penalised. Currently a single yellow line operates on most of those roads, which prohibits parking during a 1-hour timeslot in the middle of the day, i.e. 12 noon-1pm or 2-3pm, to deter commuter parking.

Following receipt of a petition from residents of Lydalls Road (west), supported by the local County Councillor, the Cabinet Member for Transport Management agreed to suspend enforcement in that road pending a review of the restrictions. That review, in the form of an online survey and letter drop to over 1,200 addresses, within the area edged in green on the plan attached, took place over 4 weeks from 20th September to 18th October 2024.

Survey results

The main findings are as below:

- From the 196 responses received, 95% of whom were residents, 55% would support an option to have a residents parking scheme that would prioritise parking for residents & their visitors in their road. 21% did not support a residents parking scheme and 24% were not sure, or already part of a CPZ.
- 82% of responders have access to off-street parking and 68% do not need to park on-street.
- 18% of responders have a moderate or severe difficulty in finding a place to park on weekday daytimes, 17% weekday evenings, 20% Saturday daytimes, 4% Saturday evenings and 16% on Sundays.
- 62% felt that the existing single and double yellow lines are appropriate, with 38% thinking they were not.