

Divisions Affected - *Woodstock*

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

**22 JANUARY 2026**

### **WOODSTOCK, CADOGAN PARK ESTATE AND OXFORD ROAD: – PROPOSED NO WAITING AT ANYTIME RESTRICTIONS**

Report by Director of Environment and Highways

## **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of new waiting at any time restrictions (double yellow lines) in Woodstock on sections of Cadogan Park, Crecy Walk, Oxford Road (service road), Park Side and the junctions of Princes Rise/ Flemmings Road/ Plane Tree Way.**

## **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to introduce double yellow lines on roads within Woodstock as shown on the plans in **Annexes 1 & 2**.
2. The statutory consultation follows on from an informal consultation undertaken in the summer of 2025, where residents were canvassed on their views of parking in the area. Although these surveys did not demonstrate support for a formal permit parking scheme to be introduced, there was localised support for no waiting restrictions in areas where parking was currently causing a concern.
3. The formal proposals presented for consultation were developed in collaboration with the local County Councillor, who has expressed support for the recommended amendments.

## **Corporate Policies and Priorities**

4. In the newly adopted 'Oxfordshire Strategic Plan 2025-2028' the Council has ambitious plans to create a greener, fairer and healthier Oxfordshire. This includes objectives to *"Create better spaces for residents and visitors in our town centres."* (*Greener Oxfordshire*).

5. The Strategic plan sets out that the Council will continue to roll out our Local Transport and Connectivity Plan (LTCP), which aims to cut carbon emissions from transport. This means encouraging people to use public transport, cycling and walking instead of driving.
6. The LTCP sets out that the management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.

## Financial Implications

7. The proposals are being funded through an allocated capital budget to review and introduce parking controls in the County. There are no additional pressures on new budgets or resources to deliver the amendments.

## Legal Implications

8. 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 relevant legislation.
9. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## Staff Implications

10. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected

## Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. A full Equalities Impact Assessment has been undertaken and can be viewed in **Annex 6**.
12. Officers confirm that 'Blue badge' holders can park with a valid badge on single/double yellow line parking restrictions (providing a loading/unloading ban is not in force) for up to a maximum of three hours.

13. Additionally, the Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge.

## **Sustainability Implications**

14. The proposals are being put forward to ensure that access and safety are maintained on the road network.

## **Risk Management**

15. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## **Formal Consultation**

16. Formal consultation was carried out between 13 November and 12 December 2025. A notice was published in the Oxford Times newspaper, and an email was 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, West Oxon District Council, relevant local District Cllrs, Woodstock Town Council, and the local County Councillor representing the Woodstock division.
17. Letters were sent directly to approximately 388 properties in the immediate vicinity, and public notices were also displayed on site at various locations within the area.
18. During the course of the formal consultation, 139 responses were received via the online survey, with 120 identifying as local residents and 19 identifying as a mixture of the public, councillors or not identified.
19. The County Councillor for Woodstock has responded to confirm his continued support for the proposals and has asked that if the restrictions are introduced, that their impact is monitored.
20. Thames Valley Police submitted a response to the proposals stating that;  
  
*"this situation has been present for many decades, but not aware the situation on the Oxford road has ever been identified a safety issue.*

*I assume the wider restriction on Cadogan Park are to address displacement from Oxford Road area should it go ahead. In principle the Police do not object."*

21. A representative of Woodstock Town Council has responded to state that following a motion at their meeting 9th December;

*‘Woodstock Town Council RESOLVES to request Oxfordshire County Council suspend the closing date of the open consultation on double yellow lines depicted as for being for the Cadogan Park estate (which is mis-depicted and not commonly recognised in the town), and requests that OCC subsequently extend or restart the consultation after addressing the perceived consultation flaws described in the 10 bullet points of the attached paper (to be provided to OCC for public response) and rectifying the consultation and its associated public materials accordingly.*

*Councillor Grant suggested an amendment*

*b) For a full parking review for the whole of Woodstock especially concerning the problem with displaced parking causing public hazards.’*

22. A further document was provided challenging the consultation process, and this can be found at **Annex 5**.
23. A total of eight email responses were also received, with four responses wholly in support, and four in support but with reservations/ requests for changes to be considered.
24. A series of graphs providing the general position of respondents to each element of the proposals is provided in **Annex 3**. This is based on options provided through the on-line survey, where respondents were asked to give their views on whether they supported the proposals, objected or had concerns.
25. The full responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

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

### **Challenges to due process**

26. In response to the consultation, Woodstock Town Council have submitted a request, calling for the decision-making process to be suspended and the traffic order process to be restarted due to perceived flaws in due process. At a recent Woodstock Town Council meeting they approved a motion to ask for a full parking review for the whole of Woodstock (paragraph 22).
27. The full statement listing what are perceived as the potential flaws in the consultation is shown in **Annex 5**.

### Officer response

28. The statement of reasons for the proposals clearly sets out the background and justification for the proposals. There is not a requirement in this type of document to provide supporting evidence or make assessments of potential effects or causes. The provisions under the Road Traffic Regulation Act 1984 (section 1) set out the grounds by which a traffic order can be introduced and the statement of reasons conveys the council's identified reasons for any given proposal. In the case of the proposed no waiting restrictions in Woodstock, these were:

<sup>1</sup> safe movement of motor vehicles and other traffic, ensuring that danger is minimised

<sup>2</sup> whilst facilitating the effective and safe passage of traffic.

<sup>1</sup> Section 1 (1) (a) Road Traffic Regulation Act 1984

<sup>2</sup> Section 1 (1) (c) Road Traffic Regulation Act 1984

29. The statutory consultation for the proposals followed extensive consultation and engagement with residents and the resulting proposals take into account officer assessments and input from the public feedback. There is always the potential for displacement with any parking proposal, but it can be counter-productive to include these types of statements in a consultation where the future outcomes are not known. All feedback is considered and addressed as part of the decision-making process.
30. On the consultation page for the public consultation:  
[https://letstalk.oxfordshire.gov.uk/woodstock\\_cadoganpark\\_parking2025](https://letstalk.oxfordshire.gov.uk/woodstock_cadoganpark_parking2025)  
It recommended users to read the detailed information provided on this consultation. To the right of the page under 'consultation documents' users were able to download/view, copies of the 'public notice, 'statement of reasons', 'draft traffic regulation order' and consultation plans.
31. The proposed restrictions are being funded through a capital allocation for parking schemes and enforcement would be through our existing enforcement contractor. If funding or enforcement of the restrictions was not feasible, the council would not be promoting a change and the fact that this information is not in the consultation documents, does not undermine the statutory process.
32. The title given on the consultation page included 'Woodstock: Cadogan Park – proposed parking restrictions. The challenge from the Town Council is that this is misleading as it does not reflect that other streets are included. In response, it's common where we have limited characters for a scheme title, to provide a general location (rather than listing every road) and to explain the type of changes being proposed. It should be noted that statutory requirements, including putting notices on site and in the local press have been met. Residents in the area were written to, and the letter listed all the roads where restrictions are being proposed. Visitors to the website will also have been able to view the plans.
33. The Town Council are a statutory consultee and in-line with our standard procedures, they were consulted at the same time as other stakeholders with

an email containing all the relevant documentation being sent on the 13th November. A read receipt was returned on the 14th November from the email address of the Town Clerk.

34. The Woodstock Bowls and Tennis Club are listed as one of the consultees where a consultation letter would have been sent out. Their feedback will be considered within this report, alongside all the other responses.
35. Officers are confident that the requirements under 'The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996' have been followed and the Council is acting under the powers conferred under the Road Traffic Regulation Act 1984. The council have gone above and beyond what is required by law to ensure the proposals were well publicised. Information about the proposals were available to the public throughout the consultation period. The outcome of the consultation and decision-making process has followed the council's constitution on the determination of a traffic regulation order proposal.

### **General Response to the proposals**

36. The outcome from the public consultation shows that overall, the majority of respondents who used the on-line feedback form or who responded by email are supportive of the proposals. This is documented in the charts in **Annex 2**.
37. A total of 31 comments stated that they supported the proposals and felt that the restrictions would help to address issues around events at Blenheim and at school drop-off/ pick-up times, where roads can become obstructed or road safety compromised. 13 respondents specifically mentioned that obstructions were a problem on the areas where restrictions are proposed.
38. Some general concerns/ objections were raised with seven respondents questioning the need for the restrictions at all or specifically that they are not needed in Cadogan Park or Oxford Road (three respondents).
39. A common response (seven respondents) was that the management at Blenheim Palace should be doing more to mitigate the parking issues, as their visitors are causing some of the problems.
40. The impact on residents' ability to have visitors and tradespeople to their properties was raised by seven respondents and a small number of respondents suggested that alternative restrictions should be considered, which allowed users more flexibility to park for short periods or at times where it would cause less of an issue.
41. Another respondent felt that the restrictions would impact on local employees who need to park for work.

### **Officer response**

42. An informal consultation was undertaken in summer 2025, where residents were asked their opinions on parking issues in the area, including their

perception of parking problems and whether formal restrictions are needed to address local concerns. The feedback received was mixed and although some residents identified that there are issues during some periods, the majority did not support blanket restrictions across the estate in the form of a residents parking scheme or yellow lines

43. Although the overall feedback from the informal consultation did not support wider intervention, there was support locally from residents living in Cadogan Park and Oxford Road service road for restrictions to be introduced.
44. Officers have worked with the management team at Blenheim Palace who have been responsive around making improvements to their traffic management plans. However the Blenheim Estate is a private entity and as such, the County Council cannot mandate or put requirements on parking charges in their car parks where events take place.
45. Although the purpose of 'No Waiting at Any Time' restrictions (double yellow lines) is to prevent parking, they still allow for the loading and unloading of goods and the setting down/picking up of passengers. All the properties in the areas where restrictions are being proposed have access to off-street parking and have the option of parking nearby in unrestricted areas.
46. The concerns around general parking are noted, however many of the roads within the area remain unrestricted so there are opportunities for on-street parking.

#### **Concerns regarding displacement and wider issues in Woodstock**

47. The issue of displacement was raised as a concern by 23 respondents, who believed the impact of the restrictions could cause issues to be moved into other roads within the area.
48. Suggestions were made by a number of respondents that further restrictions would be beneficial in near Willoughby Way, Flemmings Drive, and along other sections of Princes Rise.
49. A small number of respondents (four) questioned the council's approach to tackling parking issues in Woodstock and called for the authority to carry out a Townwide review rather than taking a piecemeal approach.
50. Some respondents took the opportunity to highlight other areas of Woodstock outside of the area of scope where restrictions are needed. This included A44 in Old Woodstock, Banbury Road and roads around Brook Hill and Green Lane.

#### **Officer response**

51. The proposals focus on key areas where parking may create a hazard or obstruction (e.g. on bends / junctions / around accesses), and extents have been kept to a minimum to reduce the likelihood of displacement. The proposals

also take into account public feedback that more widespread restrictions are not supported at this time.

52. The requests for further restrictions in other locations to be considered are noted but as set out in paragraph 43, the feedback from the informal consultation demonstrated that there isn't a consensus on further restrictions on the estate at this time. Any additional measures would need to be considered as part of a review and could not be introduced without the requirement for further public consultation. If the proposals are introduced the area will be monitored.
53. In response for requests for a townwide review of parking, officers have carried out monitoring of other areas in Woodstock as part of a review of the original scheme in the central area. These assessments did not identify the need or local support to extend parking restrictions, but where requests are received, they are considered as part of a wider programme for parking schemes across the County.
54. Officers will continue to work with the local County Councillor to develop new proposals for parking measures where there is an identified need, local support and resources and funding available to take undertake the necessary surveys, design and public consultations.

### **Responses regarding Oxford Road service road proposals**

55. The objective of introducing double yellow lines on Oxford Road service road is to ensure access to properties is maintained and allow for enforcement where obstruction take place. This aim was supported by 8 respondents who felt that the changes would be an improvement and would reduce occurrences where parking impinged on access.
56. It is apparent that some respondents believed that the proposals would wholly restrict parking on Oxford Road service road, which is not the case. This is reflected in the feedback where four respondents felt that removing parking would impact residents or have a wider impact on the town's visitors (five respondents).
57. Alternative suggestions were presented by four respondents who felt that introducing limited waiting restrictions would be beneficial to bringing shoppers into the town and to allow for drop off/ pick-ups for users of bus services.
58. In contrast, two respondents believe that the service road should have no parking allowed, similar to the restrictions proposed for Cadogan Park.
59. One respondent asked for yellow lines to be extended to fill the gap between 15-17 Oxford Road as parking causes problems for access.  
Officer response
60. Feedback indicates a common misconception that the proposals would eliminate all parking on the north side of Oxford Road service road. In reality, the restrictions are designed only in areas marked with white access lines,



enabling enforcement where vehicles obstruct private driveways. Additionally, new sections of double yellow lines are proposed at each end of the access road to improve traffic flow and facilitate easier manoeuvring for larger vehicles.

61. In response to the suggestions to introduce short stay parking restrictions on the service road, officers have taken a view that based on the feedback from the informal consultations, there is limited support for this locally. In addition, introducing short stay parking would likely to increase the longer stay parking into other roads nearby. Without consensus on mitigation measures (e.g. residents parking schemes) it was felt that these measures should not be considered at this time.
62. Similarly, suggestions for a complete ban on parking were not considered, for the reasons set out above in paragraph 60.

### **Responses regarding the Cadogan Park proposals**

63. The double yellow line proposals for Cadogan Park cover two separate sections with the first on the through route from Oxford Road through to Princes Ride and the second covering the section of Cadogan Park which is effectively a single access road ending at the access to the Bowls and Tennis Club.
64. The majority of respondents to the on-line survey (45 percent) supported the introduction of waiting restrictions. A total of 11 respondents specifically mentioned that Cadogan Park (single access road) is too narrow to allow parking in their feedback. Examples were given of obstructions to driveways and concerns around access for emergency services following a recent car fire in the road.
65. In contrast objections and concerns were raised by six respondents who believe that restricting parking on Cadogan Park will have an impact resident's ability to have visitors and trades people who may need to park on the road.
66. A representative of the Bowls and Tennis club raised concerns about the potential displacement of users into their car park and asked that if approved, the proposals are not introduced until the County Council have worked out a solution for management and enforcement of the car park.
67. Two respondents asked that the Keep Clear marking in Cadogan Park to be removed, if the double yellow lines are introduced.

### **Officer response**

68. The proposals have been developed in response to complaints from residents who have stated that the road is too narrow to allow parking on the

carriageway. All residents have access to off-street parking areas and unrestricted parking areas will remain nearby.

69. The option to leave some sections unrestricted was not considered as officers had concerns this would lead to an increased demand for a small number of unrestricted areas and would encourage non-compliance of the surrounding restrictions.
70. In response to the concerns raised by the Bowls and Tennis Club, officers would be happy to meet with their representatives to make suggestions on how to effectively manage their car parks. It is the case however, that the County Council is only responsible for managing the road network and does not have any responsibility for the operation or enforcement of private car parks.
71. The removal of existing advisory markings (e.g. Keep Clear) can be considered as part of the final implementation of the scheme.

### **School parking and Princes Ride/ Flemmings Road proposals**

72. The overall response to the proposed restrictions at the junction of Princes Ride/ Flemmings Road was positive with a majority of the on-line responses in support of the proposals (47%).
73. Respondents in support agreed that parking around the junction was a hazard and at peak times causes safety and obstruction issues.
74. The highest number of comments in objection were from parents of nearby schools, who complained that the restrictions would make it more difficult to drop-off / pick-up their children from school.
75. Further comments criticised the council for causing the problem, by the removal free school buses to transport children to school from the surrounding area. Respondents stated that they had no other option to drive as the cost of public transport was too expensive.
76. One respondent felt that the problems were being caused by vehicles associated with a nearby development and the proposals should be put on hold until these works are completed to see if the issues resolve themselves.

### Officer response

77. The proposed restrictions at the junction of Princes Ride/ Flemmings Road were included for consultation following concerns raised through the informal consultation undertaken in summer 2025. Officer assessments identified that the location would benefit from parking controls being introduced, due to its layout and geometry.
78. The informal consultation was likely undertaken before any building works started in the area and feedback explained that the parking issues were a

longstanding problem. The concerns and complaints around parking in this area will likely continue unless formal restrictions are introduced.

79. The responses from the statutory consultation support the proposals and several responses highlighted that at peak times parking in this area creates a hazard for other road users.
80. The points raised by objectors to the proposals are noted, but the convenience of parking near to a destination cannot be at the expense of road safety and the flow of traffic along a route. Parking in an area where it creates a hazard, has the potential to impact the safety of all road users including children attending nearby schools.

### **Other general comments to the proposals**

81. Some other general comments were received to the proposals which included one respondent felt that the buses travelling through the estate were not suitable and should be re-routed as they cause congestion where they cannot get through.
82. Another respondent believed that residents should use their driveways and not park on the road.
83. A couple of respondents felt that speeding was a problem, and the council should be exploring the use of traffic calming to make the roads safer.

### **Officer response**

84. Our public transport team have confirmed that currently buses come through this route three times a day, for access to Marlborough School. These buses carry high numbers of students and smaller buses cannot be used to cater for the demand.
85. It would be preferable for residents to use their driveways or off-street parking where available, however the County Council does not have powers to enforce this type of behaviour. Motorists can park legally park on an unrestricted road where no traffic contraventions are being committed.
86. The consideration of traffic calming measures is outside the scope of the proposals presented in this report, but the suggestions will be passed over to the relevant team in the Transport and Highways directorate for consideration.

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

Annex(es):                      Annexes 1-2: Consultation plans  
                                        Annex 3: Summary charts (online responses only)

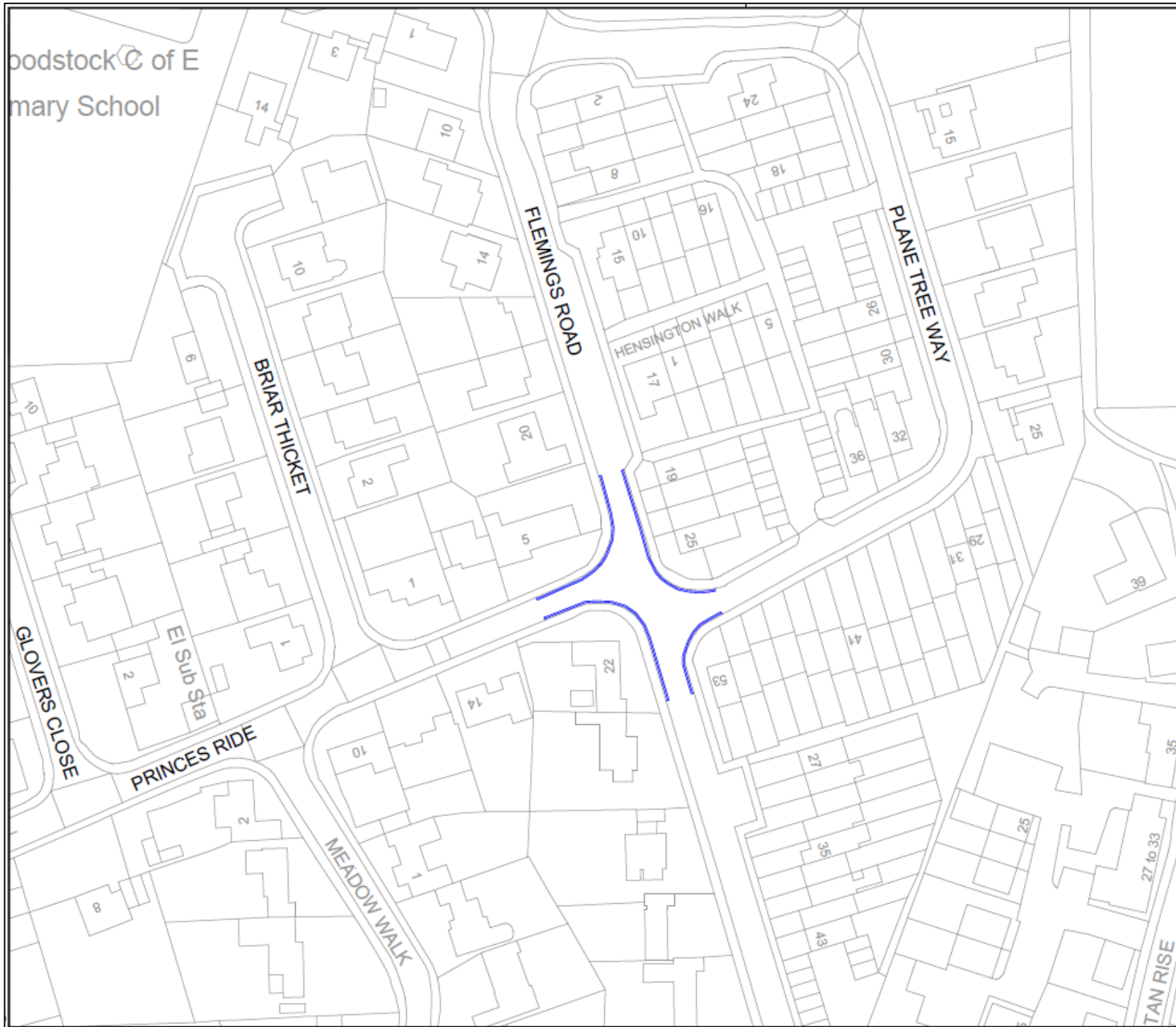
Annex 4: Consultation responses  
Annex 5: Woodstock Town Council response  
Annex 6: Equalities Impact Assessment

Background papers: n/a  
Other Documents: n/a

Contact Officer(s): James Whiting (Team Leader - Parking Schemes & TROs)

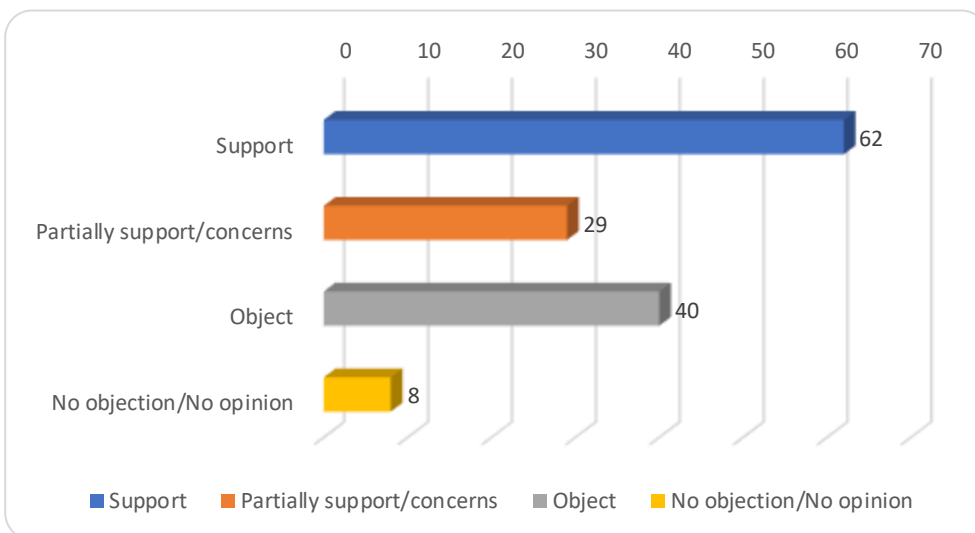
January 2026



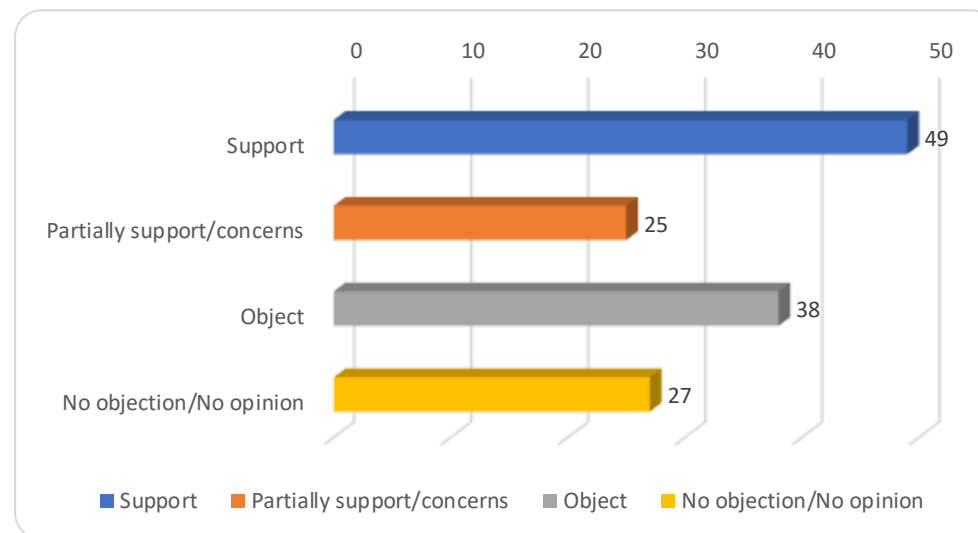


Drawing No.		<b>ANNEX 2</b>			
<b>KEY</b>					
		EXISTING DOUBLE YELLOW LINES			
		PROPOSED DOUBLE YELLOW LINES			
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
(ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING					
(ENTER NONE IF APPLICABLE)					
USE					
(ENTER NONE IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Paul Ferner Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01865 310 1111					
Project title Capital Parking projects 2025/26					
Drawing title Cadogan Park Estate, Woodstock Proposed parking restrictions 2025/26 Plan 2 of 2					
Drawing Status CONSULTATION					
Scale @ A3	Drawn by JW	Checked by CC	Approved by CC		
Date drawn Oct 25	Date checked Oct 25	Date approved Oct 25			
Oxfordshire Project No. & File Ref					
Drawing No. CIL/25-26/WEST/CADPK/003					Revision 0

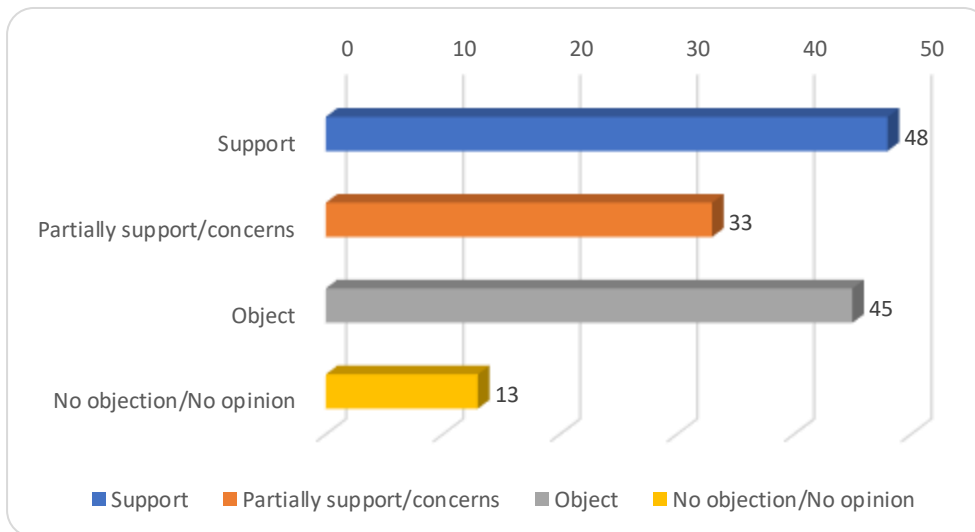
**Opinion of the proposal to introduce new  
'No Waiting at Any Time' parking restrictions  
(double yellow lines) in Cadogan Park (both sides)**



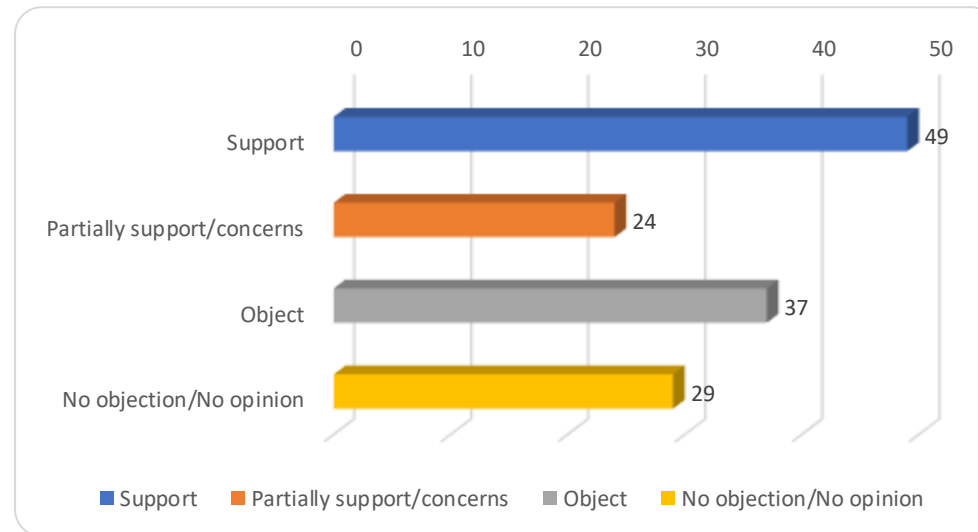
**Opinion of the proposal to introduce new  
'No Waiting at Any Time' parking restrictions  
(double yellow lines) in Crecy Walk (both sides)**



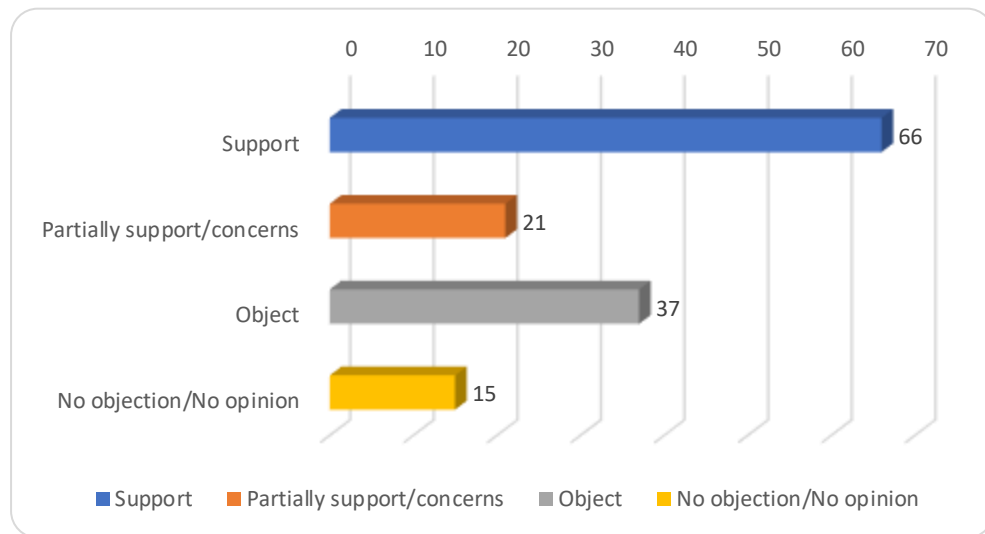
**Opinion of the proposal to introduce new  
'No Waiting at Any Time' parking restrictions  
(double yellow lines) in Oxford Road – Service Road (north side)**



**Opinion of the proposal to introduce new  
'No Waiting at Any Time' parking restrictions  
(double yellow lines) in Park Side (both sides)**



**Opinion of the proposal to introduce new  
'No Waiting at Any Time' parking restrictions  
(double yellow lines) in Princes Rise/Flemings Road/Plane Tree Way  
junction (All sides)**





## ANNEX 4

### A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – This situation has been present for many decades, but not aware the situation on Oxford road has ever been identified a safety issue .</p> <p>I assume the wider restriction on Cadogan Park are to address displacement from Oxford Road area should it go ahead.</p>
(e2) Woodstock Town Council	<p><b>Object</b> – Woodstock Town Council RESOLVES to request Oxfordshire County Council suspend the closing date of the open consultation on double yellow lines depicted as for being for the Cadogan Park estate (which is mis-depicted and not commonly recognised in the town), and requests that OCC subsequently extend or restart the consultation after addressing the perceived consultation flaws described in the 10 bullet points of the attached paper (to be provided to OCC for public response) and rectifying the consultation and its associated public materials accordingly.</p> <p><i>(See full comments at <b>Annex 5</b>)</i></p>
(e3) Local resident, (Woodstock, Crecy Walk)	<p><b>Support</b> – I do have some sympathy for residents affected by the increasing number of non-resident vehicles parked on roads throughout the Cadogan Park estate. The charge for cars entering Blenheim Park is the main reason, and the main areas suffering the most are Cadogan Park and the Oxford Road service road, as these roads are closest to the Hensington Gate entrance to Blenheim.</p> <p>I live in Crecy Walk, which is 400 metres from this entrance, and most of the cars parked here are residents' cars. I would not support double yellow lines with a "no parking at any time" restriction. Most of the houses in Crecy Walk, including my own, have short driveways with space for two vehicles. This means that visitors and households with larger families need to park on the road.</p>

	I would not be averse to a single yellow line, which would preclude that requirement.
(e4) Local resident, (Woodstock, Cadogan Park)	<p><b>Support</b> – I strongly support the introduction of double yellow lines along the whole length of Cadogan Park (both sides).</p> <p>I also support the other double yellow lines proposals included in the plans.</p>
(e5) Local resident, (Woodstock, Cadogan Park)	<p><b>Partially support</b> – I applaud the work that has gone into the proposal and appreciate the council's efforts to respond positively to the parking issues.</p> <p>The comments below are in relation to the section of Cadogan Park which leads up to the tennis club only as opposed to the section of Cadogan Park which leads directly off the A44 and continues on towards Park Side.</p> <p>Whilst I have no principled objection to the proposal it does not make any provision for visitors or tradesmen to our property. We can accommodate one further small car on our forecourt but no more. The lack of visitor parking will inhibit tradesmen attending our property for repair, maintenance or even cleaning windows without contravention of a double yellow line zone. It would be possible to incorporate a small number of marked residents'/visitors' parking 'bays' to overcome the issue of no parking on double yellow lines. These parking 'bays' would need careful positioning to enable residents to access and egress their property as Cadogan Park is quite narrow.</p> <p>Hopefully you can give consideration to the above proposed amendment.</p>
(e6) Local resident, (Woodstock, Oxford Road service road)	<p><b>Partially support</b> – 1. In relation to the proposals on Oxford Road (service road) I am very supportive of the plan to put in double yellows across the driveways to try and ensure consistent and safe access.</p> <p>2. In relation to other areas of Cadogan I understand the need for parking restrictions as the highway is not particularly wide. However, Woodstock is lacking parking facilities and with the restrictions in town I know that many businesses are struggling and new developments are further exacerbating the stretch on this resource. I would prefer to see a way of controlling the impact of parking badly whilst not putting in a blanket ban on roadside parking. Perhaps yellow lines on one side of the road and across access points?</p>

	I thank you for taking my written response into consideration over and above my submitted response through the survey.
(e7) Local resident, (Woodstock)	<p><b>Support</b> – I really welcome this approach given the concerns expressed by residents at a recent meeting with Blenheim.</p> <p>Can I just check if all the households that are adjacent to the proposed changes (i.e. the additional double yellow lines) have received letters about the consultation?</p>
(e8) Local resident, (Woodstock, Oxford Road service road)	<p><b>Concerns</b> – As no doubt you're aware Oxford Road is very narrow (4.85m) and access to and from our property via a vehicle is often impossible when people park inconsiderately. We also continuously miss deliveries as delivery drivers are unable to reach us.</p> <p>Our personal concern is the small parking space that is directly outside our property between us and number 17. If any vehicle the size of Transit van parks in this space we are unable to access our property by car. Please can you consider having a continuous double yellow line between number 15 and number 17.</p> <p>People often (weekly if not daily) block access to the footpath between numbers 15 and 17 as they try and squeeze in the small space currently under our large beach tree.</p>
(e9) Local group/organisation, (Woodstock Tennis Club & Bowls Club)	<p><b>No objection</b> – We do not object to these proposals per se and have every sympathy with the residents of Cadogan Park as their road becomes littered with visitors' cars, especially when Blenheim hold events. We feel fortunate to be able to lease the car park at the end of Cadogan Park and frequently accommodate parking by the users of the playground and by Cadogan Park residents when work is being done on their houses.</p> <p>We wish to continue to be good neighbours, however our concern is that these parking restrictions will gradually encourage visitors to drive to the end of Cadogan Park and to use the private Bowls and Tennis Club car park. This would restrict the use of the car park for our club members, a facility which we pay rent for.</p> <p>The Clubs have a combined membership of ca 372 and the club's facilities are used during the daytimes and evenings, 7 days a week in both the summer and winter. There are also a similar number from regular visiting teams so the car park is needed to be exclusive to the clubs. If we are limited in the use of our car park, we are</p>

	<p>concerned about how this may affect our ability to function and use our club facilities. Indeed it may spread the parking problems further afield.</p> <p>We would therefore appreciate discussions with the Council regarding what type of control measures the Council are prepared to provide us with to ensure the use of the club car park can be preserved for its members and visiting teams and not to accommodate Blenheim's events and visitors. These discussions should take place before the implementation of any proposed parking restrictions on Cadogan Park.</p>
(e10) Local resident, (Woodstock, Oxford Road service road)	<p><b>Support</b> – We FULLY SUPPORT the proposal to introduce new 'No Waiting at Any Time' parking restrictions (double yellow lines) in key areas on the Cadogan Park residential estate.</p> <p>Living in Oxford Road we object to car owners leaving their vehicles for long periods of time when commuting to Oxford and London. Having parked on a Sunday evening or a Monday morning, owners often do not return before Friday evening travelling by Bus to Oxford Parkway, thereby abusing the system. One white car is frequently parked on the roadside outside No. 7 for periods of 6 weeks. Much of the parking is taken daily by visitors to Blenheim Palace rather than by visitors to households in Oxford Road.</p> <p>We are concerned to hear that a number of our Woodstock Town Council are opposed to the proposal in the absence of consultation.</p> <p>Thank you for giving we residents the opportunity to air our views on this continuing and uncontrolled problem.</p>

*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, County Hall, New Road)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Road danger due to inconsiderate and dangerous parking.</p>
(o2) Local Cllr, (Woodstock, Glyme Close)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>What happens if residents have workmen and visitors where do they park. Plus the parking will move elsewhere it is already bad down Brook Hill and Glyme Close and on the A44 past Black Prince when its a dry and sunny day.</p>
(o3) Local resident, (Woodstock, Banbury road)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I travel through the estate a lot and it has become dangerous because of all the cars parking on the road and you unable to pass</p>

<p>(o4) Local resident, (Woodstock, Brook Hill)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Since the Parking Charges in Woodstock Town Centre were introduced all the surrounding streets have been inundated with misplaced parking, this includes actual parking on the A44 too.</p> <p>Clearly the suggestion of Yellow lines in the listed Streets will only push yet more vehicles to cram Streets/Roads that not suitable for parking such as Brook Hill which has now become a one track road with Emergency Services not being able to access let alone the residents that constantly have their drives blocked and cannot get out. This piecemeal way of looking at the overwhelming parking problems in Woodstock is unfair and inconsiderate to all residents that pay their Community Charge. Woodstock has a big parking issue which needs to be looked at as a whole not just cherry picking parts of it. One thing that would help all residents with a drive would be to mark all drives with the white lining indication for keep clear which I call a flat H. Please consider us all.</p>
<p>(o5) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>While current parking arrangements are unsatisfactory the proposal for double yellow lines will cause new issues for local residents as it will prevent visitors and trades people from parking near their property - not everyone has big driveways.</p> <p>My preference would be for a 24*7*365 resident parking permit only arrangement.</p>
<p>(o6) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>No objection/No opinion</b></p>

	<p>Oxford Road service road – <b>Support</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Thank you for presenting the proposal to introduce double yellow lines on our road. While I understand the intent to prevent non-residents from parking here to avoid paying for parking in town and at Blenheim, I have some concerns about the impact this may have on local residents.</p> <p>Double yellow lines would prevent residents, their visitors, tradespeople, and carers from parking outside their homes, which is a significant inconvenience. While some residents are hesitant to support anything less than double yellow lines due to concerns about compliance, I would like to explore alternative parking restrictions that balance enforcement with resident needs.</p> <p>Additionally, I would appreciate clarification on whether traffic wardens currently patrolling Woodstock would also monitor this road if restrictions—whether single or double yellow lines—were implemented.</p>
(o7) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>We support the proposals for Cadogan Park because of the problems parking by visitors to Blenheim, tennis club and children's playground cause with traffic flow. The frequent parking of vehicles between the Oxford Road and Cadogan Park entrance on a blind corner is unsafe.</p>
(o8) Local resident, (Woodstock, Cadogan park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>Cadogan park is narrow and there has been constant irresponsible parking by non residents</p>

(o9) Local resident, (Woodstock, Cadogan Park)	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p> Cadogan Park is a narrow highway. Parking causes obstruction, damage to the verges and safety risks. Because of its proximity to Blenheim Park, it is frequently used as a parking space by visitors to events at the park. Inconsiderate parking prevents residents from gaining access to their homes. </p>
(o10) Local resident, (Woodstock, Cadogan Park)	<p> Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b> </p> <p> Significant concern that full yellow lines in the residential area of Cadogan park (no's 5-21) will cause restrictions for residents and their visitors in that Road. Not all properties in that road has off-road parking for multiple vehicles so they will be greatly negatively impacted full yellow lines. I am one of the residents who supports Residents only parking and I still believe that would be the better solution for residents of Cadogan Park (properties 5-21). </p>
(o11) Local resident, (Woodstock, Cadogan Park)	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b> </p> <p> Because we are very concerned about the parking issues caused on the whole by events at Blenheim Palace </p>



(o12) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>*I support the double yellow lines proposal. But for 'No Waiting' there must be a flexible time allowance for short 'drop-off' situations.</p> <p>*You say that 'any existing parking restrictions will remain unchanged.' Therefore, I should like to see the existing recently painted 'KEEP CLEAR' sign in Cadogan Park removed if the double yellow line proposals are implemented.</p>
(o13) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>I support the double yellow line proposal. If we get the double yellow lines in Cadogan Park, there will be no need for the massive keep clear sign painted on the road. I would like that removed.</p>
(o14) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p>

	<p>These are all relatively narrow roads and there is frequently parking on one or both sides. This is restricting safe access both to residents and to heavier vehicles (school coaches, refuse and delivery lorries, emergency services etc).</p> <p>The roadside parking is particularly bad during Blenheim events which seem to be more and more frequent (Christmas lights, Halloween, marathons etc etc) as people avoid parking costs inside the palace.</p> <p>Damage is being done to the roadside verges.</p> <p>It would seem that double yellow lines along the proposed sections would alleviate the problems and would be a much simpler and cost effective solution compared to restricted parking.</p> <p>Certainly there are cases, particularly along the Oxford Road service lane, where people are parking for considerable lengths of time - even weeks and months, or are using the area as a 'park and ride'</p>
(o15) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Yellow lines should extend right through to the end of Flemings Drive so the school bus can pass through</p>
(o16) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Cadogan park (1-4) and Princes Ride is a thoroughfare with buses to and from Marlborough School passing several times daily. Inconsiderate parking clogs up this and parking restrictions are necessary to allow for traffic to flow through. This also applies to emergency vehicles struggling to gain safe passage through. Additionally, parked vehicles often restrict and even block access to properties all the way along.</p>

<p>(o17) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Parking in inappropriate places causes traffic safety issues on first part of Cadogan Park as the curve of the road makes it difficult to judge when to drive and can cause sight issues turning out of Cadogan Park. On Cadogan Park itself we (no.19) cannot get on or off our drive when people park opposite - the road is only 4.8m wide. Evidence of drivers, particularly of lorries and larger vans having difficulty driving down the road is shown by gouges in the verge and broken kerbstones (we have the pretty short ones that don't like being driven over). Other neighbours have similar problems. This problem is exacerbated by the fact that many drives are not opposite others. People do not seem to recognise that the road is narrow so often park opposite drives thinking they are not in the way.</p>
<p>(o18) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I support all the parking restrictions as all these roads are narrow which make it difficult to pass any parked especially when parked poorly. An ambulance would not be able to pass in most cases. Furthermore, most the people parking are from Woodstock and avoiding a short walk to go into the town or access the tennis courts. Especially on my road when people park opposite it next to the drive gaining access to or from my property is difficult.</p>
<p>(o19) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p>

	<p>Visitors parking in this narrow road often obstruct the residents entering and leaving their property.</p>
<p>(o20) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>As a resident of Cadogan Park, in a property with no opposing driveway, access to my drive is obstructed on a daily basis particularly by vehicles parking opposite. This not only makes use of my car difficult but also makes scheduling deliveries a problem, and, given the narrowness of the road, means that large vehicles such as dustcarts cause damage to the kerbstones and verge.</p>
<p>(o21) Local resident, (Woodstock, Campbells Close)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Specifically during events being held at Blenheim Palace, when parking along Princes Ride into Flemings/PlaneTree causes road safety issues. This route during school start and finishing times is used by school buses, coaches and parents. As well as many students cycling and walking to/from school.</p> <p>The junction of Princes Ride, Flemings and Plane Tree is especially hazardous at these times, with cars parking on the junction, reducing driver, cyclist and pedestrian visibility.</p>
<p>(o22) Local resident, (Woodstock, Campbells Close)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p>

	<p>'I support these proposals because: Inappropriate parking during events at Blenheim has caused problems for residents for some years, making safe driving to and from our homes more difficult due to poor visibility and restricted driving space for cars, and causing greater risk to pedestrians and cyclists</p> <p>Inappropriate parking around the Princes Ride/Flemings Road/Plane Tree Way junction causes daily safety problems</p> <ul style="list-style-type: none"> <li>-for motorists due to cars parking close to the junction and hampering visibility</li> <li>- for school buses and large vehicles trying to negotiate around parked cars on both sides of the road</li> <li>- for pedestrians, including young children and parents with buggies trying to cross roads when visibility is poor.</li> </ul>
(o23) Local resident, (Woodstock, Crecy Walk)	<p>Cadogan Park – <b>Partially support/concerns</b> Crecy Walk – <b>Partially support/concerns</b> Oxford Road service road – <b>Object</b> Park Side – <b>Partially support/concerns</b> Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Our concerns are that if the double yellow lines cease at the beginning of Parkside and Crecy Walk then this will just push the parking into those roads further. Also, the parking restrictions need to extend to Willoughby Way and at the other end of Crecy Walk because this is very dangerous for trying to cross the road next to the cut through can in the interest of pedestrian safety. We think that a zebra crossing is the best way for people leaving the school through the cut through to cross that road.</p>
(o24) Local resident, (Woodstock, Crecy Walk)	<p>Cadogan Park – <b>Partially support/concerns</b> Crecy Walk – <b>Support</b> Oxford Road service road – <b>Support</b> Park Side – <b>Support</b> Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I support the proposed restrictions in Cadogan Park but restrictions should be extended into Princes Ride to beyond the second (western) Crecy Walk junction. It is at this junction - typically right opposite this junction - that</p>

	<p>parked cars cause obstruction and danger to other road users, compounded by the fact that this junction is on a bend.</p>
<p>(o25) Local resident, (Woodstock, Crecy Walk)</p>	<p>Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I stongly oppose these restrictions. I am a resident of Crecy Walk and it is beneficial for me for friends, family and workemen etc to park on the street.</p>
<p>(o26) Local resident, (Woodstock, Crecy Walk)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>Fully support for Cadogan Park as it is too narrow for parking.  For Crecy walk the road is also very narrow, but we do need some visitors parking or residents parking, as not all houses have enough drive space for cars. Some houses don't even have a driveway (like no 5), so where would they park? There is also the running club that meets every weekend on Crecy Walk and it would be a shame if they could not park nearby to join in.</p>
<p>(o27) Local resident, (Woodstock, Crecy Walk)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Cadogan Park to Flemmings road should be kept clear at all times, it is a nuisance when people park here and on the corners of the intersecting streets.</p>

(o28) Local resident, (Woodstock, Crecy walk)	<p> Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b> </p> <p>It is really not an issue as Blenheim are very accommodating and responsible when events are on</p>
(o29) Local resident, (Woodstock, Flemings)	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p>I am sure the parking restrictions will improve traffic flows and life for residents.</p>
(o30) Local resident, (Woodstock, Flemings Road)	<p> Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p>There definitely needs to be parking restrictions in all the areas proposed but unless these are extended to Flemings Road etc the problem will just be pushed further up the estate. The pay for parking in the Town is putting pressure on this estate and the people waiting to collect from the schools is making Flemings Road a nightmare as is the new build. This ongoing issue is compounded by big events at Blenheim where people are prepared to walk rather than pay - they will simply park in Flemings Road. I have witnessed reckless driving earlier this year and experienced aggressive and intimidating drivers.</p>

<p>(o31) Local resident, (Woodstock, Flemings Road)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Oxford Rd service side all houses have big drives for their own cars, and you can only park in one side so there is no traffic issues.</p> <p>Flemings Rd, Plane Tree way parking is respectful and doesn't cause any issue, if there were double yellows it might cause issue further along.</p>
<p>(o32) Local resident, (Woodstock, Flemings Road)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>We have lived at Flemings Road for many years in that time we have had no reason to have concerns regarding parking on the junction with Princes Ride or Plane Tree way . Yes it's a residential estate and most if not all have one or more vehicles. Yes it's a does get busy but to my knowledge this has not adversely effected buses, emergency vehicles , commercial or private vehicles access.</p> <p>However this situation has deteriorated substantially since major building work has been ongoing at the far end of Flemings Road, where contractors vehicles park not always sensibly.</p> <p>Your line proposal would appear to isolate our property (Flemings Road). Overflow of vehicles from 19 to 25 Flemings will park adjacent to us and visitors to us whether family friends or commercial will be pushed away. Incidentally who would enforce these restrictions?</p> <p>Can I finally and strongly suggest that no decisions are taken on this particular junction until the building work is completed and we return to a "normal" state ! PATIENCE is the watchword.</p>



(o33) Local resident, (Woodstock, Flemings road)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Local roads become crowded at busy times which causes hazards and dangerous driving</p>
(o34) Local resident, (Woodstock, Flemings Road)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Parking in these areas makes the roads more difficult and more liable to accidents</p>
(o35) Local resident, (Woodstock, Flemings Road)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Parking in these areas makes travelling on these roads more difficult and increases the risks of accidents</p>
(o36) Local resident, (Woodstock, Flemings Road)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b></p>

	<p>Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I support the proposals. I live in Flemings Road and I have witnessed first hand the substantial increase in parking, mainly caused by the frequency of events in Blenheim and partially by outside people parking just to avoid the Blenheim charges. It feels there is no respite from the number of Blenheim events.</p> <p>In addition to the current proposals I would suggest double yellow lines at the junction of Campbells Close and Plane Tree Way with Flemings Road, similar to the proposals for the southern junction of Plane Tree Way and Flemings Road. The reason is twofold; firstly schools traffic with parents parking without consideration to other road users and secondly the almost certainty of overflow parking from the new Ryegrass Development which has in my opinion insufficient on-site parking.</p> <p>I would also suggest more speed humps for Flemings Road and Cadogan Park. The 20mph speed limit is disregarded by the majority of the rat run traffic. The only beneficial side effect of the current parking problem is that it slows the traffic down, which is why more traffic calming measures are required.</p>
(o37) Local resident, (Woodstock, Glovers Close)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I am mindful that residents do not own the roads, and that parents park in these places to avoid running over children at the school gates. I have plenty of parking in my drive, many others do not, hence this will hurt poorer visitors harder.</p>
(o38) Local resident, (Woodstock, GLYME CLOSE)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p>

	<p>Access through the Hensington Estate for residents and emergency services is hampered by parking particularly during events at Blenheim.</p> <p>Parking for access to Blenheim Events or at the weekend causes huge problems in the locality general. Restricting parking in roads outlined by consultation will only create problems of access/congestion in other areas of Woodstock. Parking on the A44 from The Causeway up Manor Road (on the hill up to Old Woodstock) is already being used as a carpark restricting traffic to one lane for buses and emergency vehicles. Brook Hill to the junction with Green Lane and Glyme Close is likewise restricted to one lane throughout the week as parking restrictions in the town have impacted local workers and visitors alike. Events at Blenheim and weekends exacerbate the problem. Furthermore a lack of pavements towards the Green Lane junction make it a danger to pedestrians including children and families using these routes to the schools. All these areas will be impacted by the proposed parking restrictions under your consultation.</p> <p>I think the proposals are piecemeal and will only deflect the problems elsewhere. What Woodstock needs is a wider overview of on road parking.</p>
(o39) Local resident, (Woodstock, Hedge End)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>The scheme doesn't extend far enough. As a minimum the full length of Princes Ride &amp; Flemmings Road should be 'double yellow' no parking at any time. The proposals for Cadogan Park &amp; Oxford Service road are pandering to the NIMBY's. 2 roads where all the residents have extensive off road parking. I would argue no on street parking in the whole of the estate. Any parking provision should be by permit (fee paying to facilitate enforcement).</p>
(o40) Local resident, (Woodstock, Market Street)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p>

	<p>There has to be some overflow, longer stay spaces for visitors to Woodstock - bearing in mind the time limits in the centre of town. A lot of the people parking in those streets are visiting Blenheim - maybe a solution could finally be found with the palace to offer free parking in its large grounds? This would also help with the dangerous parking on the A44 towards Old Woodstock (which is now also used by those wanting to access the park).</p>
(o41) Local resident, (Woodstock, Meadow Walk)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>I am concerned that this will just push people to park on Meadow Walk, Hedge End, The Ley, Glovers Close and Briar Thicket.</p>
(o42) Local resident, (Woodstock, Meadow Walk)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Worries that double yellows in those areas will just push cars further in to Hensington estate. Are double yellow lines needed through whole of Princes Ride?  Also feel like some vehicle management needed at the bottom of Willoughby Way and further up Flemings Road as these areas get very busy and dangerous at school drop off and pick up times</p>
(o43) Local resident, (Woodstock, Meadow Way)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p>

	<p>If Oxford Road service road is only restricted on the North side, people will simply park on the other side and prevent residents from exiting their driveways. Cadogan Park is used as a drop off point for parents dropping off their children who walk up the alleyway to the primary school, so perhaps waiting in that area could be time limited, (maybe to 20 minutes) together with signs stating is parking strictly residents only? This would prevent people parking there for Blenheim. Events at Blenheim are the main problem in this section. In the Flemings Road area, again perhaps residents only signage would be effective.</p>
(o44) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>Stopping parking on the road accessing the play area, recreation ground and other amenities will reduce access to these sites for local families leaving these community facilities will only be available to those whose children can walk there. The car park by the play area belongs to the tennis club according to the signage. Stopping parking on the Oxford Road service road will add to the above and also mean that picking up and drop people off to the bus stop will be next to impossible- again meaning the bus service is only accessible to those who are within walking distance.</p>
(o45) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>I am an Oxford Road service road resident and whilst we do have some parking issues, they are limited and I believe they would be solved by repainting the white lines and monitoring parking so that cars don't obstruct driveways. Parking is at a premium in Woodstock and all the additional restrictions are just driving people out of the town. I have significant concerns that by essentially preventing people from parking at all, including local residents, you are killing the town. I would support free time restricted parking and clearer line markings as per my request to fix my street well over 12 months ago</p>

(o46) Local resident, (Woodstock, Oxford Road)	<p> Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p> I live on Oxford Road where inconsiderate parking has caused huge problems over many years. In particular, the narrowness of the road means where cars and wide vehicles (vans, motorhomes etc) are parked close to driveways it can be very difficult to get out. Vehicles are quite frequently parked for long periods (two weeks or more) while their owners catch the bus for extended periods away. Oxford Road is a through road and activity is constant through the day. Banning all parking in the area around Cadogan Park will mean greater pressure on the limited space in Oxford Road. It is patently unfair that parking on both sides of these roads should be banned. They are not through roads, and parking at one side at least needs to be allowed. Some consideration for restricted parking periods on Oxford Road should be considered while this review is taking place. I note that double yellow lines are to demark driveways - it should be noted that the ends of the current white lines are frequently invisible because of leaves etc, and also that gutter clearance never takes place here because the road is invariably parked up when the sweeper van comes round. </p>
(o47) Local resident, (Woodstock, Oxford Road)	<p> Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p> 1. I fully support the proposals for the Princes Rise/Flemings Road/Plane Tree Way junction. This is a potentially dangerous junction especially when, as often happens, vehicles are parked on or too close to the junction. </p> <p> 2. I have no objection to the proposals for Crecy Walk and Park Side given that it is likely that, otherwise, both roads would be the victims of compensatory parking, if parking were to be restricted in adjacent streets. </p>

	<p>3. In principle, I am supportive of the proposals for Cadogan Park and Oxford Road service road. However, I am concerned by the disparity in the proposals for the two roads. I submit that there is more than ample justification for both roads to be treated equally, for the following reasons:</p> <ul style="list-style-type: none"> <li>a. Oxford Road service road is narrower than Cadogan Park and any arguments which favour restrictions in Cadogan Park should apply at least equally to Oxford Road.</li> <li>b. The land on the South side of Oxford Road service road is, for the most part (Nos 17-29), owned and used by the adjacent residents. Continued parking on the North side can only compromise road safety further.</li> <li>c. The service road is frequently used by drivers as an alternative route from central Woodstock into Cadogan Park and Princes Ride. Speed is often excessive and continued parking would aggravate further the road safety risks.</li> <li>d. The footpath parallel to the service road is increasingly used by pedestrians, often with young children some of whom are riding child cycles or scooters. This is much less the case in Cadogan Park where, in any event, the grass verges are much wider and provide greater separation from the roadway. Therefore, the road safety risks attached to the service road provide much greater cause for concern.</li> <li>e. For many years the Oxford Road service road has suffered obstructive and inappropriate parking. The existing white lines have helped but have never fully resolved the issue of that parking which is obstructive to access to driveways. It is a concern that replacement by yellow lines will still not overcome the issue of 'overhang' at the front or rear of parked vehicles which continues to contribute significantly to problems of access to or from private driveways.</li> <li>f. Under any circumstances, it is entirely inappropriate that large vehicles, e.g. small passenger buses and others, should park on the service road.</li> <li>g. Similarly, it seems inappropriate that any vehicle should park for days, occasionally weeks, at a time.</li> </ul> <p>These comments are offered in the interests of road safety as well as ease of access to the adjacent properties. Your sympathetic consideration of the above points and cooperation in achieving a mutually satisfactory resolution, including the sympathetic siting of necessary ironmongery would be very much appreciated. Thank you.</p>
(o48) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>No objection/No opinion</b></p>

	<p>Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>We live in Oxford Road and have always had problems with car parked over a long period of time, often vehicles are left for weeks in the same place. When cars are parked each side of our drive (23) it is difficult to drive out easily.</p> <p>The road is narrow and it is difficult for some delivery vehicles to pass through without damage to the trees on the south side of the slip road.</p> <p>No. 17 to 29 also own the land between the road and the A44 and the deed prohibits any change to the undergrowth other than trimming and tidying. This means that we are often moving to and fro across the road which can be hazardous.</p> <p>We cannot understand the map which seem to indicate that the double line is only across our entrance drive, if this is correct there is no change to the existing situation where cars are always parked in the road.</p> <p>Why does Cadogan park get double lines when the road is wide enough to accommodate cars along one side. Could the parking in Oxford Road be time restricted which would allow shoppers to park and thus bring business to the town?</p>
(o49) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>I live on Oxford Road and I'm concerned the parking on Oxford Road will be made worse with the proposal as people fight for the reduced parking spaces. Oxford road should be treated the same as Cadogan Park with continuous double yellow lines along the road.</p>
(o50) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Support</b></p>



	<p>Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>As a resident of Oxford Road, we do regularly have vehicles parked partially across our driveway. I am not against people parking on the street, but I would like people to park more considerately which should happen if double yellow lines are introduced to replace the faded single white lines.</p>
(o51) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>We are commenting as residents of Oxford Road. We realise that yellow lines in Oxford Road will displace parked cars into Cadogan Park etc but the residents there should respond appropriately.  There will need to be suitable enforcement because the existing yellow lines in Oxford Road are routinely ignored.</p>
(o52) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Local resident often unable to access driveway</p>
(o53) Local resident, (Woodstock, Oxford Road)	<p>Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p>

	<p>It appears to me that you are effectively prohibiting all parking on both sides of the Service Road which I would find intolerable. I have the shortest driveway on the road and I would have to incur considerable costs in order to accommodate more than one car. I would have to remove most of my front garden and that would also diminish the value of my property.</p> <p>There is no proposal to make the Service Road one-way. Removal of parking on the North side would encourage vehicles travelling from the Stratford direction to Blenheim to enter the Service and attempt to join the traffic queue at the Cadogan Park exit.</p>
(o54) Local resident, (Woodstock, Oxford Road Service Road Woodstock)	<p>Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>I live on Oxford Road (Service Road) and access to our home is partially restricted or completely blocked by parked or waiting vehicles very frequently, sometimes more than once in the same day. It interferes with the access we should be able to expect in and out of our home.</p>
(o55) Local resident, (WOODSTOCK, Park Lane)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>The service road - Oxford Road to the south of the town leading to Cadogan Park - was built in the 1950s, as I recall, and it was always understood to be a road that allowed parking for anyone visiting Woodstock. It was not the property of house owners. It is clearly a much needed parking area; the main problem may be with visitors to Blenheim who will park there because they understand there is no way of knowing if they are visiting Blenheim or Woodstock but thanks to Blenheim's selfish policy of charging for the Xmas market, punters can park on the service road for free. So ONE answer would be to insist Blenheim offer free parking/incl the parking fee with the ticket (the Xmas market is free entry to please the traders but a parking charge is levied by Blenheim which punters can avoid). Bearing in mind that the Blenheim Xmas season runs from ca 14 Nov until early Jan, this is a</p>

	<p>problem. Or SECONDLY introduce a paid parking scheme along the service road, with residents' permits for visitors if they need visitor places (which most will not).</p>
<p>(o56) Member of public, (Woodstock, Park Lane)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>Having previously lived for seven years in Oxford Road I cannot ever recall a problem entering or exiting our driveway, and I actually noticed that on the days when fewer cars were parked, there was speeding down the road, that I would suggest was more dangerous (presumably a short cut for school pick up cars etc., going north, if there were queues at the A44 junction by the post box)</p> <p>I agree that the existing double yellow lines on one side of the road are needed, and I would have thought new double yellow lines that cover each driveway entrance, and slightly beyond would suffice (with strict enforcement) rather than remove at least 20 spaces, from Woodstock residents who want to park nearer the centre and from visitors as well.</p> <p>I assume most cars probably still park for quite a few hours, and instead would use the '12 hour' restriction car park, thereby pushing more cars into the town centre to look for spaces that are very limited. I notice the non restrictive part of Brook Hill is often full, making parking for residents without off-street parking in that area difficult, and this would probably make that problem even worse.</p> <p>I realise that the Blenheim Palace's parking charges definitely make matters worse for Woodstock residents and businesses, and maybe this needs addressing as a separate issue.</p> <p>I suggest that the massive housing developments happening on the edge of Woodstock will also put more parking demand in the town centre, in particular for using the only food shop, the COOP, and for doctor / chemist surgery visits.</p> <p>Ultimately, local businesses will suffer from the 'knock on' effect of less parking and possibly close. I was told the fish and chip had to close due to the parking restrictions preventing a quick 'turnover' whilst people collected their food, and I suggest any proposals to reduce parking even further need careful evaluation.</p>

	<p>Summing up, I am not sure about Cadogan Park road, but I do wonder if the suggested benefit to residents, by removing all the on-street parking in Oxford Road really outweighs the cost to Woodstock as a Town. I also suggest from a safety viewpoint, speeding vehicles taking a 'short cut' will make matters worse.</p>
<p>(o57) Member of public, (woodstock, park street)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>restrictions cause issues for people who need to park to work</p>
<p>(o58) Local resident, (Woodstock, Parkside)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>The main road into cadogan park is dangerous when parked cars are present. Crossing the road is dangerous, flow of cars is difficult and pulling out of a side road is dangerous. As long as the driveway entrances and corners of the adjoining roads are protected then they don't need DYL.</p>
<p>(o59) Local resident, (Woodstock, Parkside)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>As a resident for 30+ years, the problem with parking has always existed in Oxford Road. I understand it must be very difficult to get a vehicle out of driveways at times as it is a narrow road and the single white lines do not go far enough across driveway access.. However, I don't think there is a problem in Cadogan Park, perhaps providing they can get in and out of their drive's. Every house has ample parking with driveways and are able to</p>

	<p>manoeuvre their cars onto the road. Each house in Cadogan has a minimum of 3 parking spaces with garages so don't need to use the road to park. The section of Cadogan Park from the Oxford Road to Princes Ride does need double yellow lines as it is hard to get past parked cars. The only time I have seen cars parked in Cadogan has been when there is a large event happening in Blenheim and this has only happened since parking costs were introduced in Woodstock town centre. If you put double yellow lines the whole way up Cadogan Park you are merely moving the problem to Crecy Walk and Parkside. The complaints you have received are no doubt from people who feel the general public shouldn't be parking outside their home. If aspects of this proposal is solely based on safety I wouldn't object, but I don't think it is.</p>
(o60) Local resident, (Woodstock, Parkside)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Public parking in and near town centre has been compromised by the introduction of parking charges and is particularly challenging for visitors. It is sometimes exacerbated when Blenheim Palace have sizeable events on and/or are charging parking in their grounds.</p> <p>As a general point of recognition, the roads referred to are all public roads.</p> <p>It is believed that the public generally respect double yellow lines for parking control.</p> <p>Working away from Woodstock town centre:  For the Oxford Road service road (North) the properties there all have off-street parking capacity. Providing adequate width of access across driveway entrances for entry and exit for these properties is crucial. Control of the access points to driveways using double yellow lines could be provided whilst some unregulated or limited duration parking capacity could be sensibly offered. Due to the narrow width of this road where parking is allowed this could be 'width limited' with the use of painted boxes and advice to park within the box, although preventing parking on grass verges might be challenging.</p> <p>For house numbers 5 and upwards in Cadogan Park all have significant off-street parking so driveway access protection using double yellow lines as above would appear sufficient.</p>

	<p>For house numbers 1-4 Cadogan Park this is a general throughfare and as a minimum one side should be restricted.</p> <p>Safe access into and out of Crecy Walk, Park Side and where the two parts of Cadogan Park intersect is important and therefore controls on those intersections seem sensible.</p> <p>Importantly there must be recognition that there is a real risk that 'over controlling' parking on roads nearest the town will simply drive problems further into more densely populated housing areas where occupants generally have less off-street provision. Hopefully beyond real safety gains, the outcome will offer the comparable gains for the majority of residents of the area.</p> <p>For the Princes Rise/Flemings Road/Plane Tree Way junction this offers unquestionable safety gains and is supported for such.</p>
(o61) Local resident, (Woodstock, Plane Tree Way)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>My main concern is stopping parking on Oxford Road. It is a lifeline for those of us who have to park for more than four hours when working or volunteering in Woodstock. At present it is not possible to park anywhere for more than four hours as the WODC car park is usually full by 9am. There is a suggestion of stopping parking on Princes Ride. Parking here reduces the huge congestion on Shipton Road during drop and pickup for the Primary School. The same goes for Flemings Road and Plane Tree Way as regards the Marlborough School. Also most houses in Plane Tree Way and Hensington Walk do not have a driveway on which to park their cars and competition for all parking lay-bys is fierce. Reducing the area where parking is allowed for residents will be a nightmare for us. I feel sad that this parking restriction consultation has come about because some residents object to having a car parked on the road outside their house. Parking in this area has been a problem when Blenheim has had a big event but of late the no waiting cones and residents only parking signs have worked well. If Blenheim is prepared to continue with this practice I see no need for ugly no parking lines everywhere and life made extremely difficult for both the residents adversely affected and parents taking their children to and from school. There is no safety reason to ban parking at the road junctions suggested because of the short period of high activity due to school traffic. Please DO NOT agree to these restrictions to please a minority of residents</p>

	<p>who are in the fortunate position of having ample parking on site to suit their needs and object to seeing a car parked on the road outside their house.</p>
<p>(o62) Local resident, (Woodstock, Plane Tree Way)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I don't see the need for double yellow lines in the Oxford road slip road or the part of cadogan park leading up to the tennis club car park. As a local resident that often needs to pop up town and doesn't always have the time to walk all the way I regularly park in the Oxford road when I can get a space. There is a need however for lines from the corner of the slip road through to crecy walk or some kind of restriction to stop visitors to Blenheim parking on corners and all along making it difficult to pass. By putting lines all through I believe will just push cars further through the estate causing hassle for residents further up. I live on Plane Tree way and only have space on drive for one car so when visitors come they park at the side which having lines will make less parking for visitors. There is a need on the corner of Princes ride/Flemings road where people regularly park dangerously near the corner and the current building work at the ryegrass site has seen many contractors parking inconsiderately on corners and all along the road. The one thing that contributes massively to parking problems through the estate is the BUSES including a double decker that come through at school times and regularly get stuck because of parked cars. Stopping the buses and rerouting them down to the roundabout and down the Campsfield road to the schools would help traffic flow massively. Having introduced the paid parking in the town has just caused problems with people parking where they can in residential areas.</p>
<p>(o63) Local resident, (Woodstock, Plane Tree Way)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I agree with the proposals especially the yellow lines on the corners of princess rise/flemings road/planetree way find it dangerous cannot see traffic coming round bends</p>

<p>(o64) Local resident, (Woodstock, Plane Tree Way)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>The parking has reached ridiculous amounts now and the number of cars parked on the pavements is making it difficult to walk into town along the footpaths.</p>
<p>(o65) Local resident, (Woodstock, Plane Tree Way)</p>	<p>Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Parking on this junction makes it dangerous as car drivers routinely can't see and have to drive onto the wrong side of the road risking head-on collisions</p>
<p>(o66) Local resident, (Woodstock, Plane tree way)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Because the parking situation is dangerous. However, I have serious concerns about creating longer parking lines, which cause difficult passing (such as outside the schools) where cars are parked so long down the road, once you commit, you might face somebody coming the other way.</p> <p>Also, parking near plane tree way is difficult due to the off road bays not having lines. So bad parking causes less cars to fit, which causes on street parking. If you place double yellows (which I support), you must consider how to help residents park off street. Lines on bay will help more cars fit off street.</p>



<p>(o67) Local resident, (Woodstock, Princes Ride)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Actually, I don't agree. The problem is that by implementing this proposal, all OCC are doing is to push the problem somewhere else and that may result in a worse outcome with even more inconsiderate and perhaps dangerous parking. You will already know that idiots park on Manor Road and the Causeway, along Brook Hill, Green Lane and Banbury Road; the last thing that this proposal will do is to solve the dangerous parking in Woodstock as a whole. The problem isn't only Blenheim; people using the town's facilities and who don't want to pay at the meter are also guilty, although its fair to say that Blenheim is the primary cause. OCC has to look at this problem strategically and that means residents parking is extended to the whole town and not just to a confined area but importantly residents permits are issued free of charge to people (both residents and business) because none of this is the fault of residents.</p> <p>Lift your eyes and see the whole problem for what it is and not just a restricted area. This weekend, for example, there are no parking signs and traffic cones around Cadogan and the Oxford Road end of Princes Ride but people are parking in Princes Ride, inconsiderately of course, 10 yards away outside of of the area that they guess are covered by the cones.</p> <p>Conversely I am supporting the Princes Ride / Flemings Road / Plane Tree Way intersection. The parking close to this corner is particularly bad during school arrival and departure times, particularly since this road is used by buses and coaches and is a primary point for Chelsea Tractors to drop of their precious cargo. This is not a problem caused by Blenheim and its unlikely to relocate the problem elsewhere</p>
<p>(o68) Local resident, (Woodstock, Princes ride)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>As a resident of princes ride , i feel that proposed parking restrictions do not go far enough .</p>

	<p>The proposed parking restrictions will only move the problem further onto the non restricted parts of the estate .</p>
<p>(o69) Local resident, (Woodstock, Ramillies Close)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>All it will achieve is pushing parking further away towards Banbury Road which is where double lines should be.</p>
<p>(o70) Local resident, (Woodstock, Shipton Road)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I fully support the introduction of double yellow lines at the junction between Princes Rise, Flemings Road, and Plane Tree Way. At school drop off/pick up times, the parking here is dangerous and there have been several near misses. I do worry about where this traffic will be displaced to, however, as Shipton Road is equally as congested and dangerous at these times given how many people need access to the primary and secondary schools, and how many people park dangerously.</p> <p>However, I very strongly object to the proposed plans to add double yellow lines to the Oxford Road service road for several reasons. First, the parking along this road is never problematic. I walk down this road daily and have never witnessed a resident's drive being blocked by parked cars. The cars that use this road respect the white lines already in place, leaving ample room for those needing access to their driveways. The parking does not cause any blockages or traffic build ups, and creates no unnecessary difficulties. Secondly, being able to park on this road for a few minutes has a number of key benefits for me. My health means that I am not always able to walk long distances and as the Blenheim Palace bus stop is a twenty minute walk from my home (with no other closer stops available), my partner sometimes drives me to the Oxford Road service road, parking for 5-10 minutes until I am on the bus to ensure that I am OK. If we were unable to park here, I would be forced to walk or not go to work, having a significantly detrimental effect on both my physical and mental health as well as my</p>

	<p>employment. I know of several people in similar situations who would also be severely negatively impacted by the proposed introduction of double yellow lines. Similarly, if we need to post a letter, our closest post box is the one near Oxford Road service road and it is very convenient to be able to park up for 1-2 minutes to post our letters before driving away again. Perhaps rather than double yellow lines, the council would consider restricted time parking? This would dissuade tourists from parking here all day to avoid the parking charges in the town centre, but would still allow residents of Woodstock for whom parking on this road is a lifeline the opportunity to park for short spells as needed.</p>
(o71) Local resident, (Woodstock, Shipton Road)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I find that parking in an irresponsible way on some of the roads mentioned (some of the through roads) can be a safety hazard and can cause traffic issues, where as on some of the cul de sacs it would not appear to be so much of an issue. I do see some residents using the road area as their own parking as well as driveways which I believe is inappropriate and I would not like to encourage this - I think that parking on public roads when not causing an obstruction should be allowed</p>
(o72) Local resident, (Woodstock, The Covert)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>As a local resident living in The Covert, parking along the Cadogan Park/Princes Ride stretch is the biggest issue for us. Trying to drive along that stretch can be problematic and it's usually people visiting Blenheim Palace that park inconsiderately. These proposals will hopefully be effective in putting a stop to this. One potential issue is that this may push people further out in to Crecy Walk and the side roads, but I think this should be attempted as is before trying to solve any further issues that may result in a need for residents permits etc.</p>

<p>(o73) Local resident, (Woodstock, The Ley)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>We live in the area and whilst some people park badly, this punishes us for having family visitors.</p>
<p>(o74) Local resident, (Woodstock, Youngs way)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>It's a night mere especially round school drop off collections. Not safe when crossing roads with little ones. You have drivers swearing with young children present, horns honking, no room for bin men/emergency services/contractors to properties and schools.</p>
<p>(o75) Local resident, (Woodstock, Youngs Way)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>They make complete sense</p>
<p>(o76) Local resident, (Woodstock, Ashford Close)</p>	<p>Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p>

	<p>I object to the Oxford Service Rd proposal. As a resident in nearby Ashford Close (with very limited parking for visitors) I need to be able to use the space for visitors for short term parking.</p>
<p>(o77) Local resident, (Woodstock, Blackberry way)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>The parking issue just gets moved from place to place. As soon as people stop parking there, the issue will shift 5 mins down the road. The problem, as with most things in Woodstock, is Blenheim. Force them to provide parking. Force them to contribute. Force them to stop screwing over local residents. When I moved here, I had no idea what a toxic presence Blenheim is .</p> <p>A similar issue is also caused by the primary and secondary schools who make no effort to encourage parents not to block roads/ sit on idle every single day. The primary school road is regularly blocked- where are the walking to school/ carpooling initiatives? The secondary school parents block out streets every single afternoon and pollute the air by sitting on idle.</p>
<p>(o78) Local resident, (Woodstock, Briar Thicket)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Double yellow lines on the Oxford Road service road will make it impossible to pick up and drop off school children and others at the Blenheim gate bus stop. As the parent of a disabled teenager who uses the bus, that worries me. I also suspect that a parking ban will force more people to drive down the A44, rather than use the bus, which will make traffic worse. A 30- minute-only parking rule would be a much better solution. I think the same may be true of one side of Cadogan, since a total ban will only push parking farther up Princes Ride. We live on one of those upper streets and at school pickup and drop-off times, it is already almost impossible to get</p>

	<p>out because parents park up and down the cul de sac and box each other in. I sympathize with those parents but I also worry about what happens if one of our elderly neighbours needs an ambulance then.</p>
<p>(o79) Local resident, (Woodstock, Briar Thicket)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Constant parking on the above roads by visitors to Blenheim and people catching the bus to Oxford causes unnecessary blockages and hazards especially around the school.</p>
<p>(o80) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>We are residents of cadogan park. We suffer with Blenheim parking, parking for visitors to Woodstock due to parking fees in Woodstock town. Also long stay parking up to 2 weeks at a time. Due to Cadagon park having a narrow road Parking around and/opposite our driveways causing difficult or sometimes no access on or off our driveways.</p>
<p>(o81) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>As a resident of Cadogan park. The road is very narrow.  We suffer parking from Blenheim. Woodstock visitors. And long term parking. Up to 2 weeks. Cars park around and opposite our driveway Which affects our ability to access our driveway .</p>

(o82) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>I live on Cadogan park and both this road and the slip road are old fashioned narrow roads that cause major issues when people park on them.</p>
(o83) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>The traffic from schools including buses and coaches are now using the thoroughfare and it is very busy. Coupled with parking from casual visitors and extreme levels of parking when Blenheim has an event makes this a hazardous road through Cadogan Park and Princes Ride. Coupled with tennis club and playground traffic Cadogan Park is very busy. Workmen place their van and lorries anywhere and for all day. This must stop. The corner of Flemings Road and Princes ride is an extremely dangerous corner and also requires double yellow lines.</p> <p>Inconsiderate parking opposite driveway entrances and sometimes overlapping private accesses is intolerable. Double yellow lines are a good option and in particular Blenheim events should be reduced or they should accommodate their own traffic within Blenheim. They have not encouraged use of public transport. They should organise shuttle buses from outside Woodstock town boundary.</p>

<p>(o84) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Since both Blenheim have increased the number and size of their events these roads have become very dangerous with randomly and badly parked vehicles. During the summer months some vehicles are left for many days in a row and not moved, even on blind corners. Also, shoppers who cannot be bothered to spend a pound on parking in Woodstock town centre are using these roads for parking. Too easy to find these roads as free parking zones on the internet too...</p>
<p>(o85) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Parking is out of control. Badly parked vehicles. We had a van fire on Cadogan Park a few weeks ago and the fire brigade couldn't get to the fire due to the number of vehicles parked on the Cadogan Park cul de sac. There have been other instances where ambulances could not get through either and crews have been seen running down the road !</p>
<p>(o86) Local resident, (Woodstock, Cadogan Park)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>As local residents we have seen increasingly inconsiderate parking making getting into and out of our driveway very difficult. The situation is particularly bad when events are on at Blenheim Palace with people parking on corners and on verges.</p>



	<p>Although our road (Cadogan Park) looks wide the actual carriageway is very narrow and larger parked vehicles such as SUVs make access for delivery lorries, emergency vehicles and bin lorries very difficult without driving up on the verge. Putting double yellows in would improve safety but, if double yellows are put in provision must be made for delivery vehicles to deliver.</p>
(o87) Local resident, (Woodstock, Cadogan Park)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>No objection/No opinion</b></p> <p>Because we get so many people parking their cars whilst they go to Blenheim Events</p>
(o88) Local resident, (Woodstock, Crecy walk)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>It is unnecessary, waste of council money it's really no problem!</p>
(o89) Local resident, (Woodstock, Crecy Walk)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>The parking is rarely a problem and the measures may make it more difficult for residents visitors to park on road ie on Crecy walk or park side. Also may only serve to push any parking issues deeper into the estate.</p>

<p>(o90) Local resident, (Woodstock, Crecy Walk)</p>	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b> </p> <p> I live on Crecy Walk and understand the frustrations of residents on Cadogan Park and the first part of Princes Rise off Oxford Road to non residents parking on those roads. In my view and the views of many other residents on Crecy Walk, the position is completely different for Crecy Walk. All of the houses have their own parking space or two and in addition a long stretch of road which has plenty of space for parking when residents have visitors or for children with cars. We have never had any issues finding a parking space. There are two times in the day when Crecy Walk residents close to Princes Rise are affected - school drop off and pick up. This period lasts for approximately half an hour in the morning and afternoon and offers a critical option to parents of families who do not live in walking distance and who would otherwise struggle to park near the school. To the extent this affects residents in the small number of houses where parents park their cars, I'd be surprised if it had any significant impact given that almost all houses have one or two parking spaces and there are always many other options on the road. </p> <p> We have been surprised by how little Crecy Walk is used by visitors to Blenheim at busy times like Nocturne and Christmas. </p> <p> In short we see the issue in Cadogan Park, the Oxford Road service road and the first part of Princes Rise but this is not an issue of concern in Crecy Walk. </p> <p> We highly value the flexibility that we have in parking on our road. It was one of the features that appealed to us over living in the town centre. We rely on various people for childcare and home support every week - two sets of grandparents, a childminder, and a cleaner - and having to obtain, issue and manage the issue of car parking permits for us, them and other visitors is a layer of red tape that we could really do without! </p> <p> Our road is fortunate to host the Woodstock Harriers running club on Saturdays and Sundays. Although I'm not involved with the club I can see that parking restrictions would have a negative impact of their ability to host runners. </p> <p> The residents of Crecy Walk are connected by whatsapp group and would appreciate the opportunity to have a face to face meeting with whoever is considering these proposals in respect of Crecy Walk. </p>
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(o91) Local resident, (Woodstock, Crecy Walk)	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p>As a home owner on Crecy Walk, we are constantly impacted by inconsiderate parking on this estate. While we welcome the proposals put forward, we don't think it goes far enough. We are concerned that the problem will just move further into the estate if double yellow lines are introduced in some parts of the estate. Crecy Walk is impossible at school drop off and pick up times, with parents using the footpath to get to the primary school. The footpath is not shown on the map you have sent us.</p>
(o92) Local resident, (Woodstock, Crecy walk)	<p> Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b> </p> <p>I am concerned that if yellow lines are put in place all the cars will come and park outside my house at 13 Crecy Walk. They do this anyway and often block my driveway. If yellow lines are granted where suggested the I would also like yellow lines outside my house at 13 Crecy walk otherwise I don't agree to it.</p>
(o93) Local resident, (Woodstock, Flemings rd)	<p> Cadogan Park – <b>No objection/No opinion</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>No objection/No opinion</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p>Live in Flemings rd and people do park in silly places</p>

(o94) Local resident, (Woodstock, Flemings Road)	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b> </p> <p> There can be no doubt that the situation with people visiting Blenheim and opting to avoid paying for parking on site is causing a dangerous obstruction along the main road (Cadogan Park/Princess Ride) and i fully support this. To my mind, there is no reason for double yellow lines on the service road of Oxford Road - people parking here cause no issues and those houses have ample (bloody massive in some cases) driveways in which to park. I strongly suspect that complaints of parking there are simply small minded people not wanting cars they don't know outside their houses. </p> <p> With regards Flemings Road/Plane Tree Rd, I understand that parking on the bend is not ideal, but I think these are residents' cars and I don't think they have much choice but to park there. </p>
(o95) Local resident, (Woodstock, Flemings road)	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b> </p> <p> The cadogan park road crossroad is always packed up with cars, so it is a great idea! Safe for cars driving 100%. The rest I don't have an opinion. But I worried persistent drivers will go futher away from Blenheim gate to park for free. I wish Blenheim didn't charge for parking or organised park and ride( free) for his costumers- that would solve the problem </p>

<p>(o96) Local resident, (Woodstock, Flemings Road)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>With regard to the Flemings Rd etc corner it is very dangerous when people park on tight bends and traffic is forced blind onto the wrong side of the road. There is a problem with large vans and vehicles parking and further reducing visibility for all road users.</p>
<p>(o97) Local resident, (Woodstock, Flemings Road)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I would think the lines will just push the traffic further up the roads/estate where parking for residents is already an issue. If there weren't as many contractors blocking pavements &amp; if the double decker buses weren't coming through busy, narrow roads it wouldn't be an issue</p>
<p>(o98) Local resident, (Woodstock, Flemings Road)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>I strongly support the overall proposal to introduce such restrictions in the areas specified to improve visibility for drivers and pedestrians, reduce the amount of parking on pavements on the estate (which puts pedestrians at risk and effects access for those with mobility issues) and improve the access and environment for those in those streets. I agree with the proposal for the Flemings Road/Princes Ride/ Plane Tree Way junction but feel that the need for a similar restriction at the other end of Plane Tree Way had been overlooked ie the junction of Flemings Road/Plane Tree Way/Rye Grass/Campbell's Close. This is also subject to dangerous and obstructive parking</p>

	<p>and is likely to be worsened by displacement from the nearby restrictions. This junction is particularly impacted by unsafe parking associated with school drop off and pick up times which then puts school children as well as other estate residents at risk.</p> <p>Whilst I support the restrictions and want them to go further as commented above in relation to the Ryegrass junction I am concerned that a negative consequence could be further increase in speeding especially on the straight stretches without traffic calming measures. There are no speed humps on Flemings Road between the two ends of Plane Tree Way and sometimes it seems as though the only speed deterrent for this section are badly parked vehicles. I therefore would urge review and improvement of traffic calming and speed enforcement signage alongside introduction of the parking restrictions, particularly for the straight sections of what has become the Flemings Road - Princes Ride - Cardigan Park rat run.</p>
(o99) Local resident, (Woodstock, Glovers close)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>I live in Glovers close and am concerned vehicles will simply move down to park near the alley way next to the leys and even worse into the close itself. I work shifts and on late shift I leave around 3 pm . There are so many cars parked for school pick up it can be difficult to get out of Glovers close . This also co insides with the No7 bus which is really annoying and is not appropriate for the road</p>
(o100) Local resident, (Woodstock, Glovers Close)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Terrible parking from Blenheim visitors during events such as Christmas lights is obstructive, inconsiderate and dangerous. Badly parked cars reduce visibility and prevent safe access to pavements, particularly for those with pushchairs or using wheelchairs. The bad parking is also unsightly and not in keeping with the town's image for visitors</p>

(o101) Local resident, (Woodstock, Green Lane)	<p> Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b> </p> <p> This will increase displaced parking in other parts of Woodstock.  Either all of Woodstock should have parking restrictions or none.  The introduction of the residents parking in parts of Woodstock has already created parking difficulties.  The priority for parking restrict should be the A 44 from the Black Prince public house to the end of the road in Old Woodstock and the boundary of Woodstock.  It is a nightmare to drive there with inconsiderate parking leading to a spate of “shunt” accidents. </p>
(o102) Local resident, (Woodstock, Green lane)	<p> Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b> </p> <p> People just parking anywhere they see fit to access blenheim palace, with no regards to locals walking, residents who live on the area and anyone driving g through. I live in a road a 5 minute walk away from boenheim and today only ( sunday) i have seen 4 cars park outside mine and walk up to blenheim ( i know this evausr i hear them say how excited they are for the Christmas lights) </p>
(o103) Local resident, (Woodstock, Hedge end)	<p> Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b> </p>

	<p>There really is no issue with these roads. Why are you using resource to do something here. Use the funds to help fund those in need</p>
<p>(o104) Local resident, (Woodstock, Meadow walk)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>It will just create issues elsewhere. We are meadow walk and will push cars here. Also issues for guests / parties etc. o also hate the trend of telling people what to do in all parts of their life! It's a bit of a pain when Blenheim has an event but way to solve it is Blenheim not charging extra for parking!</p>
<p>(o105) Local resident, (Woodstock, Oxford Road)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>In support of Oxford Road slip road is that it is very difficult getting into and out of driveways due to narrow road and parked cars and would increase pedestrian safety.  Other areas supported due to pedestrian and road safety.</p>
<p>(o106) Local resident, (Woodstock, Oxford Road)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Unfortunately too often people park inconsiderately and we're unable to access our property by vehicle</p>



<p>(o107) Local resident, (Woodstock, Oxford Road)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Supporting because I live around here and our drive is frequently parked across and we can't get out of our drive. It is used as a drop off/pick up point and it affects us on a usual basis.</p>
<p>(o108) Local resident, (Woodstock, Oxford Road)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>People visit Woodstock to visit Blenheim Palace, Woodstock Town, family, friends and relatives. Where are these people supposed to park without incurring high parking prices at Blenheim Palace and limited spaces in Woodstock Town. People pay their taxes and should be able to park where they wish to as long as they don't block residents drives and make loud noises and not be neighbourly. The more restrictions made on parking in Woodstock streets and Woodstock Town and increasing prices at Blenheim Palace will lead to people not wanting to come to Woodstock.</p>
<p>(o109) Local resident, (Woodstock, Oxford Roaf)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I live on Oxford Road and, yet again, today a car is obstructing my driveway so I can't leave the house.</p>

<p>(o110) Local resident, (Woodstock, Park lane)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Basically if you need to visit anyone in Woodstock forget it, unless they have multiple parking spaces. Visiting nurses, carers etc  Maybe if Blenheim didn't charge so much to park insite people would not parkin the town to visit..... Local people still need to park</p>
<p>(o111) Local resident, (Woodstock, Park Side)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>It is becoming very difficult to drive around the estate with the cars blocking the narrow roads. It's also unsafe.</p>
<p>(o112) Local resident, (Woodstock, Park View)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>Pandemonium in this area for parking.  Visit parkopedia website &amp; these areas are outlined immediately as free unrestricted parking areas for Blenheim and Woodstock. No wonder it's a dangerous situation that will lead and has already led to accidents.</p>
<p>(o113) Local resident, (Woodstock, Parkside)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b></p>

	<p>Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>I support all of these recommendations on all roads as every time Blenheim Palace hold a large event instead of parking their car in Blenheim people park in all roads listed above to save paying the parking charge! These actions impact heavily on local residents so laying yellow lines will restrict many of these cars from parking in these roads.</p>
(o114) Local resident, (Woodstock, Parkside)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Can't have family or friends to visit if parking restrictions are put in place. This is a breach of my rights, if you implement this, there will be trouble coming</p>
(o115) Local resident, (Woodstock, Plane Tree Way)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>The present parking is dangerous to residents both pedestrians and motorists.</p>
(o116) Local resident, (Woodstock, Princes Ride)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p>

	<p>When any event is on at Blenheim parking becomes a problem on the estate with visitors not wanting to pay for parking within the palace grounds so I support the restrictions suggested for the roads at Blenheim palace end. People now just do as they please without any enforcement restrictions.</p> <p>The estate is also a rat run for the school run at Marlborough with parents parking along Princes Ride too pick up in the afternoon</p> <p>Also coaches use the road, damaging kerb edges and causing further congestion as too large a vehicle for this type of road.</p> <p>Already online comments are from non residents complaining they will have nowhere to park on the estate to pick up their children or visit Blenheim.</p> <p>The restrictions suggested will solve one problem but then move it into the non restricted part of Princes Ride, Meadow Walk, Briar Thicket etc.</p> <p>The current flats development on Flemming Road has also squeezed the flow of traffic and Shipton Road North end is not being used towards Campsfield Road.</p>
(o117) Local resident, (Woodstock, Randolph Avenue)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>I live on the estate to the right of the school/ swimming pool and school times are horrific, I can't get out without a struggle from 2.15 onwards to go and get my own children from another school. By stopping parking on this other street I worry that all it will do is back up to where I live where people are already sick of the traffic the parents cause! I think if it's going to be done for one part of the down it should also be done for the estate everyone parks on!</p>
(o118) Local resident, (Woodstock, The covert)	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b></p>

	<p>Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>The parking has got dangerous along these stretches at peak times at Blenheim, both for road traffic and vulnerable road users. There are other options available to car drivers.</p>
(o119) Local resident, (Woodstock, The Ley)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Additional free parking is required by visitors and restricting parking further simply pushes the problem to other areas of the town.</p>
(o120) Member of public, (Yarnton, Aysgarth)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Need to collect children from the school and if the council had not stopped the free bus offer from yarnton then I wouldn't have to leave work every day at 3 to collect my child, so I pull up where I can on any street near the school  As you can not get anywhere near the school</p>
(o121) Member of public, (Yarnton, broad field road)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p>

	<p>Kids do need picking up from school but this is literally 15mins a day.  The work men are parking anywhere and everywhere making the routes danerous.  And know no7 bus makes Flemings road a route is ridiculous</p>
<p>(o122) Local resident,  (Yarnton, Broad field road)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I need to collect and take my children to school from Yarnton. This school is in our catchment but the council do not provide transport and the bus is very expensive and not at convenient times... which I have asked about before.. why can't the s3 be scheduled at school times and more reasonable prices. We have to pay the most expensive price as we are at the end of the Oxford run, for a 3 mile journey! If this was in place then we wouldn't have had to drive.</p>
<p>(o123) Member of public,  (Yarnton, Merton Way)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>My concern is that as a parent of Marlborough children, living in Yarnton, how exactly do the county council propose our children get to/from school? We are not supplied a bus. Cycling in adverse weather is too far, not to mention the safety implications of children navigating Bladon roundabouts. the public bus (s3) is 1. Expensive, 2. Not the correct times. The 8.05am yarnton-woodstock bus is ALWAYS late, and a long walk from town to school, meaning the children are late. To 7.35am bus is way too early!! On the way home the 3.30 bus is often full (also frequently cancelled!) I appreciate parking can be unsafe and frustrating to local residents, but how else are we meant to drop/collect our children. The sensible solution here is for OCC to reinstate yarnton Marlborough school busses. There may be other places that also dont get a bus, but im not aware of these villages so cant comment.</p>

<p>(o124) Local school parent, (Yarnton, Not relevant)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Partially support/concerns</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Partially support/concerns</b></p> <p>I have every sympathy for the residents. But this will just push the problem further up the road. We need to tackle the root cause which is helping to provide affordable transport to school for the children of Marlborough. We live in Yarnton and my daughter gets the s3 so I rarely drive her. However it's very pricey (£20 a week) and next year, my youngest daughter will also come up. I can't afford to £40 a week for both children to get the s3 so may have to drive them. I was on the committee last year helping to source a private affordable school bus - this is impossible without council support - but they do not want to know. So in theory, I support the restrictions as I can't imagine the frustrations for local residents - it is a nightmare! However I fear it will just push the problem into surrounding roads where I think the root cause needs tackling instead.</p>
<p>(o125) Local school parent, (Yarnton, Rutten lane)</p>	<p>Cadogan Park – <b>Support</b>  Crecy Walk – <b>Support</b>  Oxford Road service road – <b>Support</b>  Park Side – <b>Support</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p>
<p>(o126) Local school parent, (Yarnton, The Garth)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I live in Yarnton. Due to LACK of school bus service provided to my children from yarnton to Woodstock I currently drive them to school. They are able to use the stagecoach bus provided to the public but would cost me 130 a month to send my children to school. FROM yarnton and back. It costs me 60 pound in fuel. It's ridiculous that this is being proposed by the same council that withdrew our school bus funding. The council have caused this problem not the parents. We also opposed the decision to remove our buses and have also attempted to</p>

	<p>provide a private service funded by parents. This failed TWICE. The double yellow lines will only increase the circulation of traffic and cause absolute chaos. It's already an unsafe area for children. I agree that there is an issue with traffic and parking but my children's safety is more important. The double yellows will NOT stop me dropping and collecting my children from school. I leave yarnton at 2.15 pm to find a safe and legal place to park to collect my children. This is not my fault and the issue has been caused by the council. Sort out the free or cheap school buses and I will not drive to Woodstock. It's that simple.</p>
(o127) Member of public, (Yarnton, Woodstock Road)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>As a parent of a child at The Marlborough School from a village where the council withdrew the school bus service, we drive our child to school &amp; collect (public bus pricing is too expensive) and we need somewhere to wait. I understand the annoyance it must cause to residents but an alternative solution needs to be in place, whether that be a waiting area close to the school grounds or regular, council run bus services to surrounding villages.</p>
(o128) Member of public, (Yarnton, Woodstock Road)	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>Partially support/concerns</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Given the lack of adequate public transport and school buses provided safe and timely travel for school children, parents have little alternatives to transporting their children to/from school by private vehicles. There is also no "free" parking anywhere in woodstock town, or suitable car parks near the primary or secondary schools. The schools themselves do not have adequate provision for safe drop off/pick up zones. I understand the need for sensible parking restrictions and support the plea of local residents, however, there are no counter suggestions for vehicles to park in order to drop/collect their children. I think the suggestion of "no waiting at any time" will simply shift the traffic elsewhere in woodstock, and cause further gridlock at peak times. It is not sensible to restrict parking on residential roads, which sadly is needed to support provision of educating our local children.</p>



	<p>Also, woodstock is a very large spread out town, and even local children attending the schools sometimes require transportation to/from school. The current situation is indeed difficult, but only really lasting for 45 minutes either side of the school day.</p>
<p>(o129) Local resident, (Yarnton, Hayday close)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>People need to pick up and take children to school, there are not enough school buses and some kids can't get the public bus.</p> <p>If people just be more considerate and maybe have a PcsO walking around to make sure.  As for residents who are complaining, if you live near a school expect to have some sort of traffic at school pick up and drop off times.</p>
<p>(o130) Member of public, (Yarnton, Merton Way)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Where the heck do the council expect all the parents who have to pick their kids up from school to wait? The school doesn't have enough space and the council &amp; the school have stopped the funded bus to take our children. Safely to and from school so it's caused chaos meaning every parent that doesn't have access to a school bus has to drive - causing too many cars blocking the roads, paths and local estate roads near the school as they have no other choice! I can understand residents getting annoyed for 10 mins at either end of the school day while people park on their street but honestly what and where else are people supposed to wait for their kids? It's totally ridiculous and school parents are being blamed for something which is out of their control. I would love not to have to drive my kids to school each day and have less cars around Woodstock residential areas but the school and council have caused this to happen by stopping the bus from one of the biggest village catchment and feeder to Marlborough areas so parents are left with no choice as they have to get their kids to</p>

	<p>school somehow! Even lift sharing as I do still there are too many people having to drive for thus same reason! And the more houses that are built in this area the more bigger the problem will get. You'll have people parking all over the place as they still need to get their kids to school! Something needs to get sorted!</p>
<p>(o131) Member of public, (Yarnton, Merton way)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>transport was stopped as a free bus for children from yarnton to Marlborough school. Parents can't foot the cost for busses everyday. We all car share where we can. But we need somewhere to park to collect our children as safely as possible. Unfortunately living near a school is what residents will have to deal with it's literally 30 mins max a day 5 days of the wk that parents park to collect. Provide transportation as it was years ago and parents won't need to drive</p>
<p>(o132) Member of public, (Yarnton, The Garth)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I'm objecting because I have 2 children attending Marlborough school. Since you cut the school buses, they both need dropping off and collecting from the school. I cannot afford £120+ a month in bus fairs. I have reworked my working hours to allow me to do the school runs. I see no other way to allow my children to attend school safely. I understand the woes of residents as our local primary school suffers with same issues. The Marlborough school is not safe at drop of or collection for the pupils, residents and parents alike. It is putting extra pressure on the school to manage these times.</p> <p>As is usual with these kind of situations it's the councils fault that this is the situation and as usual the council will try to force parents into more drastic action by painting yellow lines everywhere. Doing so will only increase tension in the area between everyone involved.  It's your doing, nobody else.</p>

(o133) Member of public, (Yarnton, The Garth)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Partially support/concerns</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I have two children who I collect from the Marlborough School. There is no school bus from Yarnton where we live and the S3 is expensive for two children so we lift share with another family. If I can't stop then how can I collect them. It is only for 10 minutes max per day.</p>
(o134) Member of public, (Yarnton, The paddocks)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I have no choice but to park in the areas around Marlborough school as there is no school bus provided for my daughter. We live in yarnton so have no choice but to drive to do school pick ups .where are we meant to park if you put restrictions everywhere</p>
(o135) Local resident, (Begbroke, Begbroke Crescent)	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>Instead of a blanket ban which may please residents living in the immediate vicinity, instead police the Highway Code - ie. don't cause an obstruction etc. The issue is generated by Blenheim Palace's parking fees, which incentivise visitors to park in surrounding areas. There are legitimate reasons for parking on the road. For</p>

	<p>example sometimes the tennis club car park is full and users of that facility may need to park on adjacent streets. If restrictions are necessary, then perhaps put time limits in place to deter Palace visitors, who generally visit for longer periods, from parking on residential streets.</p>
<p>(o136) Local resident, (Begbroke, Begbroke Crescent)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>I have to use this area at least twice a day for school drop off/pick up, like many others. One of the reasons I drive my children to school is the council ceasing the school bus service so I have no other option. This proposal is unfair in my opinion. If a restriction must be enforced I therefore think it reasonable to allow maximum of 30-1hr parking. This will enable school parents to pick up/drop off safely and eliminate people using the road for Blenheim, which is why I assume this proposal exists in the first place?</p>
<p>(o137) Local resident, (Begbroke, Begbroke Lane)</p>	<p>Cadogan Park – <b>Partially support/concerns</b>  Crecy Walk – <b>No objection/No opinion</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>No objection/No opinion</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Support</b></p> <p>School drop off times are absolute chaos. This has been made much worse by the builders parking all over the junctions. For some reason there are double decker buses going down Cadogan Park despite it being completely inadequate. Loads of children walking to school not paying attention means a child will end up killed or seriously hurt on this road if the parking continues, especially on Flemings Road.</p>
<p>(o138) Rather not say, (Kidlington, Banbury road)</p>	<p>Cadogan Park – <b>Object</b>  Crecy Walk – <b>Object</b>  Oxford Road service road – <b>Object</b>  Park Side – <b>Object</b>  Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p>

	<p>This is where I safely collect my children from. Please bring back school buses and this will no longer be an issue</p>
<p>(o139) Member of public, (Old Woodstock, Rosamund Drive)</p>	<p>Cadogan Park – <b>Object</b> Crecy Walk – <b>Object</b> Oxford Road service road – <b>Object</b> Park Side – <b>Object</b> Princes Rise/Flemings Road/Plane Tree Way – <b>Object</b></p> <p>as a resident of the Barn Piece estate in Old Woodstock, I was surprised, even shocked that these proposals have got to this advanced stage and almost certainly implemented now the work has been done, simply on the complaint of local residents that someone might obstruct their view or even their driveway. I object strongly to this piecemeal approach of the County Council based on individual complaint rather than the much more important principle of the free flow of traffic. There are many other examples of traffic flow obstructed in Woodstock, and a more meaningful consultation could and surely should have been held to involve the whole town? The Barn Piece estate has exactly the same problem, mostly caused by visitors to Blenheim via the public footpath in Manor Road, and resident have largely not complained. Brook Hill is now dangerously one way caused by parking both sides, and the whole area will be a nightmare when the new development is started. The heavily used A44 Manor Road in Old Woodstock, a strategic north/south through route and previously the Winchester to Preston Trunk Road is now frequently dangerously obstructed by parked cars, similarly visiting Blenheim via the public footpath or by residents of Manor Road who have no parking access. The current costly exercise to please individual groups of residents is unworthy of OCC when there are more immediate TRAFFIC FLOW PROBLEMS which should be addressed as a matter of urgency, in my view and the view of many I believe. Thank you for your attention.</p>

## Woodstock Town Council (“Budget” meeting) of 25 Nov 2025

### Report by Cllr Sharone Parnes

**Subject:** Perceived Potential Flaws of OCC Parking Restrictions Consultation Survey

Oxfordshire County Council (OCC) has launched a consultation survey ( available online since 13 Nov 2025, 06:08 AM at

[https://letstalk.oxfordshire.gov.uk/woodstock\\_cadoganpark\\_parking2025](https://letstalk.oxfordshire.gov.uk/woodstock_cadoganpark_parking2025)) .

The opening page online states “Please read the detailed information provided on this consultation, and take the time to complete the survey as your views and opinions matter. Your response should be completed and returned by **5pm on Friday 12 December 2025.**” The survey is titled "Woodstock: Cadogan Park - proposed parking restrictions”.

Early review of the draft documents highlights several potential weaknesses and possible fundamental flaws in the consultation:

- The **Statement of Reasons** is minimal, citing only resident complaints and asserting safety improvements, without evidence, consideration of alternatives, or assessment of likely effects or causes, whether displacement from the most recent implementations of parking charge and resident/hotel permit holder areas, or from events which effects may be ameliorated.
- The **consultation survey** publication text refers to “detailed information provided” but the contents are not detailed (per above bullet point) and does not allow residents to comment meaningfully on the proposals or their wider impacts.
- Prospects of further **Parking displacement** to neighbouring streets and the adjacent bowls and tennis club car park is not acknowledged.
- The consultation **does not indicate how the works and/or enforcement will be funded**, limiting residents’ understanding of feasibility.
- The consultation **title is misleading**, as it does not reflect that additional streets may be included.
- The **Town Council was not consulted in advance** to provide local knowledge, input or possible support.
- There is no indication of consideration or consultation involving the Bowls and Tennis Club in Cadogan Park, which has its own car park.
- While the **Draft TRO text** seems standard, its lawfulness depends on the adequacy of accompanying materials.
- The consultation may not fully comply with **the Gunning Principles**, which require

sufficient information for consultees to give an informed response, including foreseeable effects and consequences.

- Oxfordshire County Council refers to the consultation being about new double yellow lines on parts of the Cadogan Park estate; yet there is no contemporary community recognition or common references to any area in the Town as “Cadogan Park estate.”

The Council is advised to note this Report and the issues listed above, and monitor whether OCC addresses them or restarts the consultation to disclose foreseeable impacts, funding, scope, and alternatives to ensure the consultation meets legal fairness standards. The Council is encouraged to consider any further follow-up or decision that it considers appropriate.

# # #



**Oxfordshire County Council**  
**Equalities Impact Assessment**

Cadogan Park area, Woodstock – Proposed no waiting restrictions



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## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment & Highways– Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Cadogan Park area, Woodstock – Proposed no waiting at any time restrictions (double yellow lines)
<b>Is this a new or existing function or policy?</b>	The introduction of parking restrictions to manage the road network is an adopted Policy within the Council's Network Management Plan.
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Following complaints from residents in the Cadogan Park area regarding inappropriate parking and survey was undertaken with residents in summer 2025 to canvass local views.</p> <p>The outcome of this consultation and officer assessment was proposals for the introduction of waiting restrictions where parking could potentially create an obstruction or hazard and a statutory consultation on the proposals has now been undertaken.</p> <p>The formal proposals presented for consultation were developed in collaboration with the local County Councillor, who has expressed support for the recommended amendments.</p>
<b>Completed By</b>	Jim Whiting – Team Leader TRO and Schemes
<b>Authorised By</b>	Cathy Champion – Operations Manager, Civil Enforcement
<b>Date of Assessment</b>	January 2026

## Section 2: Detail of proposal

<p><b>Context / Background</b> Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Cadogan Park Estate is located in close proximity to Blenheim Palace, Woodstock Town Centre and local Schools. The nearby local attractors increase the likelihood that visitors will use roads within the area for parking at different times of day and periods where events are taking place.</p> <p>The County Council has a duty under the Traffic Management Act 2004 to manage the road network, and budgets have been assigned to investigate and introduce mitigation measures where parking undermines road safety, access or traffic flows.</p>
<p><b>Proposals</b> Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>An informal consultation exercise was undertaken in Summer 2025 to better understand local options within the area and the feedback, alongside officer assessments has helped developed proposals to manage parking on roads within the area. The proposals including restricting parking on sections of Cadogan Park, Crecy Walk, Oxford Road (service road), Park Side and the junctions of Princes Rise/ Flemmings Road/ Plane Tree Way.</p>
<p><b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The proposals have been developed taking into account local feedback to the informal consultation, officer assessments and with input with the local county councillor.</p> <p>Input has also been sought from teams working in Public Transport.</p> <p>The statutory consultation including writing to key stakeholders and residents within the area and the feedback has been included in an officer report for determination through a public meeting.</p>

<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>There were very little options in terms of alternatives, promoting safe and appropriate parking through information disseminated by local attractors (e.g. Blenheim Palace) is not effective.</p> <p>Some form of restrictions is the best method to discouraging motorists from parking in areas where it would cause a hazard, e.g. at junctions/ on bends etc.</p>
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### Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on age.			

<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The introduction of restrictions will make it safer and more accessible for disabled users.	Blue badge holders can park on yellow lines (where restrictions on loading are not in place) for up to 3 hours.	OCC Project Team	Post implementation engagement including with Local Member
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on any gender.			
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Marriage & Civil Partnership.			
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Pregnancy and Maternity.			
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Race.			
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Sex.			

<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Sexual Orientation.			
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Religion or Belief.			

### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Rural communities</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Rural communities.			
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions are not considered to impact disproportionately on Armed Forces.			
<b>Carers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Residents in the affected area have access to off-street parking so the proposals for no waiting restrictions are not considered to impact on Carers. Unrestricted parking will still be available in the area.			
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals are not being introduced in an area of deprivation.			



### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted.			
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposals for no waiting restrictions will not impact on other council services			
<b>Providers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The proposed no waiting restrictions will improve the flow of traffic for bus operators and access to school transport.			
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improved control of the on-street parking, kerb side and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.		OCC Project Team	Post implementation engagement including with Local Member

<sup>1</sup> If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

#### Section 4: Review

**Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.**

<b>Review Date</b>	January 2027 – as part of post implementation scheme monitoring
<b>Person Responsible for Review</b>	Jim Whiting – Team Leader TRO and Schemes
<b>Authorised By</b>	Cathy Champion – Operations Manager, Civil Enforcement