

Division(s) affected: *Thame & Chinnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 JANUARY 2025

THAME CENTRE – PARKING REVIEW 2024

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of parking controls in Thame as follows:

- a) The introduction of no waiting at any time restrictions on sections of Church Road, Ludsden Grove and Lupton Road.
- b) The removal of no waiting at any time restrictions to be replaced by an access protection marking between N.101 & 103 Chinnor Road.
- c) The introduction of permit holder only bays (TH prefix), 8am – 6pm, Monday to Saturday on parts of Church Road.
- d) The formalisation of an existing disabled bay on Church Road, in front of the access to St. Mary's Church.
- e) The introduction of Shared-use permit holders or 2 hour max stay parking bays (8am to 6pm, Monday to Saturday) on the east side only North Street only, to replace no waiting restrictions.
- f) The extension of properties currently eligible to apply for residents permits to also be eligible for visitor permits in High Street, Cornmarket and Upper High Street.

Executive Summary

2. Following requests from residents of Church Road, officers have developed proposals to extend the existing permit holder parking scheme in Thame to help better manage the demand for residential parking and mitigate from potential external parking pressures from Town Centre workers and other non-residents.

3. The proposals include the introduction of permit only holder bays between 8am – 6pm, Monday to Saturday (TH prefix). The existing disabled bay opposite No.1 will remain unchanged, and it is proposed to formalise the other bay at the entrance to the church. Further changes include changing some sections of single yellow lines to double yellow lines, to ensure access is maintained.
4. In discussions with local county councillor's, proposals for double yellow lines are being promoted at a number of locations to ensure that road safety and access is maintained. Locations include Church Road, Ludsden Grove and Lupton Road.
5. In response to requests from local businesses and with support from local county councillors, changes have been consulted upon to change the existing permit holder only bay on the west side of North Street to introduce a dual purpose bay. A second new dual purpose bay is being proposed on the east side (outside No. 50) by removing a small section of double yellow lines. Permit holders will still be able to park in these bays without limits on time, but non permit holders will be allowed to park in the bays for up to 2 hours, during their times of operation.
6. Under the proposals, existing operating policies that restrict properties located on High Street, Cornmarket and Upper High Street for eligibility to residents permits only, will change to allow these properties to also be allowed to apply for an allocation of visitor permits. This is to bring them in-line with all other roads where permits are issued, however the scheme will continue to be monitored for potential abuses of rules under which permits are issued.
7. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Trellint, as the village falls within the Civil Enforcement Area for South Oxfordshire.
8. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

Sustainability Implications

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

Financial Implications

10. The amendments being promoted in Thame are being funded by budgets secured under Community Infrastructure Levee grants and as such, there are no financial implications to the County Council.

Legal Implications

11. 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.
12. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

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

Formal Consultation

14. Formal consultation was carried out between 07 November and 06 December 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Thame Town Council, South Oxfordshire District Council, the local District Councillors, and the County Councillors representing the Thame & Chinnor division.
15. A letter was sent directly to approximately 294 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
16. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
17. A total of 72 responses were received via the online survey during the course of the formal consultation, with 53 identifying as residents, two responding as part of a business, and nine responding on behalf of an organisation.
18. Charts shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the Thame proposals scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a

respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

19. Additionally, 16 emails were received, the comments from these have been included with the individual responses in **Annex 3**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally for or against the proposals these have been documented, four were in favour, four raised concerns or gave no comment, and eight wholly objected to the proposals. A further three emails were received from Thame Valley Police, Oxford Bus Company, and Thame Town Council.
20. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals/
21. A representative of Oxford Bus company has responded to confirm they have no objections to the proposals.
22. County Councillor Nigel Champken-Woods has responded to confirm support for the proposals with an amendment to the North Street plans, to only implement dual purpose bays on the east side of the road (outside No.50).
23. County Councillor Kate Gregory has responded to confirm her support for the proposals, but wanted to raise concerns that hearses would still have access to the church.
24. A representative of Thame Town Council has responded to confirm that the following was agreed as a response by the Town Council's Planning committee:
 - a) The Town Council supports the proposed parking restrictions on Lupton Road to reduce issues of parked vehicles blocking access.
 - b) The Town Council supports the proposed parking restrictions on Ludsen Grove to encourage sustainable travel to Barley Hill School.
 - c) The Town Council raises concerns that the proposed parking restrictions on Church Road may cause problems for hearses accessing the church.
25. The responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

26. In response to the proposals a number of comments were received which related to general parking within Thame. These included comments that parking

controls are required to keep traffic moving and parking in Thame needs to be managed more effectively.

27. Some respondents felt that introducing further parking measures in the centre, including residents parking just pushes the problems further out and that longer term solutions are needed, especially for workers within the town. One respondent commented that if the County Council introduces permit parking scheme within a road that they should be duty bound to provide more parking elsewhere.

b) Proposed parking changes – Church Road:

28. In support of the proposed introduction of permit holder bays, double yellow lines and disabled bays, 5 respondents agreed that parking and access within the road is a problem. Issues with workers parking in the road all day were cited and 4 respondents agreed that permit holder only bays would help residents to park nearer to their homes. One respondent agreed that introducing double yellow lines would make it clearer where you were allowed to park.
29. A number of concerns were raised about the proposals, which are mainly received by users of St. Mary's Church. The highest number of comments (25) raised the issue that not enough disabled parking has been provided for within the proposals. Currently there is only 1 disabled space and respondents felt this was insufficient and disabled users would be hindered by the proposals.
30. The second highest number of comments (23) raised concerns that many of the church users are elderly or have mobility issues and restricting parking on Church Road would hinder their ability to attend the church for worship. It was also pointed out that the church holds a number of events throughout the week which many users rely upon. Many attend by car and restricting their access would be of detriment to the church and wider community.
31. The current arrangement outside the church, provides an informal area of hatching where parking is not enforced. Under the proposals this would be covered by no waiting restrictions, and concerns were raised about the impact on hearses and funeral vehicles waiting outside the church.
32. Some representatives of local businesses made suggestions of a compromise in the proposals, where non-permit holders would be allowed to park for up to 2 hours. This would resolve some of the issues for visitors and users of the Church.
33. A small number of residents raised concerns about the needs of their visitors and regular carers, with the allocations of scratch-cards (25 for 6 months) not being sufficient.
34. One respondent didn't see the need for the scheme as most of the properties are large with off-street parking.

Officer response

35. The proposals have been developed in response to requests from residents for the introduction of preferential parking to help them have better access to their homes. There are currently around 11 spaces proposed under the scheme, which will directly provide for 8 properties and their visitors.
36. There are a number of businesses and organisations operating from Church Road which often means various vehicle movements taking place throughout the day. In some sections if vehicles were to park they would obstruct the road, and to re-enforce this, existing single yellow lines are proposed to be double yellow lines (at any time) to make it clearer where parking is permitted.
37. There is currently one informal disabled bay at the end of Church Road which is currently not supported by a traffic regulation order or the correct road markings to make it enforceable. Under the proposals this would be changes to a white marked bay and with the appropriate sign to allow it to be better regulated.
38. Further dedicated provision for disabled blue badge holders has not been provided for under the scheme, as the existing bay has intermittent use. In addition, blue badge holders can park on single yellow lines and in the proposed permit holder bays without time limit. Given that currently there is no restrictions on who can park, it's expected that the proposals will open up more opportunities for blue badge holders to park within the permit holder bays.
39. In response to concerns about parishioners and users attending events at St. Mary's Church, the permit holder bays are only proposed to be in operation between 8am – 6pm, Monday to Saturday. On Sundays the bays will be open for any motorist to park. During the week there are a number of 2 hour park bays available on High Street which is a short distance from the church.
40. It is the policy of the County Council not to issue penalty charge notices (parking tickets) to hearses or cortege vehicles while a funeral is taking place. However, vehicles belonging to mourners who are not actively involved in the funeral will not be able to park in contravention of the restrictions in place.
41. Noting the suggestion regarding the introduction of a 2 hour limit for non-permit holders, this arrangement is in place on the High Street. It was not considered for the proposed bays in Church Road as there is only a limited number available and potential higher demand from residents and their visitors.
42. The permit schemes operated by the County Council allow for the issue of visitor passes, which for the most part meet the needs of the majority of residents living in permit parking areas. Where there is an evidenced need for care to be provided, either through family members or registered providers, a permit can be issued to a resident which can be used for these purposes.

c) North Street - proposed shared use parking bays

43. In response to the proposals to replace existing permit holder bays with dual permit holders or 2 hour parking bays, a number of objections and concerns have been received to the consultation, with the majority opposed in both the online consultation.
44. Through the consultation responses, objectors explained that the introduction permit parking bays on North Street was of great benefit and a number had been campaigning for this to happen a number of years. The proposal to re-introduce 2 hour parking for some of the bays would be a retrograde step and would greatly impact the lives of residents.
45. Many of the objectors sited that they are required to pay an annual fee for a permit and through the proposals the council is further reducing the services and opportunities to park which have been afforded to them through the previously approved scheme.
46. One objector pointed out that the properties in the road are predominantly residential and there are plenty of public car parks in the vicinity which supported the needs of visitors to the area.
47. The amount of enforcement of the existing restrictions was mentioned a number of times by objectors, with some questioning whether allowing parking for non-permit holders would encourage further abuse of the restrictions in place.

Officer response

48. The proposals have been brought forward for consultation following complaints from local businesses that the introduction of permit holder parking bays in the area has affected their trade options for customer parking.
49. Along with the requests for change, business providers supplied images on a number of occasions where the residents' bays were not fully utilised during the working day.
50. The proposals include changing an existing permit holder bay to become dual use, therefore all day parking in this bay will still be limited to residents only. The new bay on the east side of North Street is in addition to the existing bay and therefore an increase to overall number of parking spaces within the area.
51. A compromise could be to proceed with the new bay on the east side of North Street and retain the permit holders only bay on the west side of the road.

d) Proposed no waiting restrictions, including Ludsden Grove, Lupton Road and changes to Chinnor Road

52. Under the proposals new areas of double yellow lines were proposed at different locations to ensure access and safety were maintained.
53. Responses to the proposals to restrict parking on Ludsden Grove were generally positive, with a number of respondents noting that parking is currently

an issue and where restrictions have been proposed the road is not wide enough to accommodate parking. Issues at School times are particularly problematic and some respondents requested that further restrictions were required in other parts of the road.

54. For the proposals to restrict parking to one side of the road along Lupton Road, the comments were mainly positive. Some of the feedback welcomed the changes with concerns highlighted that currently parking is dangerous and causes obstructions and access issues for HGV's, which regularly have to reverse the full length of the road.
55. Some concerns were raised generally about HGVs in the Wenman Road area and some respondents felt that the double yellow lines would not stop the current problems of HGV's waiting along the road, or in Lupton Road when dropping off at the builders' merchants.
56. There was general support for the minor changes to restrictions on Chinnor Road, however mainly respondents did not comment on the proposals.

Officer response

57. The proposals for no waiting restrictions have been brought forward to address concerns of obstructive or unsafe parking in near to schools and on industrial areas.
58. Although requests for parking restrictions in other areas are noted, under due process they cannot be considered or recommended as part of this report. Any proposal for new parking restrictions requires a new consultation to be undertaken.
59. In relation to the issues reported on Wenman Road and Lupton Road of HGV's drivers stopping to make deliveries, this is not affected by the proposals to implement no waiting restrictions as this practice is likely to be occurring with or without restrictions in place.

e) Proposed extension of visitor permits to residents to properties in High Street, Cornmarket and Upper High Street.

60. In response to the proposals to extend the ability for Town Centre residents to be eligible for visitor permits, the majority of on-line respondents either supported, or partially supported the proposals (53%)
61. Comments were received that the system should be fair and central residents should be eligible for the same benefits and residents outside the centre.

Officer comments

62. The policy for visitor permits, not being issued for Town Centre residents was adopted from the Town Council when the scheme transferred to the County Council in 2021.

63. Since the County Council took over operation of the permit scheme, there have been requests for the policy to be reviewed and on further assessment, proposals have been brought forward to align the scheme with the wider scheme for Thame.

64. Any changes to the issue of permits will need to be carefully monitored to ensure that abuses are not taking place. Officers of the County Council have the ability to rescind rights for eligibility for permits where abuses are proven.

Monitoring & Evaluation

65. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

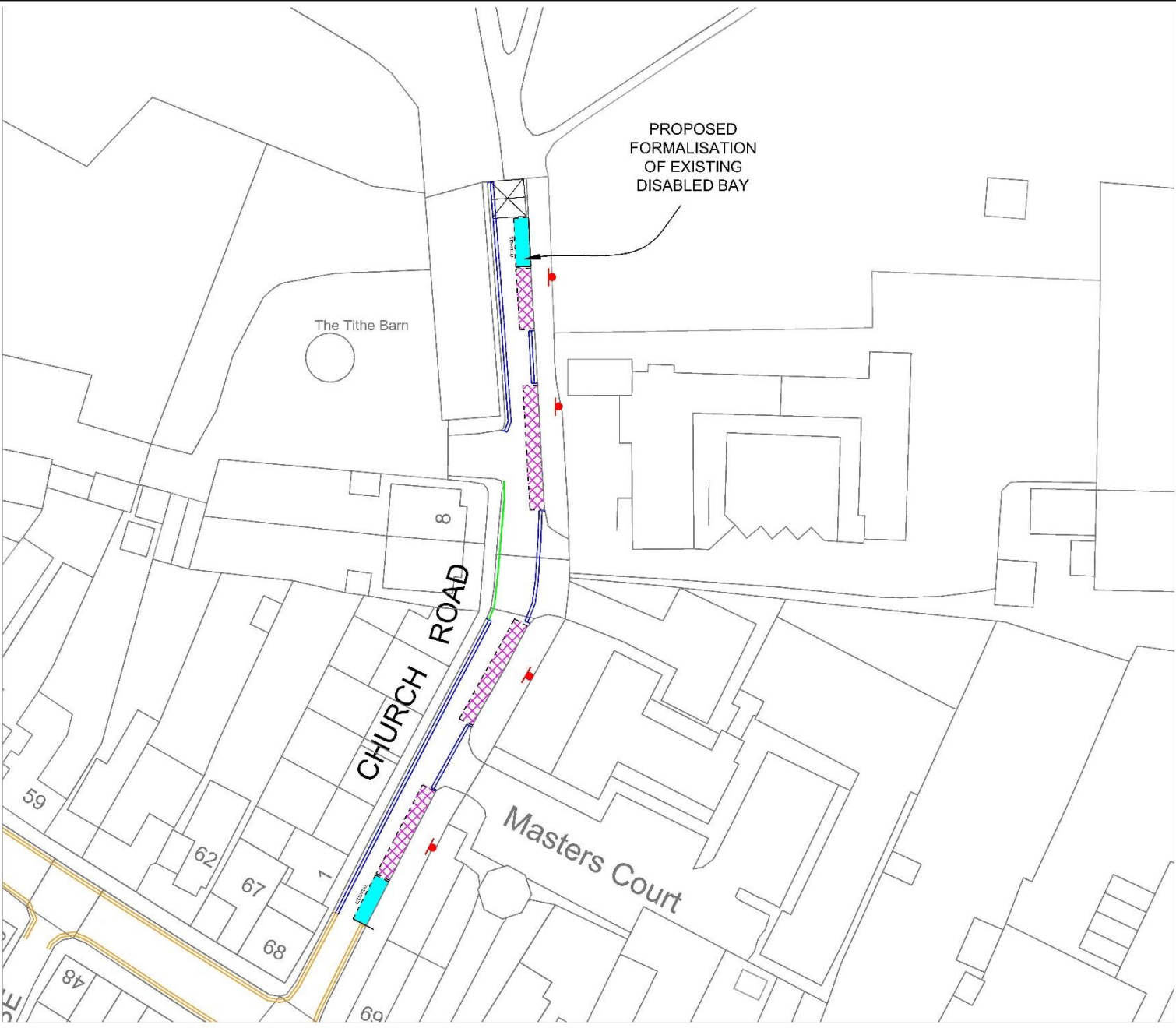
Paul Fermer
Director of Environment and Highways

Annexes: Annex 1a-e: Consultation plans
 Annex 2: Consultation response tables
 Annex 3: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)

January 2025

Drawing No.		Revision			
		0			
KEY					
	EXISTING NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)				
	EXISTING NO WAITING MON - SAT 8AM TO 6PM (SINGLE YELLOW LINE) TO BE RETAINED				
	DISABLED PERSONS PARKING PLACE				
	PROPOSED NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)				
	PROPOSED PERMIT HOLDER ONLY BAYS MON - SAT, 8AM TO 6PM (TH PREFIX)				
	LOCATION OF NEW PARKING SIGN REQUIRED FOR MARKED BAY				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS 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
 OXFORDSHIRE COUNTY COUNCIL <small>Owen Jepkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 2964 310 1111</small>					
Project title Thame parking review 2024					
Drawing title Proposed residents only parking Church Road, Thame					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:500	JW	NV			
	Date drawn	Date checked	Date approved		
	30/07/2024				
Oxfordshire Project No. & File Ref					
Drawing No. THAME/CIL/2024/003					Revision V2



P:\12_Network Management\Parking Control\SCHEMES & MAINTENANCE\2_District Areas\3_South Oxfordshire\1_Live Projects\Thame\Thame review 2024\Prelim design\Thame review 2024_v1.dwg

- KEY**
- EXISTING NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)
 - PROPOSED NO WAITING AT ANYTIME RESTRICTIONS (DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAIL PD ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDENTIAL RISKS:

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
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USE
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DECOMMISSIONING/DEMOLITION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title
Thame parking review 2024

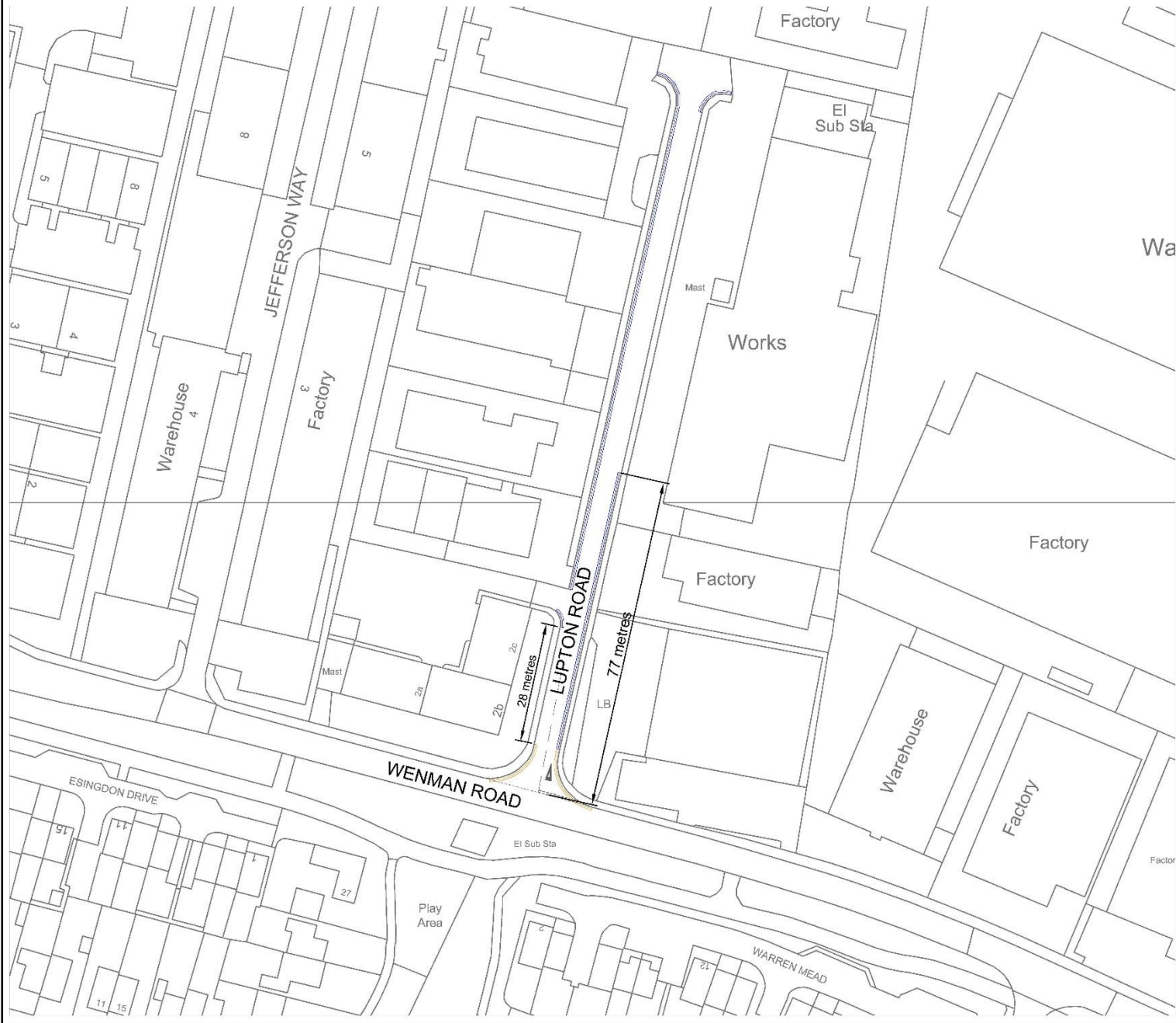
Drawing title
Proposed no waiting at anytime restrictions (double yellow lines) Lupton Road, Thame

Drawing Status

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1:500	JW	VN	
	Date drawn	Date checked	Date approved
	30/07/2024		

Oxfordshire Project No. & File Ref

Drawing No.	THAME/CIL/2024/004	Revision	V2
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Drawing No. 0

Key

-  White access protection marking in place of existing 'No Waiting at Any Time' restriction to remain
-  Existing Disabled Persons Parking Place

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

ACCESS PROTECTION MARKING

Drawing title

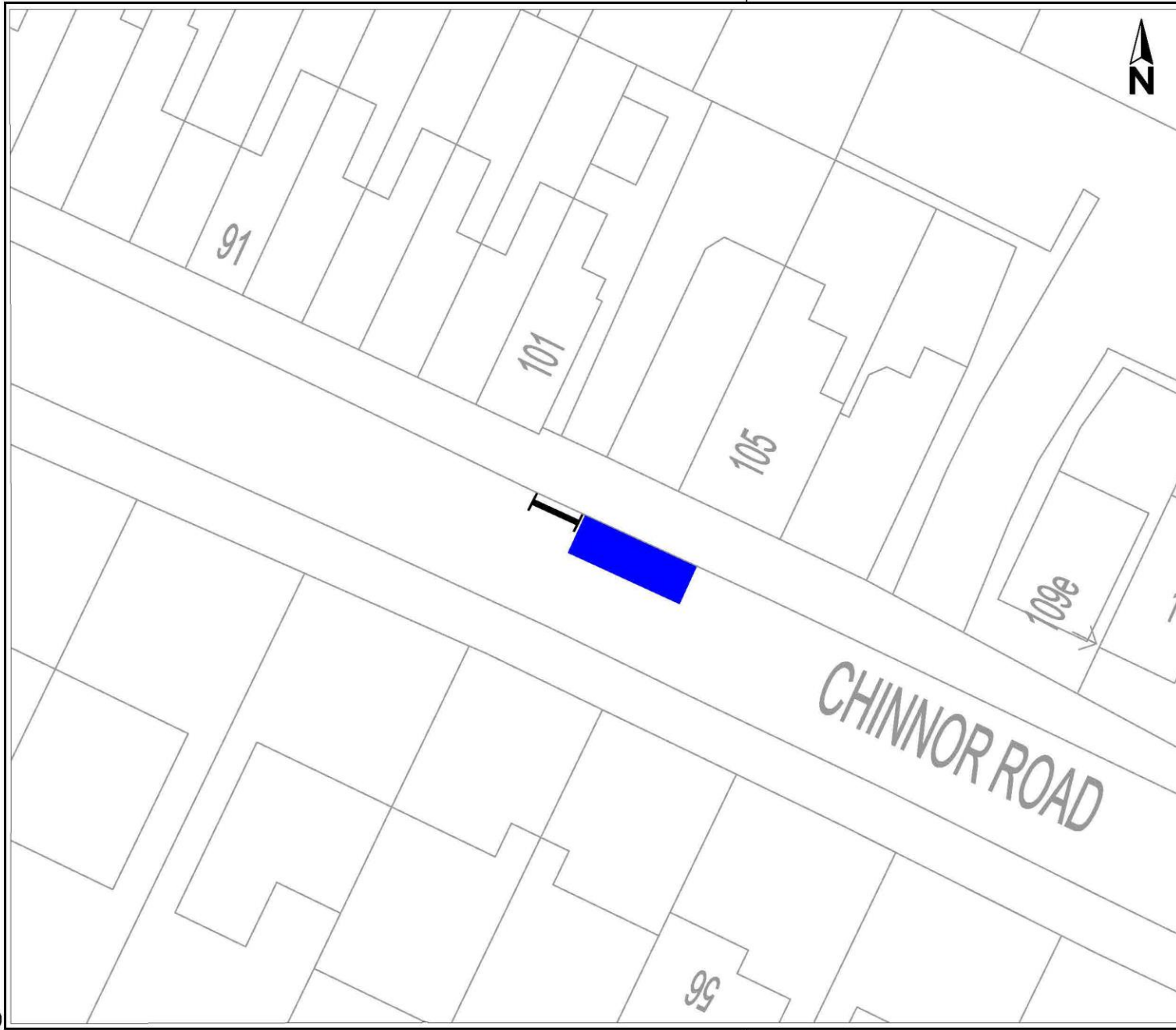
THAME
CHINNOR ROAD

Drawing Status

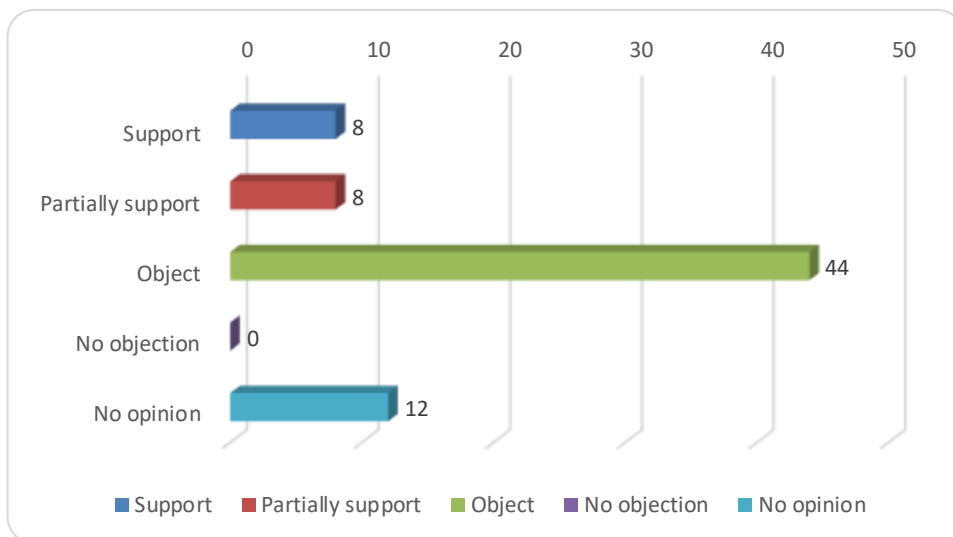
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Oxfordshire Project No. & File Ref

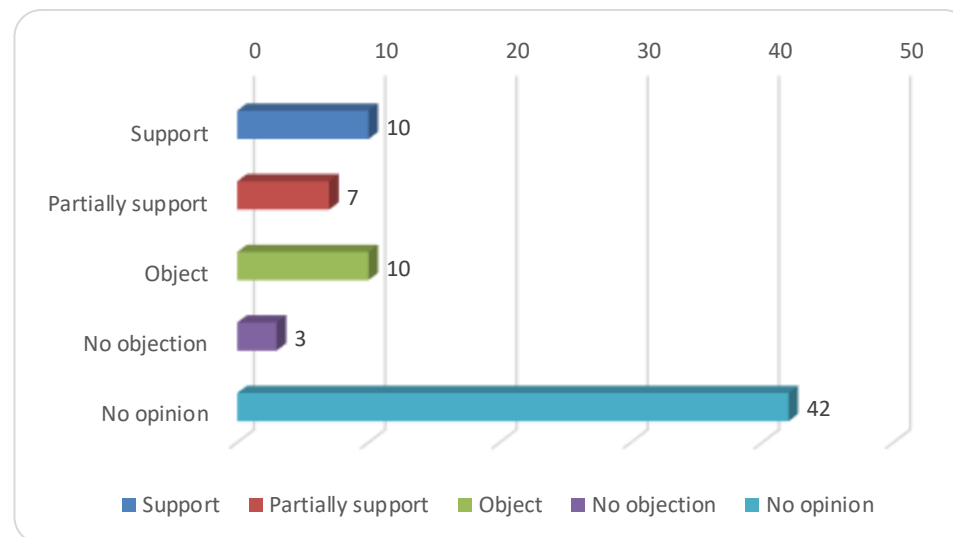
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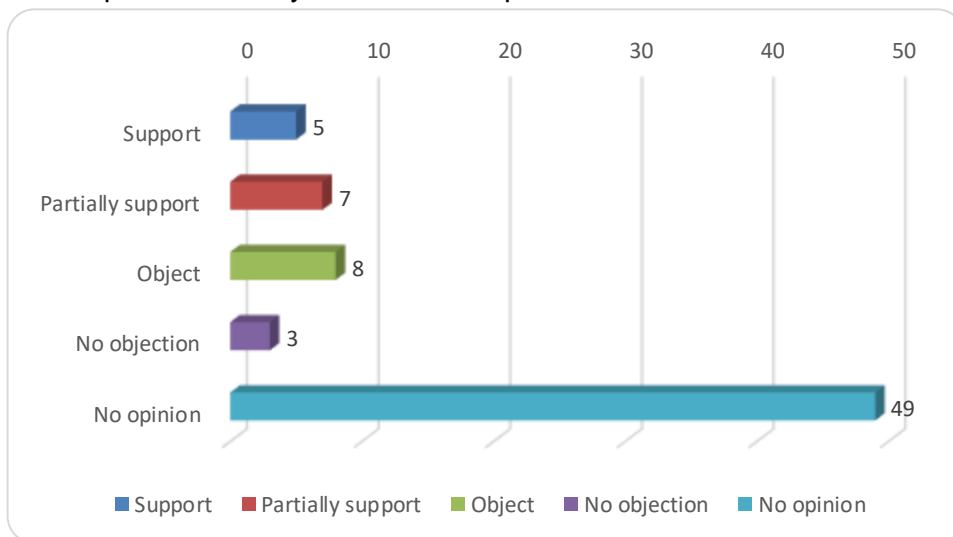
a. Proposed double yellow lines – Church Road



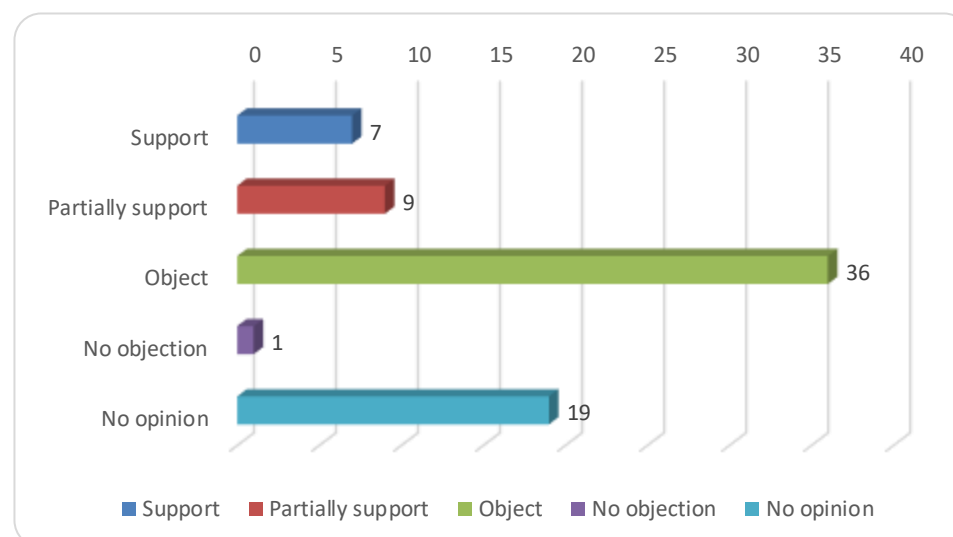
b. Proposed double yellow lines – Ludsden Grove



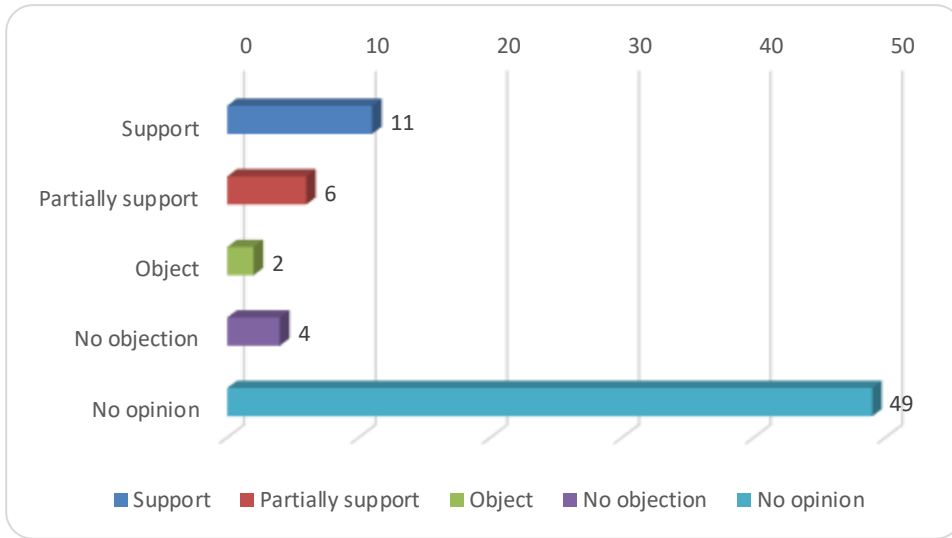
c. Proposed double yellow lines – Lupton Road



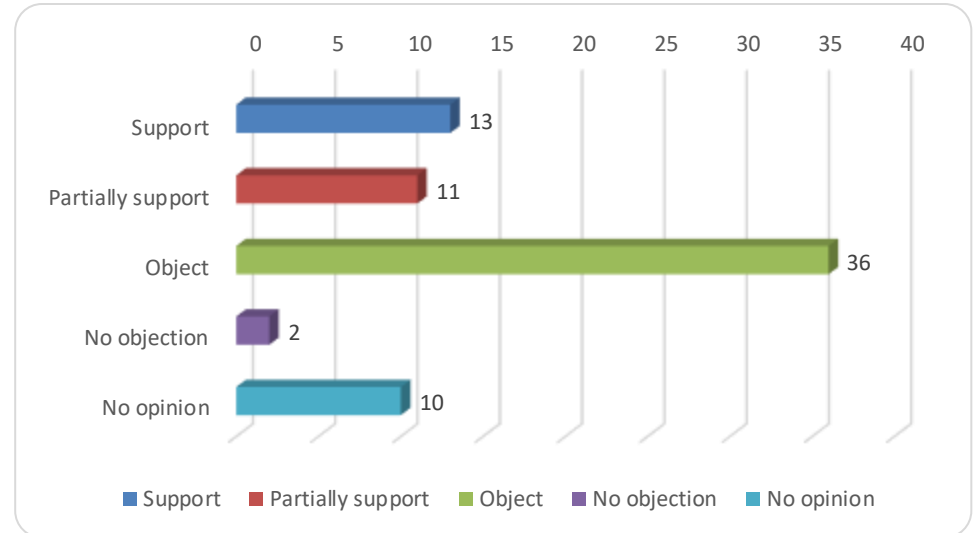
d. Proposed change from 'No Waiting Monday to Saturday 8am – 6pm' to DYLS in Church Road



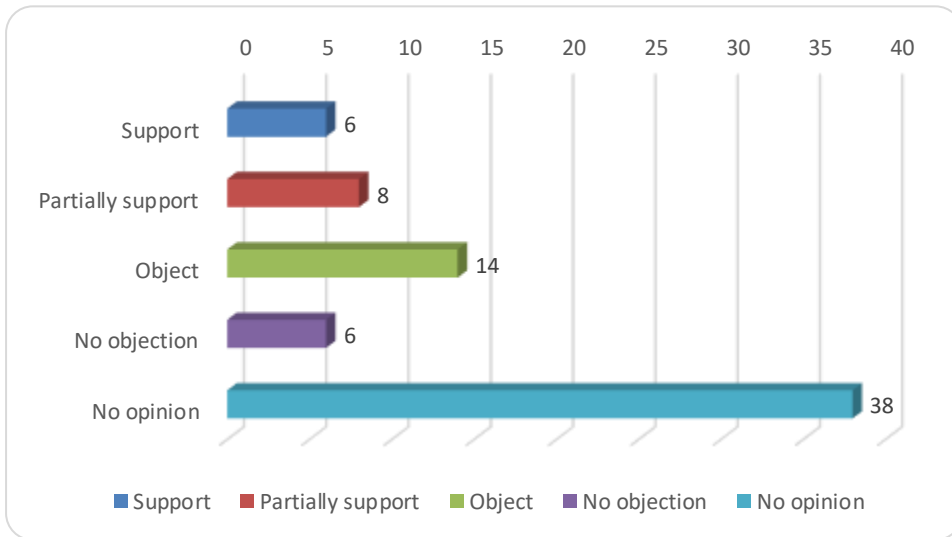
e. Proposal to remove DYLS by Nos.101 and 103 Chinnor Road



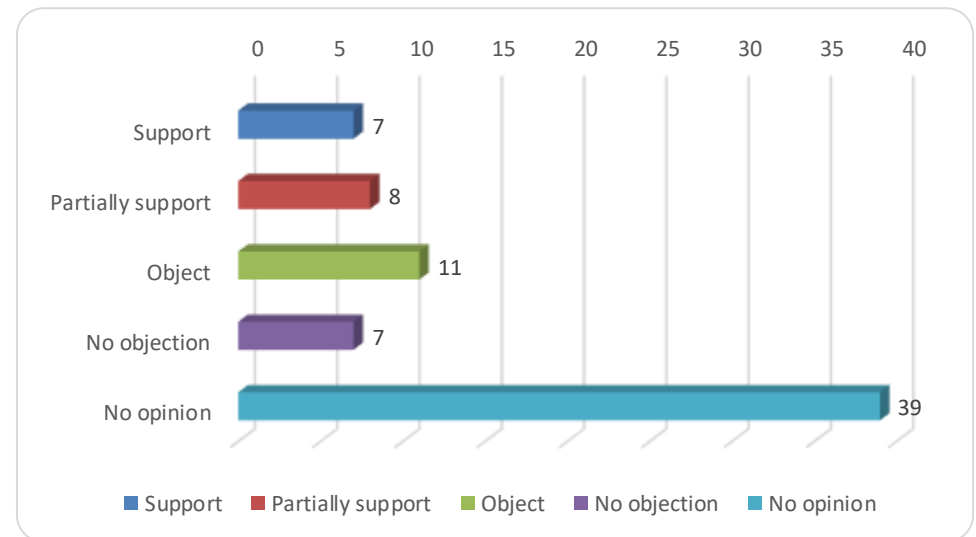
f. Proposed introduction of permit holder only bays on Church Road



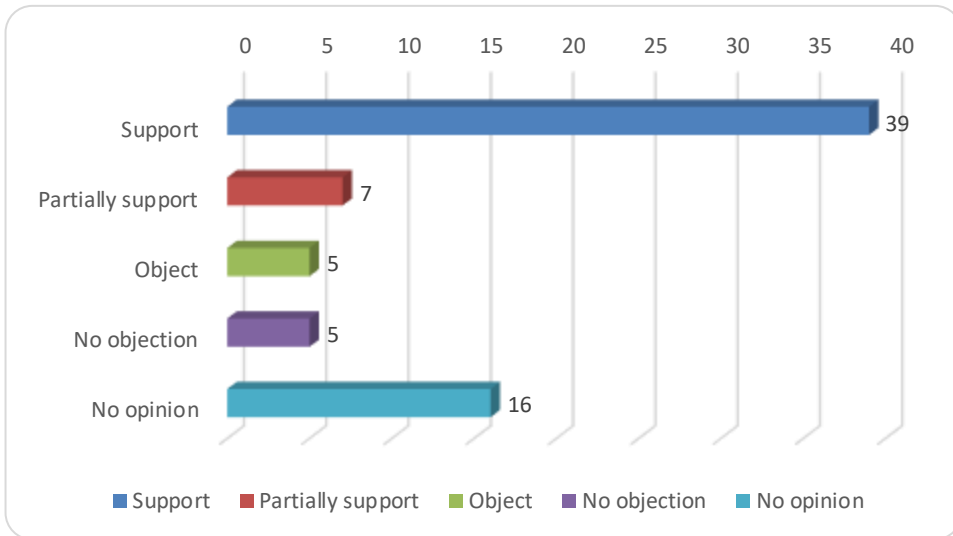
g. Proposed Shared-use parking bays on west side of North Street



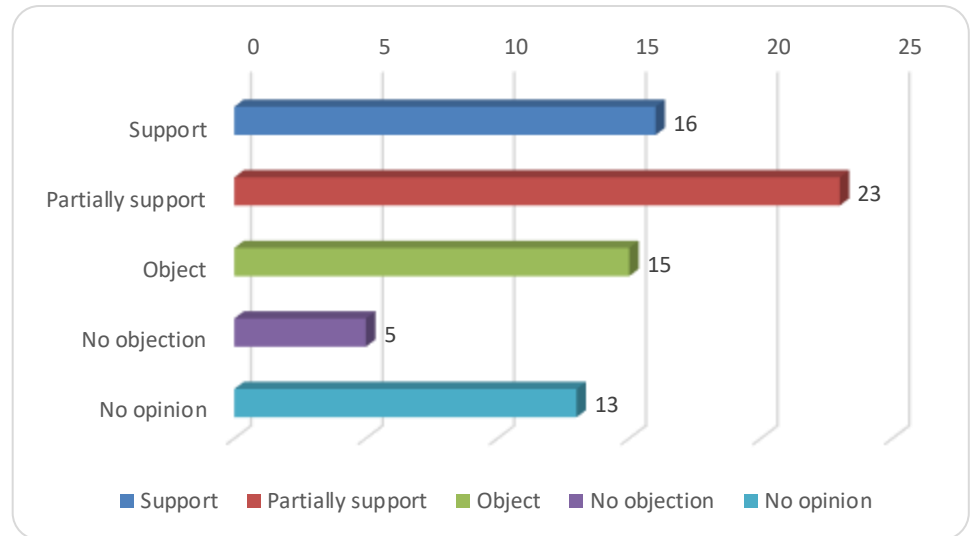
h. Proposed Shared-use parking bays on east side of North Street



i. Proposed Formalisation of existing Disabled Bay on Church Road



j. Proposed introduction of visitor permits for residents in Church Road, High Street, Cornmarket and Upper High Street



A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	No objection
(s2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – North Street in particular is a major and very long-established bus route on the corridor between Oxford, Thame and Aylesbury. It is the former principal artery before the town was bypassed in the 1970s. There is a dense and intimate built form, reflecting that this is part of the historic town. North Street is nevertheless itself quite wide no doubt reflecting the presence of a market years ago. The result is that it can and does accommodate a substantial amount of on-street parking.</p> <p>I have closely examined the proposed changes. I can confirm that in terms of the impact on bus operations, the only material one is the introduction of a single new marked bay outside 50 north street which is at the point that it is widest. Given the existing presence of on-street parking immediately to the south this cannot be considered to have any impact on the safe and efficient operation of buses.</p> <p>Accordingly, we present no objection to the proposals. To the extent dual use bays, and the ability of residents to apply for visitor permits is proposed, this may well lead to more flexible and rational use of the available space and reduce pressure to park or wait in less appropriate places, including abuse of existing parking restrictions further to the north. Thus, we are able to support the proposals.</p>
(s3) Thame Town Council	<ol style="list-style-type: none"> 1. The Town Council supports the proposed parking restrictions on Lupton Road to reduce issues of parked vehicles blocking access. 2. The Town Council supports the proposed parking restrictions on Ludsdon Grove to encourage sustainable travel to Barley Hill School. 3. The Town Council raises concerns that the proposed parking restrictions on Church Road may cause problems for hearses accessing the church.

B. Responses received via online survey:

RESPONDENT	COMMENTS
<p>(o1) Local resident, (Thame, Aylesbury Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Partially support Remove DYLS Chinnor Road – No opinion</p> <p>As a regular worshiper at St Mary's Church I am aware of the pressure on parking in the area of Church Road and particularly about access for people with mobility problems attending the church for regular worship, weddings and funerals. There is at present only one disabled bay near the church gates. also, how will the proposed changes affect funerals, when hearses and limousines need access and waiting time?</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Partially support</p> <p>As a regular worshiper and user of the church, I am aware there is insufficient parking for disabled people.</p> <p>Permit amendments – Partially support</p> <p>I assume visitors permits apply only to people visiting residents of the houses in Church Road; what about people visiting other premises, e.g. the Church?</p> <p>Any other comments?</p>

<p>(o2) Local resident, (Thame, Cavalier road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Partially support New DYLS Lupton Road – Partially support Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No objection</p> <p>Parking access for St Mary's church should not be affected for those with disabilities.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No objection</p> <p>Disabled people should have priority access to St Mary's Thame</p> <p>Permit amendments – Object</p> <p>Church goers should be able to park in Church street</p> <p>Any other comments?</p>
<p>(o3) Local resident, (Thame, Cedar Crescent)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No objection New DYLS Lupton Road – No objection Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No objection</p> <p>This would restrict access to the Church for the less mobile members of the congregation of the Church.</p> <p>Parking amendments:</p>

	<p>Permit holder Church Road – Support Shared-use North Street (west) – No objection Shared-use North Street (east) – No objection Formalisation DPPP Church Road – Support</p> <p>Space needed for elderly worshippers at St Mary's.</p> <p>Permit amendments – Support</p> <p>not supporting or objecting.</p> <p>Any other comments?</p>
<p>(o4) Member of public, (Thame, Cedar Crescent)</p>	<p>Double Yellow Lines: New DYs Church Road – No opinion New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – No opinion Remove DYs Chinnor Road – No opinion</p> <p>I am not commenting on the DYL proposal</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support Formalisation DPPP Church Road – Object</p> <p>As a member of Thame Church at St Mary's, I am concerned that these proposals will be disadvantageous to visitors to the church who have limited mobility, and to vehicles for occasions such as weddings and funerals who need to approach the church closely. The proposed "day ticket" system is not adequate for this purpose and is, moreover, a cost to a charity.</p>

	<p>I understand that you like the permit system for its ability to generate revenue but it is not helpful to remove all flexible parking and replace it with (expensive) paid access, though in this specific case I am sure the affected residents will have the most to say on the subject.</p> <p>Permit amendments – Partially support</p> <p>If they can afford them I suppose the residents can express their opinions, but for many this will be an unwelcome additional cost and it looks a lot like a revenue-raising scheme by yourselves, more than a sincere attempt to relive some awkward traffic situations.</p> <p>Any other comments? Maybe do a a bit more enforcement of the parking you have (and the restrictions, such as the zig-zags around the Pelican crossing in the High Street which frequently have people parked on them!) and make a quiet admission to yourselves that there are too many electric bays (or that they are severely under-specified, so that nobody chooses to use them) in the Southern Road ("Co-Op") car park! I don't object to electric charging bays but they are mostly unused in my experience so something is clearly not right and my EV-driving friends say they are too slow (and expensive) to be worth using. If you enforce correct parking, moving vehicles to the generous car parks then the issues around the parking in narrow streets will resolve itself!</p>
<p>(o5) Local resident, (Thame, Cedar Crescent)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – No opinion</p> <p>Restricted parking in Church road will impact heavily on those with limited mobility to access the church for worship, baptisms, funerals and mid week church activities including those for the elderly</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p>

	<p>This will restrict access to the Church for those with limited mobility</p> <p>Permit amendments – Object</p> <p>As before , access to the Church will be restricted. The Church is busy throughout the week, not just Sundays</p> <p>Any other comments?</p>
<p>(o6) Member of public, (Thame, Cedar Crescent)</p>	<p>Double Yellow Lines: New DYs Church Road – Partially support New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Partially support Remove DYs Chinnor Road – No opinion</p> <p>My concern, as per communications with Jon Beale and Jim Whiting of OCC in March, related to vehicular access to and egress from the Barns Centre/Cricket Club, which , of course, depends on parking in Church Rd . Vehicles parked too close to the current exit interfere with the exit of cars and prevent exit of larger vehicles requiring them to exit by the current entrance . The double yellow lines proposed at the exit would help, if not solve, this problem but they need to be of sufficient extent to allow for the turning circle required . If the permit holder spaces are for Residents, there seems to be provision for more than 8 ; I would prefer the excess to be disabled spaces as entry to the church for disabled is difficult enough already!. Another suggestion to assist circulation of traffic is to reverse the current entrance and exit but allowing again for corner turning circles</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Partially support</p> <p>See above</p> <p>Permit amendments – Partially support</p>

	<p>Residents of Church Rd at 1 per house; others to park in Crendon Rd where there is ample parking especially overnight and at weekends . 1 or 2 special permits eg clergy, undertakers and TTC maintenance team in section nearest to St Mary's</p> <p>Any other comments? As above</p>
<p>(o7) Local resident, (Thame, Chinnor)</p>	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLs to DYLS Church Road – No opinion Remove DYLS Chinnor Road – Partially support</p> <p>Cars on chinnor road and the top of queens road constantly park on the pavement. Cars speed through the narrowed access to try and beat other cars coming the other way. TTC and OCC never do anything about this.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>I don't understand why only church road gets residents parking when there are so many other streets in Thame with worse parking</p> <p>Permit amendments – Partially support</p> <p>The council is yet again prioritising residents living in the centre of town, and the dangerous parking on chinnor road and queens road are yet again ignored.</p> <p>Any other comments?</p>

	<p>I'd like to see councillors try and push a wheelchair or pushchair past parked cars on the pavement in Chinnor and Queens Road.</p>
<p>(08) Local resident, (Thame, Chinnor Road and Church Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – Support</p> <p>Parking is at a premium on Chinnor Road, I think this will help the people who live at 103.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>I work in Church Road and go to St Mary's Church. I can see that the Church Road residents need residents parking but I would request that the 'two hours parking' is allowed. It would be particularly helpful for people attending church, visiting the churchyard etc.</p> <p>Permit amendments – Object</p> <p>I would hope that just people who live in Church Road can park in Church Road.</p> <p>Any other comments? As more of the centre of Thame becomes resident parking only, it will just push the parking problems further out of the town. Leading to parking issues for other residents. We are a society who rely on cars some plans to provide affordable parking for residents, visitors and people who work in Thame needs to take place, or the town centre will die. There is a field to the right of the old bridge in Priestend would make a great car park, it might be worth looking at that or other areas which could become car parks.</p>

<p>(o9) Member of public, (Thame, Church rd)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Object New DYLS Lupton Road – Object Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – Object</p> <p>I am particularly objecting to church road. This will affect so many worshippers attending church who have mobility issues. Not to mention the funerals, weddings and baptisms that are held.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – Object</p> <p>The council are making things very difficult for Vulnerable people who have limited mobility to worship in church or visit</p> <p>Permit amendments – Object</p> <p>This would disproportionately marginalise vulnerable people trying to access town or their place of worship</p> <p>Any other comments? I think that better planning to support visitors, providing extra parking for the churches in Thame so that their congregations can widen</p>
<p>(o10) Local resident, (Thame, Church road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Support New DYLS Ludsdan Grove – No objection New DYLS Lupton Road – No objection Change from SYLS to DYLS Church Road – Support Remove DYLS Chinnor Road – No objection</p>

	<p>Church road parking is an issue for residents because of workers parking and night street Parker's who don't want to buy a permit</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>Parking is a problem</p> <p>Permit amendments – Support</p> <p>Church road needs parking</p> <p>Any other comments? Why start outside Nbr 3 not nbr 2 church road</p>
<p>(o11) Local resident, (Thame, Church Road)</p>	<p>Double Yellow Lines: New DYs Church Road – Support New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Support Remove DYs Chinnor Road – No opinion</p> <p>The double yellow lines will make the restrictions clearer.</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p>

	<p>The new permit holder bays will greatly benefit the residents of Church Road who have nowhere else to park. As things stand, the road is filled on a daily basis by people who work in Thame, and also by some who use it as a long term car park for days, weeks and even in some cases more than a month.</p> <p>Permit amendments – Support</p> <p>Visitors permits will be very useful.</p> <p>Any other comments?</p>
<p>(o12) Local resident, (Thame, Church Road)</p>	<p>Double Yellow Lines: New DYs Church Road – Partially support New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Partially support Remove DYs Chinnor Road – No opinion</p> <p>Providing double yellow lines are only replacing the existing single yellow lines in Church Road</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No objection</p> <p>Hopefully this would mean that the residents of Church Road would have parking places, unlike at the present when we often cannot find parking, due to shoppers, pub users, office workers and dog walkers.</p> <p>Permit amendments – Support</p> <p>Hopefully this would give us a guarantee of obtaining parking as non resident Parker’s would be prevented from using our little road which is currently very congested.</p> <p>Any other comments?</p>

	I presume the parking restrictions would be monitored?
(o13) As part of a group/organisation, (Thame, Church Road)	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>Will make it difficult for old people and those who have difficulty walking to come to church for weekday services eg funerals, other activities if they can't park adjacent to the church</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>Same comment as made at item 3</p> <p>Permit amendments – Partially support</p> <p>Appreciate the problem residents currently have to park their car near their home</p> <p>Any other comments?</p>
(o14) As part of a group/organisation, (Thame, Church Road)	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Object New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p>

	<p>In Church Road, you are overlooking the number of disabled visitors to St Mary's Church. Rather than make some sections DYL, you could make them all disabled spaces, providing much needed accessibility for visitors to the church.</p> <p>Many of the properties in Ludsdan Grove have off road parking, so why is so much street parking needed for residents?</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>I support the permit holder only bays outside the residential properties. Beyond that more consideration is needed for less abled visitors to St Mary's Church.</p> <p>Permit amendments – Object</p> <p>There is not enough space in the road to sustain this.</p> <p>Any other comments? I would like the council to agree out of offices hours parking with all offices in proximity to the town centre (including Waitrose). It is frustrating to see empty car parks in the evenings and at weekends</p>
<p>(o15) As part of a group/organisation, (Thame, Church Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>I am a member of Thame Church. The introduction of double yellow lines and permit holder only parking will mean that those with physical access needs will struggle to access to the church if they are not able to park in the closest disabled space. Moreover This will impact those attending weddings, funerals, baptisms, and regular services, and</p>

	<p>could be a barrier to members of the public wanting to worship. More disabled spaces at the church end of the road would help to alleviate this concern but that isn't currently being proposed. Parking restrictions in church road will inhibit the ability of the congregation to attend sunday worship. Many are older members of society and invalided.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>More disabled parking slots would be welcomed</p> <p>Permit amendments – Object</p> <p>What about casual parking for St Mary services during the week. Permits for visitors... how will that work for this group?</p> <p>Any other comments?</p>
<p>(o16) Local resident, (Thame, Church Road)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – Object New DYs Lupton Road – Object Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – Support</p> <p>As a regular user of St. Mary's Church, I know that parking for events there is already limited, with double yellow lines it will be impossible. The houses on Church road are large and all appear to have extensive off street parking so there seems no point to this restriction. There are regularly funerals and weddings for members of the community who will not be able to get to the church without reasonable provision of parking. The Barns Centre parking is restricted to Barns Centre use only so any visitor to church who is not active and mobile will not be able to access the church. If anything we need more church parking, not less. This will cause a very significant problem for the church and the community that attend church for significant life events.</p>

	<p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No objection Shared-use North Street (east) – No objection Formalisation DPPP Church Road – Support</p> <p>As previously stated, if anything more disabled bays are needed. Permit holder bays are surely not required for the very substantial properties on Church road who have extensive off street parking.</p> <p>Permit amendments – Object</p> <p>I object to residents of Church Road having preferential parking over visitors to the church, they already have plenty of parking space off road, and should not be allowed to dominate the limited on street parking options. The Church is isolated from the centre of town and this makes walking to the church for elderly or mobility impaired very difficult or impossible. The church takes the funerals and weddings for the whole town, these do not take place on Sundays but during the week. How are people supposed to get there if they are disabled in any way? Or simply visiting the area from out of town for a family funeral? How can the church put on community events without parking? There is no parking designated for the church as present - surely this is more of a priority that residents who want extra spaces reserved?</p> <p>Any other comments? Thank you for consulting properly for these proposals, I do hope that this results in a workable solution for everyone.</p>
(o17) As a business, (Thame, Church Road)	<p>Double Yellow Lines: New DYs Church Road – Partially support New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Partially support Remove DYs Chinnor Road – No opinion</p> <p>As the Trustees and staff at Thame Barns Centre, a community centre serving the whole of Thame and surrounding area we often have visitors who have no choice but to arrive by car particularly those with mobility issues. Although we have a car parked which is shared by the Cricket Club parking can be difficult. To allow visitors to park for two hours in Church Road would help alleviate some of the pressure. We would also like to suggest that only residents from Church</p>

	<p>Road can use the spaces in Church Road. We are also worried that it will force visitors to Thame to park in our car park, which happens already. This will add pressure to on our parking spaces.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>We would fully support residents parking in Church Road if the two hours for anyone was permitted, as in some other areas in Thame. We fully support the formalisation of the disabled bay.</p> <p>Permit amendments – Object</p> <p>We feel that on residents of Church Road should be able to park in Church Road.</p> <p>Any other comments? As Trustees and staff at Thame Barns Centre we wonder if we will be issued with parking permits for Staff? We wonder when this work is being done if the white line on the exit road for Thame Barns Centre and the Cricket Club could be extended. Bigger vehicles have great difficulty turning out of the the exit due to cars being parked to close to the White Line and therefore have to exit using the 'in-only' road causing significant danger for pedestrians and incoming vehicles.</p>
<p>(o18) As part of a group/organisation, (Thame, Church Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>I write to you as Rector of Thame.</p>

We conduct many funerals in the church for the churchyard is also the cemetery for Thame. We also host many events for the public and other services.

There is no car park for the church and visitors must use either public car parks or other spaces (and please bear in mind that The Barns Centre is not a church facility and parking can only be used by users of the Centre and the Cricket Club).

Placing double yellow lines will prevent those with mobility issues accessing the church. Formalising the sole informal disabled space would not be sufficient as many events are attended by more than one person needing such a parking space. Those with mobility issues without a Blue Badge would not be able to access the church if double yellows are placed alongside the whole road. Steps to access Priest End prevent that access point being used.

Please reconsider the proposed action and provide substantially more disabled places on Church Road and provide a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates.

I would be pleased to meet with your officer to help understand the level of problem the proposed action will have on access to the Church.

Parking amendments:

Permit holder Church Road – **Object**

Shared-use North Street (west) – **No opinion**

Shared-use North Street (east) – **No opinion**

Formalisation DPPP Church Road – **Partially support**

Please see previous comments relating to the scheme for Church Road:

I write to you as Rector of Thame.

We conduct many funerals in the church for the churchyard is also the cemetery for Thame. We also host many events for the public and other services.

There is no car park for the church and visitors must use either public car parks or other spaces (and please bear in mind that The Barns Centre is not a church facility and parking can only be used by users of the Centre and the Cricket Club).

Placing double yellow lines will prevent those with mobility issues accessing the church. Formalising the sole informal disabled space would not be sufficient as many events are attended by more than one person needing such a parking space. Those with mobility issues without a Blue Badge would not be able to access the church if double yellows are placed alongside the whole road. Steps to access Priest End prevent that access point being used.

Please reconsider the proposed action and provide substantially more disabled places on Church Road and provide a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates.

	<p>I would be pleased to meet with your officer to help understand the level of problem the proposed action will have on access to the Church.</p> <p>Permit amendments – Partially support</p> <p>We have sympathy for the inconvenience for residents of Church Road and they should be permitted to park in the street where they have done so for many years.</p> <p>Any other comments?</p>
<p>(o19) As part of a group/organisation, (Thame, church road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Partially support New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>on church road would make it difficult for those with mobility issue to attend the church, this impacts sunday services, funerals, weddings, and many other events that the church hosts for the town.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>would need to ensure there are several disabled persons parking, or the church has permits</p> <p>Permit amendments – Partially support</p> <p>the issue with that is doesnt allow for visitors as these are normally registered to a car</p> <p>Any other comments?</p>

<p>(o20) As part of a group/organisation, (Thame, Church Road (St. Mary's Church))</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsden Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>Please give consideration to those who may require disabled access to St. Mary's church and churchyard, as the gate at Church Road is the only entrance which allows flat, vehicular access. Currently there is one space being used adjacent to the gate for those requiring disabled access, but there may well be a need for more such spaces either for church services or on other occasions such as funerals, weddings and the like. Unless additional disabled parking bays are provided, then the introduction of double yellow lines and resident parking permits in Church Road would seriously affect those who need disabled access to the church and churchyard.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>Same reason as given under 3.</p> <p>Permit amendments – Partially support</p> <p>Please see response under 3.</p> <p>Any other comments? My main point was made under 3 with relation to the provision of additional disabled parking bays in Church Road for access to the church and churchyard.</p>
<p>(o21) Local resident, (Thame, Coombe Hill Crescent)</p>	<p>Double Yellow Lines: New DYLS Church Road – Partially support New DYLS Ludsden Grove – No opinion</p>

	<p>New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Partially support Remove DYLS Chinnor Road – No opinion</p> <p>The current proposals only include one disabled parking space at the church end of Church Road. This will limit access to the church for disabled drivers. And will cause congestion if people drive down the road to see if there is a space. if taken, will need to manoeuvre out again. The likelihood of this will increase if only one disabled space. More disabled spaces are required. Three or four?</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>More than one disabled space needed at church end of Church Road. This is the only disabled access to the church.</p> <p>Permit amendments – No opinion</p> <p>no opinion</p> <p>Any other comments?</p>
<p>(o22) Local resident, (Thame, coombehill cresecent)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>The majority of worshipers at Thame Church are elderly and attending funerals / services will be more difficult for them.</p> <p>Parking amendments:</p>

	<p>Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Object</p> <p>Basically , please, anything that helps elderly / disabled people access the St Marys church easily, and quickly would be appreciated.</p> <p>Permit amendments – Partially support</p> <p>Obviously residents of the area need space to park , but if some consideration could be made for elderly / disabled attendees of St Marys so they don't have to walk too far that would be good.</p> <p>Any other comments?</p>
<p>(o23) Local resident, (Thame, Corbetts way)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Object New DYLS Lupton Road – Object Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – Object</p> <p>I understand the need to ensure that local residents to be able to park in their roads, but what needs to be included is a provision for disabled spaces for those attended services at the church.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – Support</p> <p>As stated previously</p> <p>Permit amendments – Partially support</p>

	<p>Include disabled parking</p> <p>Any other comments? None</p>
<p>(o24) Local resident, (Thame, Cromwell Avenue)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – Support New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – No opinion</p> <p>There is need for ample disabled parking for people attending the church for a variety of events and services so do not support double yellow lines in Church Road. I do support the new DYs in Ludsdan Grove to permit owners and emergency vehicles to have access at all times to get in and out of their property and prevent people from parking there for school drop-offs, etc.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>I support having enough/more disabled parking bays on Church Road for those wanting access to the church for events and services, but only if it isn't onerous to obtain a permit for those really needing space to park.</p> <p>Permit amendments – Partially support</p> <p>Residents should be able to park near their property and allow visitors for these residents to have an easy way of being able to park near these properties.</p> <p>Any other comments?</p>

<p>(o25) Local resident, (Thame, East Street)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>The introduction of double yellow lines and permit only parking will mean that those with physical access needs will struggle to access St Mary's Church. A solution to this would be to increase the number of disabled parking spaces at the church end of the road.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>The introduction of permit only spaces may reduce the ability of those with physical access needs to access St Mary's Church. A solution would be to increase the number of disabled parking spaces at the church end of the road.</p> <p>Permit amendments – No opinion</p> <p>N/A</p> <p>Any other comments?</p>
<p>(o26) Local resident, (Thame, Griffin Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion</p>

	<p>Change from SYLs to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>As member of St.Mary’s Church dyls will present a problem for many members of the congregation attending services, particularly those with mobility issues .</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support Formalisation DPPP Church Road – Object</p> <p>Not all people with mobility issues have blue badges and access from priest end adjacent to the Prebendal is via steep uneven steps.</p> <p>Permit amendments – Object</p> <p>The implementation of permits in these areas risks a detrimental affect on the town generally but in particular to St. Mary’s church.</p> <p>Any other comments? Whilst I accept that town parking has become more of an issue for residents in the town centre I think that Church Road in particular should be considered a special case .</p>
<p>(o27) Local Cllr (i.e. Town/Parish/District), (Thame, Hampden Avenue)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Support New DYLS Lupton Road – Support Change from SYLs to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>Many elderly and some disabled people attend Church on a Sunday morning and they would be completely unable to access the church from the Priest End/Prebendal road owing to only being able to access the church via steep steps at both ends.</p>

	<p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Support Shared-use North Street (east) – Support Formalisation DPPP Church Road – Support</p> <p>My reason for objecting to the proposal on Church Road can be found on the previous page.</p> <p>Permit amendments – Support</p> <p>I believe that residents should be able to park their vehicles and those of their visitors in parking spaces, but I believe that there is a different situation on Church Road as it is providing access to the Church and needs to be accessible to vehicles for dropping off attendees and in some cases parking also.</p> <p>Any other comments?</p>
<p>(o28) Local Cllr (i.e. Town/Parish/District), (Thame, Hazel Avenue)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsen Grove – Partially support New DYLS Lupton Road – Partially support Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>Parking restrictions in Church Road will cut off access to services for the older cohort.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>As previously stated.</p>

	<p>Permit amendments – No objection</p> <p>.</p> <p>Any other comments? No problem</p>
<p>(o29) Local resident, (Thame, Hazel Avenue)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>There is currently no proposal to put disabled spaces in Church Road. Many residents access the church, not just for the regular services but also the many community events that takes place there, and sporadic attendance at funerals, baptisms etc. to not provide disabled parking if DYLS are put in place will stop disabled people accessing these vital events, and religious services. There is no other place to park close enough to the church entrance to facilitate disabled access. I have no opinion on putting DYLS on church road, but very, very strongly object if this is done without provision of disabled parking spaces.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Partially support</p> <p>Church Road needs more than one disabled space!</p> <p>Permit amendments – No opinion</p> <p>No opinion</p> <p>Any other comments?</p>

<p>(o30) Local resident, (Thame, Henrietta Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsen Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>This will limit the accessibility of St Mary's Church. Anyone with impaired mobility has to park in Church Road to be able to access the church as all other routes have steps. It seems a very wrong thing to restrict access for disabled people to the services offered by the Church.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>Please see previous answer</p> <p>Permit amendments – Object</p> <p>Please see previous response</p> <p>Any other comments? Please see previous response, I find it incredible to think you are considering restricting disabled access to the major church in Thame. One bay will obviously not be enough.</p>
<p>(o31) Local resident, (Thame, Holliers Close)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsen Grove – No opinion</p>

	<p>New DYLS Lupton Road – No opinion Change from SYLs to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>Accessibility to St Mary's church is essential for the elderly and disabled attending weddings, concerts and funerals as well as Sunday services</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>Same as before - a couple of disabled spaces would not be enough</p> <p>Permit amendments – Partially support</p> <p>cost?</p> <p>Any other comments?</p>
(o32) Local resident, (Thame, Kings Close)	<p>Double Yellow Lines: New DYLS Church Road – Partially support New DYLS Ludsdan Grove – Support New DYLS Lupton Road – Support Change from SYLs to DYLS Church Road – No opinion Remove DYLS Chinnor Road – Support</p> <p>Concerns that their should be more legal disabled spaces near the church gates to aid those less able to attend Funerals, Weddings, baptisms and regular services.</p> <p>Parking amendments: Permit holder Church Road – Support</p>

	<p>Shared-use North Street (west) – Support Shared-use North Street (east) – Support Formalisation DPPP Church Road – Partially support</p> <p>Again worried that there would not be enough disabled parking areas nearest the Church for those less abled to worship.</p> <p>Permit amendments – Support</p> <p>As long as there is a way for communication with those who have permits to understand community events areas will need to be cleared.</p> <p>Any other comments? Please would the County consider the other road close to the High Street as where I live in Kings Close, those working in the town are parking in these no limit residential areas. Causing issues for those with no off street parking who live in this road.</p>
<p>(o33) Local resident, (Thame, Lambert Walk)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsen Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>I am one of a number of people who transport elderly and infirm people to St. Mary's Church. If we cannot park in Church Road, it would deprive these people of the chance of worshipping. There is also a monthly 55+ lunch where the least able need to be as near the church as possible. During the summer, the Cricket Club and Thame Barns use most of the parking behind Thame Barns.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support</p>

	<p>Formalisation DPPP Church Road – Support</p> <p>One disabled place on Church Road is insufficient to meet the needs of the elderly and frail who attend church regularly or attend funerals. There also needs to be access to park a hearse and funeral cars.</p> <p>Permit amendments – Object</p> <p>Thame is a vibrant community and this will stifle the economy and accessibility to the facilities in Thame.</p> <p>Any other comments? My sister lives in Brighton and residents' parking permits have not helped them to park near their home. Without a local paper, we have not heard any comments from residents demanding these parking restrictions. I never see anyone getting argumentative about parking. While the car park behind the closed Co-op remains relatively empty, some of these spaces could be allocated to residents' parking. I cannot see what positive purpose will be served by these restrictions.</p>
<p>(o34) As part of a group/organisation, (Thame, Lashlake Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsen Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>There needs to be some flexibility for very short term waiting at the end of Church Road for dropping off elderly and infirm passengers and safely seeing them unto Church.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>This seems to be an excessive measure to deal with the problem if it is all day parking. Why not combine a residents scheme with a 4 hour restriction.</p>

	<p>Permit amendments – Partially support</p> <p>Can understand why there are reasons for precluding all day parking by workers in Thame but Church Road is also used on a shorter term basis by visitors to the church. For example once a month we have a social and lunch event in church for the elderly, many of whom have restricted mobility and appreciate being able to park nearby. This is particularly the case as the main alternative, Priestend, often has limited parking available and access to the Church is up awkward steps. The same can apply to funerals.</p> <p>Any other comments? Without properly addressing the need for affordable daytime parking for workers, these restrictions can push the problem on to other roads. e.g. Lashlake Road and surrounding roads are already used for long term parking.</p>
<p>(o35) Local resident, (Thame, Ludlow drive)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsden Grove – Partially support New DYs Lupton Road – Partially support Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – Partially support</p> <p>I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support Formalisation DPPP Church Road – Support</p> <p>I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal. Making the disabled bays easier to see would be positive</p> <p>Permit amendments – Partially support</p>

	<p>I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal.</p> <p>Any other comments? Some changes would be useful - however I object to changing the church road restrictions due to the number of very frail people who need to park there to access midweek church activities. This includes luncheon club, with a hot meal.</p>
<p>(o36) Local resident, (Thame, Ludsden Grove)</p>	<p>Double Yellow Lines: New DYLS Church Road – Support New DYLS Ludsden Grove – Support New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Support Remove DYLS Chinnor Road – No opinion</p> <p>Parking for residence is a real problem causing access problems and in some cases (Ludsden Grove) the road is not wide enough to accommodate on street parking.</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Support Shared-use North Street (east) – Support Formalisation DPPP Church Road – No opinion</p> <p>Residence parking is an issue, road sides are overcrowded</p> <p>Permit amendments – Support</p> <p>They need to park near their properties</p> <p>Any other comments? I think it is important to provide free or inexpensive parking to protect the town centre businesses</p>

<p>(o37) Local resident, (Thame, Ludsdan Grove)</p>	<p>Double Yellow Lines: New DYs Church Road – Support New DYs Ludsdan Grove – Support New DYs Lupton Road – Support Change from SYs to DYs Church Road – Support Remove DYs Chinnor Road – Support</p> <p>We have lived in Ludsdan Grove for 50 years and we have had to suffer the increase in traffic using the road as the only vehicle entrance to Barley Hill School. We live opposite the supposed turning point just outside the school gates, parents use the turning point and park on the single yellow lines and on the pavements which means at school opening and closing times the road becomes blocked. The traffic has increased since the school has shut the access gate from the Cattle Market.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support Formalisation DPPP Church Road – Support</p> <p>These parking amendments are very sensible.</p> <p>Permit amendments – No opinion</p> <p>I can see reasons for and against these permits.</p> <p>Any other comments? I would like to move from Ludsdan Grove due to the problems caused by Barley Hill School.</p>
<p>(o38) Rather not say, (Thame, Lupton road)</p>	<p>Double Yellow Lines: New DYs Church Road – No opinion New DYs Ludsdan Grove – No opinion New DYs Lupton Road – Object Change from SYs to DYs Church Road – No opinion</p>

	<p>Remove DYLS Chinnor Road – No opinion</p> <p>I am objecting because the problem with Lupton Road is the lorry's queuing to go into the builders merchants along the middle of the road. As they only allow one lorry at a time they queue and nobody can pass. Double yellow lines will not stop this and the road is not wide enough for two lorry's to pass even with double yellow lines. Let alone a lorry and a vehicle. As there is not enough space at the end for lorry's to turn they reverse double yellow lines will not ease any of this. Kind regards</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>No opinion</p> <p>Permit amendments – No opinion</p> <p>No opinion</p> <p>Any other comments? Object to double yellow lines along Lupton road</p>
<p>(o39) Local resident, (Thame, Maple Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No objection New DYLS Lupton Road – No objection Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No objection</p> <p>I object to DYLS on the lower part of Church Road, (beyond the Barns Centre and Cricket Club exit) as there is a need for multiple disabled parking places for relevant churchgoers. There is no alternative close location for parking.</p> <p>Parking amendments:</p>

	<p>Permit holder Church Road – Support Shared-use North Street (west) – No objection Shared-use North Street (east) – No objection Formalisation DPPP Church Road – Support</p> <p>Permit holder bays on the upper section of Church Road is OK providing there is sufficient room for vehicles exiting to be positioned in the left hand lane to allow vehicles to enter, which is not the case currently. Also as highlighted previously there is a need for multiple disabled places not just one</p> <p>Permit amendments – Support</p> <p>They have to be able to park somewhere!</p> <p>Any other comments?</p>
<p>(o40) Local resident, (Thame, Naseby Close)</p>	<p>Double Yellow Lines: New DYLS Church Road – Partially support New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>The drivers of less abled people being dropped off at the church will need to wait to take them into the church or Barnes centre</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>Good to protect residents rights to park but I hope there would be spaces for those not able to walk far.</p> <p>Permit amendments – Support</p>

	<p>Residents need to be assured of a parking space</p> <p>Any other comments? If the pavements and roads were improved it would encourage people to walk or cycle!</p>
<p>(o41) Local resident, (Thame, None - Retired)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsen Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – No objection Remove DYs Chinnor Road – No opinion</p> <p>I am a Blue Badge user.</p> <p>Parking amendments: Permit holder Church Road – No objection Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>I am a Blue Badge user.</p> <p>Permit amendments – No objection</p> <p>Helpful to residents.</p> <p>Any other comments?</p>
<p>(o42) Local resident, (Thame, North St)</p>	<p>Double Yellow Lines: New DYs Church Road – No opinion New DYs Ludsen Grove – No opinion New DYs Lupton Road – No opinion</p>

	<p>Change from SYLs to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>I have no specific opinion about but generally support residents having available parking. Many properties in Thame don't have off street parking and there are 4 central car parks in the town for visitors. Also many people are in walking distance of the shops and there are local buses which should be used over driving into town. Roads should be kept clear for emergency vehicle access.</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Object Shared-use North Street (east) – No objection Formalisation DPPP Church Road – No opinion</p> <p>There is currently insufficient residents parking in North St. The recent introduction of residents parking has radically improved the situation and it would be a retrograde step to change the residents only bays. There are already numerous unrestricted parking bays on the Eastside and an additional 2 restricted time bays would be welcome.</p> <p>Permit amendments – Partially support</p> <p>If there are enough new residents parking bay I would support this. If the residents parking bays were reduced or not increased sufficiently it seems unfair to expect people to pay for parking that might not be available.</p> <p>Any other comments? I generally support residents having restricted use parking bay available for their use. Many properties in Thame don't have off street parking and there are 4 central car parks in the town for visitors. Also many people are in walking distance of the shops where they can leave their cars and there are local buses which should be used over driving into town. Roads should be kept clear for emergency vehicle access.</p>
<p>(o43) Local resident, (Thame, North Street)</p>	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsdon Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLs to DYLS Church Road – No opinion</p>

	<p>Remove DYLS Chinnor Road – No opinion</p> <p>No opinion</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Object Shared-use North Street (east) – Support Formalisation DPPP Church Road – No opinion</p> <p>Objection to ‘new Shared-use parking bays on west side of North Street’ as the current parking restrictions on North Street are not routinely enforced. The proposed change would further benefit the casual opportunist, to the detriment of residents and businesses, if routine enforcement is not introduced alongside the proposed changes. The proposal would be supported if routine enforcement is guaranteed.</p> <p>Permit amendments – No opinion</p> <p>No opinion</p> <p>Any other comments?</p>
(o44) Local resident, (Thame, North Street)	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>No opinion</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Object Shared-use North Street (east) – Object</p>

	<p>Formalisation DPPP Church Road – No opinion</p> <p>Some residents living on North Street struggle to park on a regular basis as it is, let alone having some of the spaces compromised by the new proposal of shared-use parking bays. Reducing the residents only bays will greatly impact our lives for what seems like no reason at all. If the proposed plan goes ahead I certainly won't be paying the Council £100 for a permit which doesn't guarantee regular parking places for local residents.</p> <p>Permit amendments – No opinion</p> <p>No opinion</p> <p>Any other comments?</p>
<p>(o45) Local resident, (Thame, North Street)</p>	<p>Double Yellow Lines: New DYs Church Road – Support New DYs Ludsdan Grove – Support New DYs Lupton Road – Support Change from SYs to DYs Church Road – Support Remove DYs Chinnor Road – Support</p> <p>Parking needs to be controlled more effectively in Thame.</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – Support Shared-use North Street (east) – Support Formalisation DPPP Church Road – Support</p> <p>Parking needs to be more strongly controlled in Thame.</p> <p>Permit amendments – No objection</p> <p>Parking needs to be more strongly controlled in Thame.</p>

	Any other comments?
(o46) Local resident, (Thame, North Street)	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsen Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>n/a</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Object Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>The current permit holder only restriction in the parking bays on the west side of North Street is not frequently enforced by the company contracted by the council. Every week (Monday – Saturday) when the bays are restricted to permit holders, vehicles without permits park in the spaces and it is exceedingly rare for them to be given a penalty notice. I understand that the parking team at Oxfordshire County Council has previously said that their budget does not allow for regular parking warden patrols in Thame so there seems to be little point in introducing new restrictions, especially if the wardens are not able to patrol the road several times a day to enforce the two-hour limit. Local visitors and businesses are aware that the current restrictions mean little, and I believe that introducing the two-hour window in the section adjacent to 5A will encourage further illegal parking, both here and in the parking bay adjacent to 6 – 13 North Street. This will mean residents who are paying for a permit will be even less likely to be able to park.</p> <p>Permit amendments – No opinion</p> <p>n/a</p> <p>Any other comments?</p>

<p>(o47) Local resident, (Thame, North Street)</p>	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>My objection is the changes to North Street parking</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – No opinion</p> <p>Having paid £100 to park in the vicinity of my house on North Street this last year , I don't understand why I would still have to pay £100 and have to share it with other non residents due to the proposed changes . There is not enough parking anyway let alone having to share the limited spaces with shoppers when there are plenty of parking areas close to the shops.</p> <p>Permit amendments – No objection</p> <p>It is nice to have space to park in the vicinity of your home</p> <p>Any other comments? It has worked well on North street for the past year and now I can't understand why you have to change the system to allow the 2 hour no rerun rule</p>
<p>(o48) Local resident, (Thame, North Street)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Object New DYLS Lupton Road – Partially support</p>

	<p>Change from SYLs to DYLS Church Road – Object Remove DYLS Chinnor Road – Support</p> <p>To reduce knock on effect to town centre parking.</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – Support</p> <p>I strongly object to new shared-use parking bays on west side of North Street because there is already inadequate parking for the number of Permit Holders living on North Street. Also, North Street Permit Holders will be paying the same amount annually for less spaces and subsidising non-permit holders who pay nothing for their two-hour slots. Presently there is inadequate policing of the bays. And the present 6pm lifting of restrictions also means that anyone returning from work is likely to loose their potential space to a non-paying visitor for the night. The disabled, old and families with young children who benefited from the new Permits are already having to park away from their homes on North Street. This is the first time that we have had Permits and they are already being compromised.</p> <p>Permit amendments – Support</p> <p>Because people who buy a property in the centre of Thame need somewhere to park. Residents add so much to the town centre. If they can't park it is a disincentive to buy and live here.</p> <p>Any other comments? If we cannot park outside our homes in Thame town centre then where does the council suggest we park? Are residents who maintain the fabric of the historic houses in the Conservation Area less valued than visitors, many of whom drive larger vehicles that take up more than a single space?</p>
<p>(o49) Local resident, (Thame, North Street)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – Object New DYLS Lupton Road – No opinion Change from SYLs to DYLS Church Road – Object</p>

Remove DYLS Chinnor Road – Support

There is already inadequate parking available for town centre residents. These residents, of course, include the elderly and parents with young children who pay an annual fee to park close to their homes

Parking amendments:

Permit holder Church Road – **Support**

Shared-use North Street (west) – **Object**

Shared-use North Street (east) – **Object**

Formalisation DPPP Church Road – **Support**

Regarding new Shared-use parking bays on the west side of North Street - after 30 years of waiting North Street residents finally had the opportunity to purchase Parking Permits in late 2023. We were given guaranteed space for approximately 11 cars. These new proposals are for guaranteed space for Permit Holders for six cars only. For the elderly and young families especially, the new proposals would mean that fee-paying Permit Holders will have to compete for spaces with motorists paying no fee at all. In consequence, one can only conclude that business interests are given precedence over the interests of the people who live in (and contribute a great deal to) Thame town centre. Regarding new Shared-use parking bays on the east side of North Street - at best, this is space for two vehicles only and as it is shared-use is no compensation for the five spaces for Permit Holders only that would be lost on the west side of the street.

Permit amendments – Support

The residents of Thame contribute a great deal to how the town appears to visitors. Certainly those residents abiding by the requirements of the Conservation Area, spend a considerable amount of money improving and maintaining their properties. Yet because of work requirements and/or the lack of facilities in the town it is almost essential for residents to own their own form of transport.

Taxis are prohibitively expensive for anything more than a short journey and the busses keep changing and do not run in the early hours. A journey of any length without a car is a costly and time-consuming proposition*.

Because of the lack of any adequate alternatives Thame town centre residents almost inevitably have to own a car. And those residents surely, should be allowed to park close to their properties.

* For example, from personal experience a day-return to Bristol using public transport (bus, two trains and a taxi both ways) is considerably more expensive and time-consuming than driving and parking in a city-centre car park for 10 hours.

	<p>Any other comments?</p> <p>To summarise: Regarding North Street, the space granted to fee-paying residents a year ago has been halved. Should these proposals go ahead, any visitor paying no fee at all could park in a shared-use bay from 16:05 until the following morning denying a fee-paying resident who lives in front of that bay space to park when they return from work, bringing the kids home from school or, say, from an appointment at an Oxford hospital. The reduction of Permit Holders only space is a great loss to North Street residents who, by undertaking much of their shopping and social activities in the town centre, make a considerable contribution to the local economy.</p>
<p>(o50) Local resident, (Thame, North Street)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdon Grove – Object New DYs Lupton Road – Object Change from SYs to DYs Church Road – Partially support Remove DYs Chinnor Road – Partially support</p> <p>the introduction of DYs reduces the overall parking in the roads highlighted at all times - it might be more acceptable in busy periods</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – Support</p> <p>The changes to residents parking bays in North Street is a "massive" No/Object the overall number of residents bays is being reduced (it is only 12 months since they were introduced) and the residents will pay £100 per vehicle yet Non residents will pay nothing I think it is 11 bays going down to 5 this is totally unacceptable</p> <p>Permit amendments – Support</p> <p>I believe that those with residents permits should be able to apply for visitors permits it might be that you are not so generous with the visitors permits - the revised 25 and 25 model seems to make sense</p>

	<p>Any other comments? Yes there is nothing in the proposals to cater for residents with electric vehicles and the provision of "on street" parking - I have offered to trial a solution on North Street which could be offered to other residents with electric vehicles.</p>
<p>(o51) Local resident, (Thame, North Street)</p>	<p>Double Yellow Lines: New DYs Church Road – No opinion New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – No opinion Remove DYs Chinnor Road – No opinion</p> <p>I am not giving an opinion because i do not live on any of those roads</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – No opinion</p> <p>As a resident of North Street , I strongly object to the proposed changes to the parking in North Street. My husband and I pay £100 each for parking permits and as it is we struggle to always manage to park on North Street. Please could the parking remain as it is . If anything, please could parking guidance be painted on the road as some drivers do not use the space in an efficient manner and if they did we could maximise the number of spaces on North Street for everyone. Thank you</p> <p>Permit amendments – No opinion</p> <p>I do not live on these streets so do not feel i can comment.</p> <p>Any other comments? Please be mindful of the residents in Thame who are paying £100 a year for the permits. If they feel that they are not getting value for money they may stop paying for the permits. As residents we try to look after our properties in the</p>

	<p>knowledge that they are in public view, we also contribute much to the local economy by buying locally as much as we can. Thank you. Please keep the parking the same on North Street.</p>
<p>(o52) Local resident, (Thame, Overton Drive)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – Support New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – No opinion Remove DYs Chinnor Road – No opinion</p> <p>People with disabilities need close access to the Church.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>The disabled space on Church Road has been unofficial for too long</p> <p>Permit amendments – No opinion</p> <p>I don't live in these areas</p> <p>Any other comments?</p>
<p>(o53) Local resident, (Thame, Oxford road)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – Object New DYs Lupton Road – Object Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – Support</p>

	<p>The restrictions will make it very difficult for people using the church- no parking for services, funerals & weddings. Particularly hard for the elderly who cannot walk far.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support Formalisation DPPP Church Road – Partially support</p> <p>Formalisation of disabled parking</p> <p>Permit amendments – Partially support</p> <p>To make it easier for residents to park</p> <p>Any other comments?</p>
<p>(o54) Local resident, (Thame, Pearce Way)</p>	<p>Double Yellow Lines: New DYLS Church Road – Partially support New DYLS Ludsen Grove – Partially support New DYLS Lupton Road – Partially support Change from SYLS to DYLS Church Road – Partially support Remove DYLS Chinnor Road – Partially support</p> <p>To keep traffic moving</p> <p>Parking amendments: Permit holder Church Road – No objection Shared-use North Street (west) – No objection Shared-use North Street (east) – No objection Formalisation DPPP Church Road – No objection</p> <p>I have no objections but Blue Badge holders should display their badge</p>

	<p>Permit amendments – Support</p> <p>Helps visitors and residents to park their vehicles</p> <p>Any other comments?</p>
<p>(o55) Local resident, (Thame, Roman Way)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – No opinion Remove DYs Chinnor Road – No opinion</p> <p>This would mean that people with physical access needs will struggle to access the church if they are not able to park in the closest disabled space. This will impact those attending Church regular services, funerals, weddings, baptisms and would mean a barrier on those wanting to worship. MORE DISABLED SPACES AT THE END OF THE ROAD WILL help alleviate this concern. This however, is not being currently proposed. PLEASE PLEASE rethink this and provide spaces for the disabled. I HOPE IT IS AN OVERSIGHT BY OXFORDSHIRE COUNTY COUNCIL not realising there is a Church at the end of the road and not a deliberate plan to stop the disabled from going into the Church. With regard to the other roads I am unable to give an opinion as I don't know the areas.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No objection Shared-use North Street (east) – No objection Formalisation DPPP Church Road – Support</p> <p>Bur we need MORE DISABLED PARKING BAYS ON CHURCH ROAD.</p> <p>Permit amendments – Partially support</p> <p>I do not drive so I am unable to comment.</p>

	<p>Any other comments? I am a Thame resident, but do not drive. So in all honesty I am not able to comment on most of the proposals in general. HOWEVER, the Church Road Disabled parking is important to me as I know a number of people who require this type of parking and as it is, we struggle only having one disabled space. PLEASE increase this to two or three at least. There are many who come to St. Mary's Church (Thame Church) and it is open daily for visitors and worshippers.</p>
<p>(o56) As part of a group/organisation, (Thame, St Mary's Church/ Thame Barns Centre)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – No opinion</p> <p>It will restrict users visiting either Thame Barns Centre and/or St Mary's Church from parking and limit visitors particularly those with mobility issues but no blue badge</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>Permit holder only bays will prevent users of Thame Barns Centre and St Mary's Church using the spaces- this will particularly impact those with mobility issues but no blue badge</p> <p>Permit amendments – Object</p> <p>As previous</p> <p>Any other comments? None</p>

<p>(o57) Local resident, (Thame, Stuart Way)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – Object New DYs Lupton Road – Object Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – Partially support</p> <p>I'm objecting as Thame is a growing town yet getting less and less parking. These proposals are, again, trying to fix a problem that doesn't exist!!! And by people who don't live here no doubt! We need more parking in Thame, not less. Church Road is a good example - the fact that so many people do park there shows it's needed. If it's DY'd then where do they park?!! I object most strongly to these proposals.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>As above</p> <p>Permit amendments – Support</p> <p>If you introduce permit holder parking spaces, you are duty bound to create more parking for this 'already short of parking spaces' town!</p> <p>Any other comments?</p>
<p>(o58) As a business, (Thame, Thame Town Cricket Club, Church Road, Thame.)</p>	<p>Double Yellow Lines: New DYs Church Road – Support New DYs Ludsdan Grove – Support New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Support Remove DYs Chinnor Road – No opinion</p>

	<p>Church Road is a very busy road as it is feeder road to various business including the Cricket Club, Barns Centre and St Marys Church. The Cricket Club has it's own carpark with the Barns Centre having use of some spaces and the Church 2 spaces. Although we agree with double yellow lines to help ease the flow of traffic on Church Road we have concerns regarding residents parking and the general lack of parking for any one else, Church goers will be severely restricted and a lot of them are elderly. We are concerned that this will mean that people will try and park in our car park even if they are not using the cricket club facilities.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No objection Shared-use North Street (east) – No objection Formalisation DPPP Church Road – No objection</p> <p>We agree that the parking opposite numbers 3 - 6 for residents should be for residents but do not agree with residents parking opposite the Tithe Barn and North exit to Barns Centre and Cricket Club. Thought also needs to be given to the exit from the Cricket Club car park as it is very tight if cars park over the current white line.</p> <p>Permit amendments – Partially support</p> <p>As previously stated.</p> <p>Any other comments? The entrance into Church Road needs to be carefully considered as at present a disabled car parks on double yellow lines and makes it very difficult for cars going in and out of the road.</p>
(o59) Local resident, (Thame, Warren Mead)	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – Object Change from SYLs to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p>

	<p>There is already a significant increase in long HGVs using Wenman Road, to 'wait', these Lorries are stopping for several minutes up to longer, usually with engines running. They are alongside residential properties. Your proposals will obviously increase this. You seem to totally ignore the hundreds of residents living alongside Wenman Road</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No opinion</p> <p>How often do any traffic violations result in any consequence. I have never known an area where people park regularly on zig zag lines</p> <p>Permit amendments – No opinion</p> <p>You should think more of human beings and the people who are actually funding your schemes than you do.</p> <p>Any other comments? Please undertake an up to date survey of traffic use along Wenman Road, amount of vehicles, speed of HGV.s , increase of house vibration and shaking. Large heavy electric vehicles - increase in brake dust- Heavy vehicles often waste trucks, heavy machinery hire, accelerate and then have to brake at the corner of Wenman Rd, as do many vehicles. Oxon County Council really do not seem to apply the considerations to areas outside of Oxford city and there is no enforcement.</p>
<p>(o60) Local resident, (Thame, Wellington Street)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsen Grove – Partially support New DYLS Lupton Road – Partially support Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>I. Have greatly reduced mobility and would find it near on impossible to attend anything at StcMarus Thame</p> <p>Parking amendments:</p>

	<p>Permit holder Church Road – Object Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support Formalisation DPPP Church Road – Support</p> <p>Re Church Road. I have reduced Mobility now and find it nearly impossible to attend St Marys</p> <p>Permit amendments – No opinion</p> <p>See previous</p> <p>Any other comments?</p>
<p>(o61) As part of a group/organisation, (Thame, Willow Road but responding on behalf of Thame Church)</p>	<p>Double Yellow Lines: New DYs Church Road – Support New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – No opinion</p> <p>As a member of Thame Church, I object to some of the planned Residents only changes in Church Road. Already the elderly and those others with mobility issues find it difficult to park close enough to the church. Church Road provides the only level access to the church. The proposed changes would discourage those people who are amongst the most needy of our support from attending our services. This applies not only to our regular Sunday services but also to those attending weddings, baptisms and funerals. St Mary's is Thame's Parish Church and thus requires more support from the community, not less. Oxfordshire County Council exists to serve the needs of the community and I encourage OCC to bear this in mind when considering these plans.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p>

	<p>As a member of Thame Church, I object to some of the planned Residents only changes in Church Road. Already the elderly and those others with mobility issues find it difficult to park close enough to the church. Church Road provides the only level access to the church. The proposed changes would discourage those people who are amongst the most needy of our support from attending our services. This applies not only to our regular Sunday services but also to those attending weddings, baptisms and funerals. St Mary's is Thame's Parish Church and thus requires more support from the community, not less. Oxfordshire County Council exists to serve the needs of the community and I encourage OCC to bear this in mind when considering these plans.</p> <p>Permit amendments – Partially support</p> <p>The provision of Residents' & Visitors' permits should not apply to the two bays closest to the church - opposite Tythe Barn and north of Barns Centre exit.</p> <p>Any other comments?</p>
<p>(o62) Local resident, (Thame, Youens Drive)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdon Grove – Partially support New DYLS Lupton Road – Partially support Change from SYLs to DYLS Church Road – Partially support Remove DYLS Chinnor Road – Partially support</p> <p>Church Road - this road provides access to the Church, especially to those who may have physical disabilities and need to access the Church. Putting in DYLS on this road in particular will be reducing access for a wide range of people for a wide range of activities in the Church such as Weddings, funerals, civic events and regular worship days.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Partially support Shared-use North Street (east) – Partially support Formalisation DPPP Church Road – Support</p>

	<p>All of the above restrictions, in my view, are only going to work if there are adequate Disabled Persons Parking. The majority of persons taking up existing spaces, apart from Sundays in Church Road, are persons coming into the community to go to their work places and who are seeking reduced cost/no cost parking.</p> <p>Permit amendments – Partially support</p> <p>As with any new system, we have to be sure this route will serve the residents that the change says it will. At present, the main objection I have is that the restrictions on Church Road will disadvantage those persons with disabilities who need access to the church. In these times of increasing cost of living issues, anxieties about reduction in persons attending Church and other such issues, it is important that the church, the centre of the community in times past and now, should be readily accessible.</p> <p>Any other comments? As stated, the restrictions, especially in Church Road, need to be ones that serve the residents but also pays attention to the accessibility issues of disabled persons in the community and their ability to access the public space of the church.</p>
<p>(o63) Local resident, (Thame, cedar crescent)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsen Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>this will ignore the needs of disabled people going to church</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Object</p> <p>bays at the bottom of the road should be kept for disabled parking only</p>

	<p>Permit amendments – No opinion</p> <p>no opinion on this</p> <p>Any other comments?</p>
<p>(o64) Local resident, (Thame, Cotmore)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsen Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – Support</p> <p>No parking for attendees of church events e.g. funerals and weddings. Two disabled spaces aren't enough for the number of people who need close access. The disabled spot at the entrance to the road is too far away from the church.</p> <p>Parking amendments: Permit holder Church Road – Partially support Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>Formalisation of the disabled parking bay plus 2 more would be excellent to ensure the church is easily accessible.</p> <p>Permit amendments – Partially support</p> <p>Mainly concerned about the Church Road developments.</p> <p>Any other comments?</p>
<p>(o65) Local resident, (Thame, Dorchester Place)</p>	<p>Double Yellow Lines: New DYs Church Road – Object</p>

	<p>New DYLS Ludsdan Grove – Object New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p> <p>over 80 and use the parking place in question. Since I have restricted walking. I have to use my car. these changes would severely restrict my wife and I for visiting the church, especially since I am on a church committee and choir etc and often need to access the church.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – Partially support</p> <p>why are there no spaces in the Barns centre/ (cricket area. particularly on a Sundayz</p> <p>Permit amendments – Object</p> <p>Could be open to incorrect permit use, could affect town visitors</p> <p>Any other comments? road by prebendal is often full of cars of workers finding unlimited parking. why not make part one side visiting for say 3 hours..</p>
(o66) Local resident, (Thame, Fish Ponds)	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Object Remove DYLS Chinnor Road – No opinion</p>

	<p>I attend St Mary's church and having attended funerals during the working week and these restrictions would prevent a significant number with mobility issues from accessing the church. There is no other available space for these to use. I would request you increase disabled parking by a significant amount.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – No objection</p> <p>See previous comments</p> <p>Permit amendments – Object</p> <p>As previously expressed</p> <p>Any other comments?</p>
<p>(o67) Local resident, (Thame, Nelson St)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – Support New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – No opinion</p> <p>I object on the grounds that there is little to no provision for the infirm to park along this stretch of road.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – Support Shared-use North Street (east) – Support Formalisation DPPP Church Road – Support</p> <p>as above</p>

	<p>Permit amendments – Object</p> <p>as above</p> <p>Any other comments?</p>
<p>(o68) Local resident, (Thame, North St)</p>	<p>Double Yellow Lines: New DYLS Church Road – No opinion New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>N/a</p> <p>Parking amendments: Permit holder Church Road – No opinion Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – No opinion</p> <p>As a resident of North St, I oppose the shared parking plans. The current scheme has only just been introduced and has improved parking for residents to a degree. We are now able to park near our house most of the time. However it is abused by non residents often and parking wardens/penalties are not used enough to enforce the new rules. The app which allows individuals to highlight infringement is unethical- we shouldn't have to inform on others and impractical. It still requires a warden to follow up.</p> <p>The scheme proposed will make 'these problems worse, increasing the number and frequency of non resident parking , reducing space for residents and further eroding enforcement.</p> <p>I do not understand why the parking on North St needs changing, there is currently public parking at the cattle market and at both ends of the high street for non residents . If there is a problem with parking then development plans for the cattle market may need reconsidering. This will seriously impact on the towns allocation and unpopular tinkering with North St's parking will not alleviate this.</p>

	<p>I do not see any suggestion that non resident will have to pay to use the North St parking, whilst resident do pay £100 p year with no guarantee of a parking place and at times having to pay twice - at the cattle market when parking places outside our house are used by non-payers. This does not feel equitable. Or encourage non resident to use currently available regulated parking If non resident parkers had to pay to use North St it may encourage them to consider their options. At present they have free parking close to town, with little fear of enforcement if they overstay, and at the residents' expense. They may use other paying parking accessible for all if enforcement and payment was properly implemented. or better still the new unworkable proposal was dropped.</p> <p>Permit amendments – No objection</p> <p>It's fair.</p> <p>Any other comments?</p> <p>I am keen to see Thame continue as a r Thriving local community and centre. I welcome the 20 mph speed limit and would be keen to see it enlarged. Thame should work hard to make the town a pedestrian and cycle friendly town. The speed limit is a start. I would be keen to see the corn market become fully pedestrian too. Car parking is necessary but car users should expect to pay for this pricakage,especially around the centre of town. Car users should be encouraged by Y price to lose the numeros existing car parks. I would like to see more enforcement of traffic/parking regulation including fining off cars parked on pavements, too near crossings and junctions.</p>
(o69) Local resident, (Thame, North street)	<p>Double Yellow Lines: New DYLS Church Road – Partially support New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – Partially support Remove DYLS Chinnor Road – Support</p> <p>Chinnor road is a nightmare for parking for residents so to have as much residential parking as possible is essential</p> <p>Parking amendments:</p>

	<p>Permit holder Church Road – Support Shared-use North Street (west) – Object Shared-use North Street (east) – Object Formalisation DPPP Church Road – Support</p> <p>I live on North street and only having permits for a year after a 30 year fight for permits we as residents firstly need the entire street to be permit only and no 2 hour parking at all. There are 3 car parks within walking distance of north street, one of these is free parking for an hour, Waitrose and the cornmarket. There are only 6 businesses on this street but many more homes. Parking is currently a struggle here even with permits as there is no one enforcing the permits regularly. As a family with a young child the ability to firstly park on the street is important but to be able to park within a short walk is essential. To limit the street further with shared parking is madness. People are currently parking on double yellow lines because there simply isn't enough parking for us all especially when people drive into town to pick up food. Please reconsider this with great detail as the residents already feel unsupported and unheard about planning applications. Many thanks</p> <p>Permit amendments – Partially support</p> <p>Church road I agree needs a permit due to business usage of these road. The other streets again yes as residential roads need to have residential spaces for them. The town could consider being more friendly to bike usage and make attempts to stop people driving into town to shop when they can bike/ walk. The town centre is also residential and prioritising parking for them is essential</p> <p>Any other comments? Maybe you could consider permits for all residential streets to be 24 hour permits as at 6pm when we come home the ability to park is extremely limited/non existent</p>
(o70) Local resident, (Thame, Queens Rd)	<p>Double Yellow Lines: New DYs Church Road – Support New DYs Ludsdan Grove – Support New DYs Lupton Road – Support Change from SYs to DYs Church Road – Support Remove DYs Chinnor Road – Support</p>

	<p>All proposals are very sensible for the given roads. But I do believe the newest parking restrictions within the town centre are very detrimental to the town. With such limited parking space available</p> <p>Parking amendments: Permit holder Church Road – Support Shared-use North Street (west) – Support Shared-use North Street (east) – Support Formalisation DPPP Church Road – Support</p> <p>See before</p> <p>Permit amendments – Support</p> <p>They need to park near their homes</p> <p>Any other comments? See previous answer</p>
<p>(o71) Member of public, (Thame church, Strafford Way)</p>	<p>Double Yellow Lines: New DYs Church Road – Object New DYs Ludsdan Grove – No opinion New DYs Lupton Road – No opinion Change from SYs to DYs Church Road – Object Remove DYs Chinnor Road – No opinion</p> <p>I bring a disabled person to church and being able to park close to the church makes it much easier for them.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p>

	<p>See previous comments re. Disabled access to church.</p> <p>Permit amendments – Partially support</p> <p>Provided there is available parking for disabled</p> <p>Any other comments?</p>
<p>(o72) Member of public, (Towersey, Manor Road)</p>	<p>Double Yellow Lines: New DYLS Church Road – Object New DYLS Ludsdan Grove – No opinion New DYLS Lupton Road – No opinion Change from SYLS to DYLS Church Road – No opinion Remove DYLS Chinnor Road – No opinion</p> <p>Parking near the church is necessary for disabled access to the church. Perhaps there could be some time-limited disabled parking allowed.</p> <p>Parking amendments: Permit holder Church Road – Object Shared-use North Street (west) – No opinion Shared-use North Street (east) – No opinion Formalisation DPPP Church Road – Support</p> <p>Same as above</p> <p>Permit amendments – Support</p> <p>So long as the church can be allocated sufficient visitor permits</p> <p>Any other comments?</p>

C. Responses received via email:

RESPONDENT	COMMENTS
(e1) Rector, (Thame Church)	<p>Object – We conduct many funerals in the church for the churchyard is also the cemetery for Thame. We also host many events for the public and other services.</p> <p>There is no car park for the church and visitors must use either public car parks or other spaces (and please bear in mind that The Barns Centre is not a church facility and parking can only be used by users of the Centre and the Cricket Club).</p> <p>Placing double yellow lines will prevent those with mobility issues accessing the church. Formalising the sole informal disabled space would not be sufficient as many events are attended by more than one person needing such a parking space. Those with mobility issues without a Blue Badge would not be able to access the church if double yellows are placed alongside the whole road. Steps to access Priest End prevent that access point being used.</p> <p>Please reconsider the proposed action and provide substantially more disabled places on Church Road and provide a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates.</p>
(e2) Joint Church Council, (Thame Church)	<p>Object – We currently have no car park which can be used by members of our congregation or visitors to St Mary's Church in Thame for weddings, funerals or other services. The Barns Centre is not a church facility so parking is limited.</p> <p>As the parish church in Thame, we conduct many funerals in the church for the churchyard, which is also the cemetery for Thame. We also host events such as Christmas services, wedding ceremonies, babies and toddler groups, baptisms, older people's events, concerts, and performances for the public.</p> <p>Physical access is already an issue for those attending the church but the introduction of double yellow lines and only one disabled parking space close to the church will create further barriers. Steep steps to access the church from Priest End mean it is impossible for those with physical disabilities to enter the church from that side. We have members of our congregation and the public with mobility issues who do not have a Blue Badge and so would not be</p>

	<p>able to park on the double yellow lines along the road. A single disabled space is not sufficient to cater for those accessing the church.</p> <p>We would urge you to reconsider the proposed plans and to increase the number of disabled spaces closer to the church entrance on Church Road. The introduction of a hatched area for funeral hearses to use when funerals require the coffin to be taken from Church Road by the church gates would also be beneficial.</p>
<p>(e3) Local resident, (Thame, Church Road)</p>	<p>Object – We are residents in Church Road and would be impacted by the proposals and want to register objections to parts of the plan that specifically relate to Church Road.</p> <p>The proposal would create 12 permit holder only parking spaces (based on current parking patterns) in Church Road. Our main concern, and an objection to the proposal, is that by doing so there is no provision for parking for casual visitors. This is a real concern as, in particular, it would mean no spaces for visitors to the Church and Church yard where there is level, step-free access. Loss of visitor parking spaces would also adversely impact the Barns Centre and Cricket Club which are both regularly used for community events.</p> <p>As we are residents of Church Road who would not require a parking permit, having permit holder only parking would also directly affect us - where would our own visitors park? We may not be the only residents in this situation, currently or in the future. There is no provision for our visitors if it is all permit holders only spaces. Or would we qualify for the free visitor scratch-cards are issued to residents that could be used in the Church Road and the TH zone?</p> <p>Perhaps a solution would be to allocate the spaces at the top of the street (opposite Nos. 3-4 & Nos. 5-6) as permit holder only, as proposed, and have the spaces opposite the Tithe Barn entrance and north of the Barns Centre exit as shared use. This would still provide up to 12 spaces for residents with permits and allow some visitor parking too.</p> <p>Part of the rationale for proposing this alternative is that the loss of permit holder only spaces at the Church end of the road should not be an issue to those residents who purchase permits as they usually manage to park in the road somewhere, albeit not immediately outside front doors. We do recognise that other residents on the High Street with TH permits could park in Church Road but hope this would be limited as there are often free shared spaces on the High Street. And reciprocally, the residents in Church Road with permits would now be able to park in spaces in the High Street TH zone, which they have not been able to do previously.</p>

	<p>The second aspect is a concern about the proposal to extend the DYL down the side of the Tithe Barn. Wedding cars, hearses, monumental masons, as well as council vehicles used for work being carried out in the Church yard, all regularly park in that location. With this situation are DYL's appropriate?</p> <p>We support the retention of the existing no waiting (single yellow line) outside Nos. 7&8.</p> <p>Finally, a couple of pleas, firstly to limit the amount of street furniture and signage required for any implementation as Church Road is part of the Thame Conservation Area. Secondly, to ensure that there is effective liaison with the Highways Department to get the ongoing serious drainage issues resolved and the road fully repaired and resurfaced before any 'marking out' is done as the road surface is breaking-up in many places with continuing problems.</p>
(e4) Local resident, (Thame, East Street)	<p>Object – I feel it is totally unfair to charge residents of North Street £100 for very few spaces and then for them to be shared with shoppers while they will pay no fee.</p> <p>Please reconsider this change as it is unfair. Residents in East Street do not have to share their spaces and get to enjoy parking outside their own home . we love our North Street community and provide a service to the general good appearance to the town. Please reconsider.</p>
(e5) Local resident, (Thame, North Street)	<p>Object – I can't believe that Oxfordshire County Council are looking to mess around with the residents parking on North Street within 12 months – it seems to be in the DNA at OCC that Drivers and Parking is being altered.</p> <p>I am particularly disappointed as I have tried to contribute towards making a more ecological decision by selecting an Electric Vehicle and my wife has chosen a Hybrid Vehicle we seem to be being penalised – it looks like North Street is having Residents Parking Spaces taken away 11 spaces down to 6 and where we currently enjoy “no restrictions” will have restrictions.</p> <p>On the face of it this seems fundamentally un-fair to residents of North Street and whilst the tax take from Residents will be the same “non-residents” are paying absolutely nothing for the privilege of parking on North Street which just compounds the inequity.</p> <p>The one thing that we have noted over the last 10 months is the poor quality of parking – where there is space for 6 cars – a poorly parked car means that only 4 or 5 cars can park – we would ask that when you make changes to the</p>

	<p>parking spaces on North Street and I would suggest other locations in Thame is that you arrange for individual car parking spaces to be highlighted.</p> <p>With the purchase of an electric vehicle I believe that it is more important that OCC consider the charging of Electric Vehicles for Residents and I will repeat my offer that I have a charger fitted on the East Side (between 59 North Street & Cancer Research) and this EV Parking bay is made available to other residents in North Street who have Electric Vehicles this would demonstrate real community power in OCC and the use of a new OCC Charging Solution.</p> <p>Whilst we are extremely disappointed with the proposed changes, I trust that these ideas represent the positive approach that we would like to help you and your colleagues with implementing new changes in Thame.</p>
<p>(e6) Local resident, (Thame, North Street)</p>	<p>Object – I am writing to object to the newly Oxfordshire County Council (OCC) proposals to reduce Permit Holder only parking on North Street, Thame to six spaces.</p> <p>After the introduction of Residents Permit Parking last year, I wrote to say how much easier it is to be able to park near our homes, and we are happy to pay for it.</p> <p>But to pay the same amount for half the bays is not realistic. There is never enough parking now because the area has few visits from Traffic Wardens. And drivers and business owners coming into town often park for the whole day. We would be subsidising visitors free parking.</p> <p>Living on North Street are families with young children, and elderly and infirm residents, who need to be able to park nearby. So driving round Thame to find a space, then walking home, often in the dark means we cannot carry shopping or feel safe. We are made to feel North Street residents are second class citizens. Where exactly do you expect us to park?</p> <p>These historic houses are in a Conservation Area and require considerable upkeep- but without Permit Parking there is little incentive to live here. It is just too impractical.</p> <p>We live in the centre of town, we use local shops, pubs and restaurants, which is essential to Thame. Visitors have 2 big car parks in the centre of town, why do they need to have our spaces too?</p>

	<p>If you want people to live in the centre of Thame, and contribute so much to the town, then please help us to have a better quality of life without worrying about how we can park near our homes. It is a real worry - and stressful not be able to do so.</p> <p>Business owners complain of high rates and an entitlement to be able to park, often very large cars which take up more than one space. Despite paying considerable Council Tax our needs are not considered.</p>
(e7) Local resident, (Thame, North Street)	<p>Object – I write in connection with the proposed parking restrictions in Thame – specifically with regards to North Street.</p> <p>I have noted that the current parking proposals would mean that instead of having 11 spaces for permit holders there would be 6.</p> <p>The residents of North Street would be back to the situation of competing with visitors who pay nothing, whilst we now pay £100 a year each.</p> <p>In addition to paying for our permits we invest in our properties to help contribute to the attractive appearance of the Conservation Area and contribute much to the local economy by using the shops, cafes and restaurants locally.</p> <p>I strongly object to the current proposed changes and would kindly request that the parking arrangements stay as they are.</p> <p>In addition, I think it would be a good idea to have parking bays marked out so that the space in the bays are used efficiently.</p> <p>Please give serious consideration to this request and I know that you will have received similar correspondence from our neighbours on North Street.</p>
(e8) Local resident, (Thame, North Street)	<p>Object – I write to object to new Oxfordshire County Council (OCC) proposals to reduce Permit Holder only parking on North Street, Thame from the originally proposed 14 spaces to six.</p> <ul style="list-style-type: none"> • History: Since at least 1993 North Street residents could not legally park close to their properties for more than two hours until OCC introduced paid-for Residents Parking Permits in January 2024. These proposals were for Permit

Holdings only parking (Mon to Sat, 8am to 6pm) in all existing time limited bays and unrestricted on-street parking areas on the west side of North Street from the pedestrian crossing to No.13.

An inspection indicates that with the exception of a disabled bay this consists of three bays which together could accommodate 14 carefully parked cars.

On 29 January 2024 OCC changed the proposals from Permit Holders only to Dual Use parking, meaning that Permit Holders who pay £100 per annum to park in the bays would have to compete with visitors who paid nothing.

It was not until April 2024 when the bays were re-designated to Permit Holders only that residents saw a noticeable improvement in available parking spaces on North Street.

Around the same time the southernmost of the three parking bays (in front of the barbers shop at No.2 North Street) became two hour parking, reducing space for Permit Holders only parking to 11 cars.

- The latest proposals: OCC have now proposed that the central bay (in front of No.5A North Street) becomes Dual Use again, further reducing space for Permit Holders only parking to six cars only.
- Disincentive: The reduction in parking space for fee-paying Permit Holders living on North Street, especially for the elderly, those with young families and residents returning from work, would once again mean that they were competing with motorists paying no fee at all, therefor creating a disincentive to live and invest in Thame town centre.
- Contribution from North Street residents: North Street residents patronise local businesses on a daily basis and by investing considerable amounts of their own time and money in improving their properties make a significant contribution to the appearance of the Thame Conservation Area.
- Inadequate Alternative Transport: Sadly, there remains no practical alternative to car ownership for Thame residents. Taxis are prohibitively expensive for anything more than a short journey and busses do not run from Thame in the early hours of the morning. In consequence a long journey without a car remains a costly and time-consuming proposition.
- Inadequate Compensation for lost Permit Holder Only spaces: The introduction of a new Dual Use bay for two vehicles on the east side of North Street would not compensate for the five Permit Holder only spaces residents would lose under the new proposals.

	<ul style="list-style-type: none"> • Does the present system work?: On North Street Permit Holder only parking only works if the bays are policed regularly. The same applies to Dual Use parking. • Inadequate policing of bays: Since the introduction of restrictions in January 2024 visits from a Parking Officer have been sporadic at best. When an Officer does attend available space improves noticeably. For example, an officer monitored North Street during the week of 18-22 November 2024 and an increase in spaces was noted, there were less spaces when the Officer did not appear to attend the following week. <p>IN CONCLUSION: The available space granted to Permit Holders living on North Street in January 2024 could be more than halved if these new proposals were implemented.</p> <p>The introduction of Permit Holder only parking meant that for the first time we could stop worrying about receiving a parking ticket for parking more than two hours in front of our own property. It was a benefit which we were happy to pay for because it improved the quality of life for us and for our North Street neighbours</p> <p>The proposed reduction of Permit Holder only parking from 14 to just six spaces would impact a freedom so recently gained leaving us to conclude that business interests (if that is what is influencing the proposed changes) are given precedence over the interests of residents who may well contribute more.</p>
(e9) Local resident, (Thame, Church Road)	<p>Concerns – Our concern if the proposed parking restrictions come to pass are for our visitors. We have a carer almost daily and frequent visits from family and friends and 25 scratch cards in 6 months would be insufficient, to say the least. Even 25 more (after 6 months) would hardly suffice. We would welcome your comments and advice in our problem.</p> <p>Otherwise we think the proposals would ease the pressures in Church Road.</p>
(e10) Local resident, (Thame, Ludsdan Grove)	<p>Concerns – Drop off time for the school is chaotic and dangerous since the cattle market entrance was closed.</p> <p>I had to politely ask a parent last week to move as they had brazenly marked on our adjoining neighbours drive way without permission!</p> <p>Some form of measure is needed, especially to keep the turning bay clear opposite our house. This would allow access to the garages and ensure emergency vehicles could get through.</p>

	<p>I would personally like to see DYs or keep clear hatching in the turning bay opposite our house.</p> <p>We would however still like provision in place for us to have visitors?</p>
(e11) Local resident, (Thame, North Street)	<p>Concerns – The proposal for 'Shared-use' bays on North Street West side adjacent to No. 5a instead of 'Permit Holders Only'.</p> <p>The number of incidents of people parking without permits in North Street in the permit holders only bays is rising and there seems to be a lack of policing by wardens to prevent this occurring.</p> <p>I feel that introducing this shared use will further restrict the occupants from No.6 onwards.</p>
(e12) Member of public, (Haddenham)	<p>Concerns – am a member of Thame Church worshipping at St Marys Thame. As I regularly attend, I rely on parking in Church Road. Making this a double yellow lined area would seriously impede me from attending my regular place of worship.</p> <p>I am also very concerned for those who attend larger events such as Baptisms, Weddings and Funerals. (For example, over 350 attended a recent funeral.) Your current proposal would make life exceptionally difficult for those visiting from outside Thame.</p> <p>I urge you to reconsider this proposed plan to enable me to park near my church.</p>
(e13) Local resident, (Thame)	<p>Support – I am just writing to say how pleased we are that you are considering double yellow lines along Lupton road Thame, OX9 3SE, the road is a dangerous nightmare as it is often double parked and also pavement parking, it makes exiting units hazardous as vision is often obscured by vehicles. The lorry drivers are very good and it is not easy for them, once again many thanks</p>
(e14) Local resident, (Thame, Church Road)	<p>Support – we very much welcome this proposal. As residents of the central area, on-street parking is becoming more and more challenging. On this basis we would like to request that permit holder bays are introduced from opposite our house rather than No. 3. We have 8 residences on this street, with 6 houses needing parking capacity (8 car parking</p>

	<p>bays needed across 6 households presently) along with those residents at the bottom of the High Street. Additional disabled parking capacity will remove the space that current residents use in the TH zone. Disabled parking is necessary and I am not contesting this but I do feel that increasing the permit holder bays to opposite our house is critical given how residential this area of the town is. Further, Church Road currently provides parking for the businesses and community spaces along this street, which adds additional pressure to parking availability during the day and in the evenings.</p> <p>Otherwise we think the proposals would ease the pressures in Church Road.</p>
(e15) Local resident, (Thame, Church Road)	<p>Support – I would like to thank you for proposing to make Church Road, Thame, a permit-holder zone.</p> <p>As a fairly recent resident, I would like to highlight how difficult it is to find a parking space during the day.</p> <p>Those who have lived in Church Road longer than me say it was always a problem, but the creation of a permit zone on the High Street has made things worse.</p> <p>Cars not belonging to residents are regularly parked in Church Road all day — indeed some have been left for weeks on end.</p> <p>I look forward to being able to go out in my car in the morning and return later with a much better chance of finding a space!</p>
(e16) Local business, (Thame, Lupton Road)	<p>Support – Since MGM Building Supplies took over the old Whitleaf premises the entire road has become a nightmare (at this moment I'm looking out of our office window at an HGV backing down Lupton Road!)</p> <p>Lupton Road is extremely busy with Crash Repairs, at one end next to us and a new Auction Company plus Browns and Birks car repairs further up the Road. By looking on Google maps I believe that you will see the situation. Only a few of the businesses do have their own parking (us included)</p> <p>So we fully support the installation of DYL wherever possible along the Road, and we can only think that any business who wishes to oppose the idea needs to re-think their own parking arrangements</p>