

Division(s) affected: *Didcot West*

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

**18 JUNE 2026**

### **DIDCOT: BROADWAY – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of new ‘No Waiting at Any Time’ parking restrictions (Double Yellow Lines) on the northern side of Broadway in Didcot, as advertised.**

#### **Executive Summary**

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce approx.70 metres of new ‘No Waiting at Any Time’ parking restrictions (Double Yellow Lines) on the northern side of Broadway in Didcot, replacing sections of the existing ‘Limited waiting’ (Mon -Sat 8am-6pm 30 mins, no return within 1 hour) parking provision located opposite Nos.51-67 – as shown in **Annexes 1 & 2**.
2. The proposals have been put forward as a result of the development of land adjacent to Broadway in Didcot for commercial purposes (at Nos.60-68), where a new access junction onto the carriageway has been approved, with no above ground development (except for demolition and site clearance) permitted until the junction has been constructed.
3. The proposed access is located within an existing limited waiting parking bay on the northern side, and as a result this will need to be amended and replaced with a new ‘No Waiting at Any Time’ (double yellow line) to ensure access isn’t compromised.

#### **Corporate Policies and Priorities**

4. Of the three priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below, these proposals actively support priority nos.1 & 3:

- (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## **Financial Implications**

5. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## **Legal Implications**

7. 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.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

## **Staff Implications**

8. 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 ‘Highway Agreements South’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## **Equality & Inclusion Implications**

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

10. The proposals have been put forward to help improve road safety in the area, by helping to ensure that the visibility splays for the new access are maintained, and to allow for safe access/egress at the site.

## **Risk Management**

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

## **Formal Consultation**

12. Formal consultation was carried out between 08 April and 08 May 2026. A notice was published in the Oxfordshire Herald Series 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, South Oxfordshire District Council, relevant local District Councillors, Didcot Town Council, and the local County Councillors representing the Didcot West & Didcot South divisions.
13. Letters were also sent directly to approx. 135 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
14. During the course of the formal consultation, 73 responses were received via the online survey, comprising of 30 objections (41%), 10 partially supporting/raising concerns (14%), and 33 in support (45%).



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

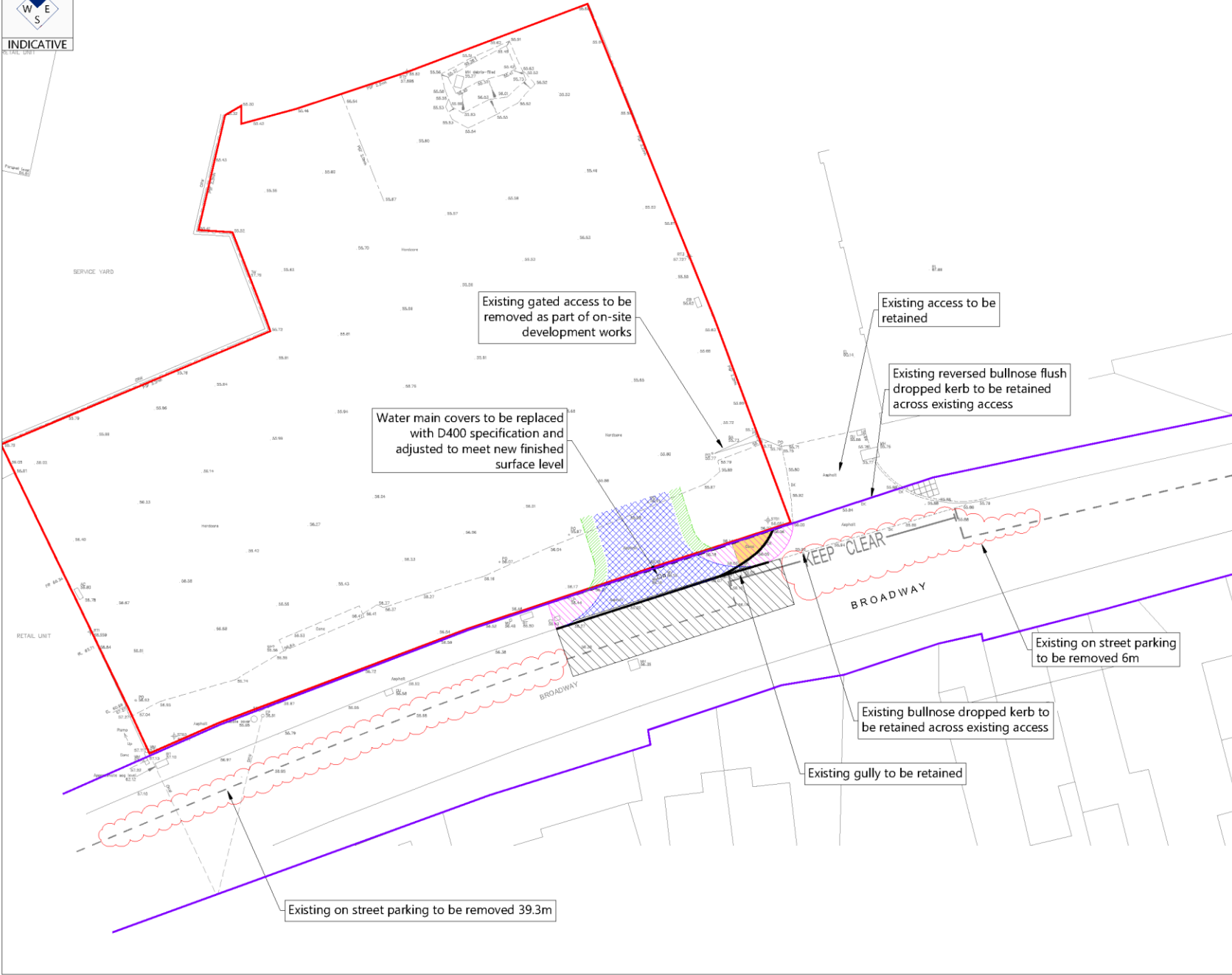
Contact Officer(s): Clever Safurawu (Engineer – Highway Agreements South)  
Ryan Moore (Technical Lead Engineer – Highway Agreements South)

June 2026





**INDICATIVE**



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  - Highway Boundary interpreted from information supplied by "OXFORDSHIRE COUNTY COUNCIL".

- Key:**
- Site Boundary
  - Highway Boundary
  - Breakout and remove concrete kerb
  - Breakout and remove footway edging
  - Take up and remove tactile paving
  - Excavate and remove unacceptable material to a depth of 870mm below finished carriageway surface
  - Excavate and remove unacceptable footway material to a depth of 230mm below finished footway surface
  - Excavate and remove unacceptable material to sub-grade level
  - Plane off 40mm of carriageway surface
  - Remove existing road markings by hydroblasting within these extents

1	08.03.20	Approved with comment by OGC	RC	RC	RC
2	20.09.20	Revised to include the 2020 layout	RC	RC	RC
3	01.10.20	Final	RC	RC	RC

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**CLIENT:**  
 Dare Warwick (Properties) Ltd & Didcot Hand Car Wash Ltd  
**PROJECT:**  
 60-68 Broadway,  
 Didcot, Oxfordshire,  
 OX11 8AE  
**TITLE:**  
 S278 Highway Works  
 Site Clearance

**STATUS:**  
**FOR APPROVAL**

SCALE (A3)	DATE	DRAWN	CHECKED	APPROVED
1:250	09.06.25	RC	RC	JH
PROJECT NO:	DRAWING NO:	REVISION:		
2503-059	201	B		

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>Support</b> – This proposal has our full support. The immediate technical reasons are fully understood and the rationale is pretty unchallengeable.</p> <p>Added to this and of scarcely lesser importance in our view, is that Broadway in Didcot is a significant bus route. There are also plans to promote substantially its use by active travel modes - especially cycling - under the Didcot Central Spine project, which is a major capital scheme. This supports wider County transport policy objectives in the context of the Didcot Garden Town designation, which is intended to guide large scale strategic growth of the town, already well underway. The level of traffic in Broadway ultimately is intended to reduce, and alongside this, the allocation of public highway must change, in favour of active travel and public transport. The long-established use of the limited width of the public highway for parking can no longer retain the priority it historically has had. Moreover, on-street parking already creates particular operational problems for buses at this end of Broadway.</p> <p>While a case could and no doubt will be made for the retention of on-street parking directly outside commercial premises on Broadway, this is not such a situation. As it is, irrespective, there is plentiful free short-stay parking immediately to the north within the Hammerson's "Orchards" development. This seriously undermines those kinds of arguments.</p> <p>While not directly relevant to this statutory consultation, we would be supportive of further short-term review of on-street parking provision at this end of Broadway.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Ardington, Mill Farm Cottage)	<p><b>Object</b> – We need to be able to have those bays kept. Not only for shoppers but for those local businesses. It was a mistake to take away free parking from the Edinburgh drive area completely. It could have been limited but to take it away 100% is not fair on the shops nearby or two shoppers either.</p> <p>Keep those bays please or reintroduce free parking and limit it on nearby side streets.</p>
(o2) Local resident, (Didcot, Abbott road)	<p><b>Object</b> – It's hard enough parking as it is . What about the local shops . They will suffer. There are too many restrictions for parking in Didcot as it is .</p>
(o3) Member of public, (Didcot, Barleyfields)	<p><b>Object</b> – The half hour present restriction is quite handy for visiting shops nearby.</p>
(o4) Local resident, (Didcot, Broadway)	<p><b>Object</b> – I have lived in 53 Broadway since 1988...and have never had so many problems parking until a few months ago...you have brought parking permits and sold one to me as I believed I would be able to park outside my own home...this is causing stress to both myself and my husband ...we are both getting older and still working ...please tell me what we are supposed to do...?</p>
(o5) Local resident, (Didcot, Burton Agnes Avenue)	<p><b>Object</b> – As a person who has a disability and having a parent with a disability, this would frankly be a nightmare. It is hard enough to get parking on the Broadway to access shopping on there despite having a blue badge. This would make the top of Broadway inaccessible for local residents. For the top end of town that already struggles for business, it would kill the facilities that are there. Not everyone can walk from the orchard centre car park. It is a long way for people with mobility issues. If they make it no parking at all the existing businesses in that area will suffer. As a resident I feel we should be supporting our local businesses rather than making it harder for people to use them. This proposed restriction would make it incredibly hard for those businesses in an already difficult time with retail rents already being very high. This would make it so the top end of town was crippled by inaccessibility</p>

	and high costs, resulting in more and more empty units which we are already having. Please reconsider this proposal for the sake of existing businesses and local residents.
(o6) Local resident, (Didcot, Candytuft)	<b>Object</b> – Would make life inconvenient when dropping off elderly who dont quality for a badge
(o7) Local resident, (Didcot, Churchill Road)	<b>Object</b> – I object due to the great lack of parking in Didcot. Other business on that part of the Broadway need parking for customers to pull ip and pop in. The shoe repairers and the estate agents etc. We have lost so much parking with the introduction of parking permits.  The town continues to grow but no extra parking provision has been provided.
(o8) Local resident, (Didcot, Craven Way)	<b>Object</b> – nothing wrong as it is; ok now for my unloading you are being anti car
(o9) Local resident, (Didcot, Dinmore Way)	<b>Object</b> – You haven't provided maps or plans to review on these Web pages. On principle there is a lack of parking or temporary waiting space in didcot so the removal of it will likely result in a detrimental affect on the local businesses who rely on those spaces for customers to park
(o10) Local resident, (Didcot, Beaufort Close)	<b>Object</b> – These are often the only parking options if you need to quickly pop to one of the local businesses along that stretch of Broadway, you have already removed the side roads from the south side, I think there are other areas that could do with double yellow lines where there is a real danger to road uses, ie, the top of Hagbourne Road where a lot of people are now parking since the parking permits came into force. This is now dangerous when people fail to stop at the give way stretch from New Road and cars coming round the blind bend from Jubilee Way!  What we need in Didcot is an affordable long stay car park in Lower Broadway not a carwash that has been granted permission to build on the land where Changing Live once stood! Also double yellows on every corner or every road as there are clearly a lot of drivers that do not know that you shouldn't park close to or on them.

	Sandringham Road is also a problem at the Fleet Meadow end of the estate, as many drivers overtaking the parked cars are running the risk of a head on collision with on coming traffic, as again there is a bend to the road!
(o11) Local resident, (Didcot, Ladygrove)	<b>Object</b> – Already lack of parking for Broadway shops
(o12) Local resident, (Didcot, Lower Broadway)	<b>Object</b> – My elderly parwnt live there. No other easy access to parking near their property
(o13) Local resident, (Didcot, Mereland Road)	<b>Object</b> – You are once again targeting the most vulnerable of our society by enforcing parking restrictions that disproportionately effect vulnerable/less affluent people. Do you want people to use the local spaces? Clearly not. You need to provide actual parking spaces for free for short periods of time to promote use of local services. You also need to ensure that there is somewhere for staff members working along Broadway and in the Orchard Centre to park. Provide for people and it'll improve community spirit and promote use of public spaces/services.
(o14) Local resident, (Didcot)	<b>Object</b> – You have removed so much parking in the centre of town, and not replaced it will alternative parking measures. This is a massively growing town, how are people supposed to use the retail facilities, visit family and friends, when all on-road parking is being removed. It simply pushes the problem somewhere else, and penalises residents further.
(o15) Local resident, (Didcot, Oxford Crescent)	<b>Object</b> – Would create a lack of parking on lower Broadway for other businesses.
(o16) Local resident, (Didcot, Redwing End)	<b>Object</b> – Is this a joke?!! Wasting more money on something that isn't needed? Parking is hard enough with all the new resident parking
(o17) Local resident, (Didcot, St Hildas Close)	<b>Object</b> – With the other parking restrictions in place now in the area surrounding Broadway we need these spaces to be able to use the shops and residential properties in this area

<p>(o18) Local resident, (Didcot, Sutherland Beck)</p>	<p><b>Object</b> – Because you can't even get a simple form correct. Apart from that, the general restriction of car use in Didcot needs to be challenged.</p> <p>While you are at it, remove the pointless 20mph zones</p>
<p>(o19) Local resident, (Didcot, Wessex Road)</p>	<p><b>Object</b> – You can't just take spaces away for people who work in that area without giving them elsewhere to park. All that will do it make the surrounding roads worse. There is not enough parking at present with even more houses being build.</p>
<p>(o20) Local resident, (Didcot, Broadway)</p>	<p><b>Object</b> – As resident this would mean I would not be able to drop off shopping or have even small window of time to park anywhere near my home 69 Broadway to load or unload heavy items this would include any delivery's to the home I have owned for nearly 30 years. . It would also prevent the current short visits from friends and family with mobility issues I already have to pay nearly £200 per month to park my car away from current restrictions. This would make life very difficult and cause additional stress.</p>
<p>(o21) Local resident, (Didcot, Dudcote)</p>	<p><b>Object</b> – Please don't interfere in life with residence this is an absolute overreach of the OCC. We are small community and we need access to pop in and out just for using the mail, especially because.OCC has already included a resident zone making even more difficult for people slightly outside of the zone to go into the town centre</p>
<p>(o22) Local resident, (Didcot, Glebe Road)</p>	<p><b>Object</b> – Why are you wasting money and time with a survey....you are going tobimpose this regardless of public opinion</p>
<p>(o23) Local resident, (Didcot, Great Western Park)</p>	<p><b>Object</b> – Definitely not there is never anywhere to park there when I visit my niece but Macdonalds have more than enough spaces it's about time the council acted on behalf of the local residents not the developers.</p>
<p>(o24) Local resident, (Didcot, Jackdaw Road)</p>	<p><b>Object</b> – Reducing parking would have a impact on nearby businesses</p>

<p>(o25) Local resident, (Didcot, Queensway)</p>	<p><b>Object</b> – This is not Oxford City which has multiple bus routes serving the majority of residential areas. Didcot has 2, the roads here are not easily accessible for buses.</p>
<p>(o26) Local resident, (Harwell, Abingdon Road)</p>	<p><b>Object</b> – There should be no further restrictions placed on the general public, local shops would be at a detriment</p>
<p>(o27) Local resident, (Harwell, Westfield)</p>	<p><b>Object</b> – You have already taken away all free parking from the area starting with Edinburgh Drive... Shops will suffer if those bays disappear. It is a disgrace. If you'd kept some free bays behind the Broadway and made them a 30-min no return area, shops would still benefit. Then I'd understand you taking away those parking bays on the Broadway. How do you think the butcher, the Polish shop, the little phone shop etc feel about this? Don't kill small businesses!</p>
<p>(o28) Member of public, (Harwell, Reading Road)</p>	<p><b>Object</b> – I support my grandmother who has COPD so cannot walk long distances, those spaces mean I can drop her to amenities for short errands without having to park further down the Broadway and push her up a hill (like we would have to if we parked at Orchard Centre)</p>
<p>(o29) Local business</p>	<p><b>Object</b> – This is absolutely ridiculous. You're ruining Didcot by putting all of these ridiculous permits. You're making business not thrive and people don't want to come to Didcot. Absolutely ridiculous behaviour.</p>
<p>(o30) Local resident, (West Hagbourne, Foxglove Lane)</p>	<p><b>Object</b> – There is limited parking already on the Broadway, and there doesn't seem any sense in taking away more. It's been the Main Street in Didcot for years, and there is no reason to change it now. Unless you are wanting to ruin the heart of Didcot completely.</p>
<p>(o31) Local resident, (Didcot, Broadway)</p>	<p><b>Partially Support/concerns</b> – I understand that it is to prevent the bottle neck on Broadway (57-61) which tends to contribute a lot to the traffic and needs to be addressed but we'll also need to consider where the residents, visitors and possible package delivery personnel can park. The parallel Church Street on the other side is also quite full of cars already. If my alternative parking concern has already been addressed in a previous plan that I am unaware of, then I support.</p>

<p>(o32) Local resident, (Didcot, Glebe Road)</p>	<p><b>Partially Support/concerns</b> – This will badly affect the businesses located there as you won't be able to pop into the shops or takeaway there. Especially as you have now put parking permits only on Hadyn Road making it very inconvenient for a quick shop visit. Where are people supposed to park. It is a long way for less mobile people to walk and very detrimental to local businesses.</p>
<p>(o33) Local resident, (Didcot, Hagbourne Road)</p>	<p><b>Partially Support/concerns</b> – Double yellow lines will only be worth the cost and time put into them if they are enforced.</p> <p>Double yellow lines outside Caprinos and other establishments along that road are frequently parked upon with no consequences.</p> <p>By way of maintaining good standards, I recommend that any future surveys are checked for grammatical errors. The state of the grammar and spelling in question 2 is unacceptable for any form of council communications.</p>
<p>(o34) Local resident, (Didcot, Hamble)</p>	<p><b>Partially Support/concerns</b> – Allow traffic to flow better</p>
<p>(o35) Local resident, (Didcot, Fairacres Road)</p>	<p><b>Partially Support/concerns</b> – I think parking restrictions are needed but the current ones are not enforced and everyone parks on double yellow lines. So it really won't make any difference</p>
<p>(o36) Local resident, (Didcot, Ernest Road)</p>	<p><b>Partially Support/concerns</b> – Currently the are cars parked on double yellow. Lines all the time on Broadway especially outside a pizza shop, nothing done accident waiting to happen</p>
<p>(o37) Local Cllr, (Didcot, Freeman Road)</p>	<p><b>Partially Support/concerns</b> – At some times, the area in question is fully used for parking, so the Restrictions should only be extended as necessary.</p> <p>To cater for the entrance for the proposed car wash facility, there seems no requirement to place new restrictions to the East of the present Travis Perkins entrance, which I believe is unchanged.</p>

	<p>New restrictions to the West of the entrance for the proposed car wash facility, surely only need to give a sightline onto the roadway for vehicles *about to enter the road*. A sightline from the entrance for the proposed car wash facility is needed for the footway, the vehicle will use the *roadway* sightline at the edge of the *road*.</p> <p>Therefor I see no need for the additional Restrictions East of the present entrance, and the additional Restrictions West of the entrance for the proposed car wash facility should be shorter than proposed, to maintain parking for the businesses in this part of Lower Broadway.</p> <p>A while ago, I spoke to some of the shop staff in this area, and one specifically said they could remember no RTAs in the vicinity of the new entrance, only West of the pedestrian crossing further West.</p>
(o38) Local resident, (Didcot, Park Close)	<b>Partially Support/concerns</b> – What is the point as it won't be enforced
(o39) Local resident, (Didcot, Sandringham)	<b>Partially Support/concerns</b> – as the local planners have seen fit to give a car wash planning permission on one of the busiest roads in Didcot why should local people lose parking places
(o40) Local resident, (Didcot, Rawthey Avenue)	<b>Partially Support/concerns</b> – What will happen about those who have a blue badge would they still be able to park?
(o41) Local resident, (Didcot, Abbott Close)	<b>Support</b> – Driving down that road feels a nightmare with the parking spaces already there. There is not enough room for a bus and car to pass at the same time. The lanes are much too small when cars are parked.
(o42) Local resident, (Didcot, Abbott Road)	<b>Support</b> – The lower Broadway is not wide enough for two way traffic and parked vehicles.
(o43) Member of public, (Didcot, Barleyfields)	<b>Support</b> – The road is too narrow for two lines of traffic plus parking. It would be good to restrict parking all the way down Broadway past Riches Sidings to the roundabout.

<p>(o44) Local resident, (Didcot, Bishops Orchard)</p>	<p><b>Support</b> – This should have been done years ago. That stretch of road causes so many issues especially with buses</p>
<p>(o45) Local resident, (Didcot, Broadway)</p>	<p><b>Support</b> – Current parking spaces don't allow for two-way flow, especially with larger vehicles like buses. This creates artificial traffic at peak hours. Removing the parking spaces would eliminate this problem.</p>
<p>(o46) Local resident, (Didcot, Broadway)</p>	<p><b>Support</b> – Traffic gets very heavily blocked because of that stretch, makes it difficult for busses to get past.</p>
<p>(o47) Local resident, (Didcot, Broadway)</p>	<p><b>Support</b> – Improve traffic flow.</p>
<p>(o48) Local resident, (Didcot, Broadway)</p>	<p><b>Support</b> – Traffic is difficult along this section of Broadway due to the current parking arrangements. Traffic flow and the congestion outside of my house on lower Broadway should be improved by the proposed changes. If anything, the proposed restrictions should be extended to the junction with Hagbourne Road and Rich's Sidings to further improve safety and reduce congestion.</p>
<p>(o49) Local resident, (Didcot, Church Street)</p>	<p><b>Support</b> – I believe the double yellow lines along that section of road are long overdue as that section of road is very hard to traffic to move when motor vehicles are parked their causing unnecessary congestion</p>
<p>(o50) Local resident, (Didcot, Church Street)</p>	<p><b>Support</b> – It's a good idea, because there's often traffic/delays because the road is not wide enough, especially when a lorry or bus uses the road.</p>
<p>(o51) Local resident, (Didcot, Cockcroft)</p>	<p><b>Support</b> – The road is too busy to have parking on one side</p>

<p>(o52) Local resident, (Didcot, Colborne Road)</p>	<p><b>Support</b> – The road is not wide enough to have parking in lower Broadway, and the lorry recovery vehicle is too wide for the parking space is there? Stop all parking on lower Broadway and outside the pizza takeaway next to the car park near McDonalds as there delivery driver always parks on double yellows</p>
<p>(o53) Local resident, (Didcot, Craven Way)</p>	<p><b>Support</b> – Too congested with busses and lorries mounting pavements and causing danger to pedestrians.</p>
<p>(o54) Local resident, (Didcot, Cromwell Drive)</p>	<p><b>Support</b> – Driving along the road is akin to dogemts at the best of times. With the number of vehicles using the road it's only a matter of time before there's a RTC with the possibility involving pedestrians</p>
<p>(o55) Local resident, (Didcot, Green Close)</p>	<p><b>Support</b> – Parking can be horrendous down the Broadway! Sections of double yellows would be great! Although it would need to be monitored (ticket warden) as double yellow line parking happens a lot still! Good money earner for you!</p>
<p>(o56) Local resident, (Didcot, Hagbourne Road)</p>	<p><b>Support</b> – Very much needed to ease congestion heading to roundabout and allow for safe entry/exit onto new business residence.</p>
<p>(o57) Local resident, (Didcot, Kynaston Road)</p>	<p><b>Support</b> – Too many near collisions</p>
<p>(o58) Local resident, (Didcot, Kynaston Road)</p>	<p><b>Support</b> – Too much traffic</p>
<p>(o59) Local resident, (Didcot, Park Road)</p>	<p><b>Support</b> – Didcot traffic is bad and that piece of road is quite a choke point. I also believe it is quite dangerous when people are getting in and out of vehicles whilst parked there.</p>

(o60) Local resident, (Didcot, Red Admiral)	<b>Support</b> – The amount of traffic having a car parked there at any time makes it difficult to pass
(o61) Local resident, (Didcot, Samor Way)	<b>Support</b> – This is the main cause of congestion in the town and causes significant delays leaving Didcot.
(o62) Local resident, (Didcot, St Hugh's Rise)	<b>Support</b> – There is often a blockage to the flow of traffic caused by the restriction in width that current parking causes. This is due to both large vehicles and to reticent motorists who seem to require above normal clearance before proceeding
(o63) Local resident, (Didcot, Tavistock Avenue)	<b>Support</b> – No more people stopping. It's ridiculous
(o64) Local resident, (Didcot, Verlam Grove)	<b>Support</b> – It will help make that area safer
(o65) Local resident, (Didcot, Craven Way)	<b>Support</b> – It's too congested on lower Broadway with large vehicles mounting pavements, especially near Travis perking and pure gym
(o66) Local resident, (Didcot, Goldcrest Gardens)	<b>Support</b> – Traffic on that end of Broadway is a nightmare and this should improve matters by widening available road.
(o67) Local resident, (Didcot, High Street)	<b>Support</b> – It makes good sense
(o68) Local resident, (Didcot, High Street)	<b>Support</b> – I think it's a good idea and also should be double yellow lines all down Broadway to Travis perking as there is so often hold ups there.

<p>(o69) Local resident, (Didcot, Kynaston Road)</p>	<p><b>Support</b> – Parking in this section causes busses/cars to mount the curb due to how narrow the road is with the cars parked there, I've seen a few cars get hit due to it as well</p>
<p>(o70) Local resident, (Didcot, Lower Broadway)</p>	<p><b>Support</b> – Where are your traffic wardens when the Egerton recovery truck is parked by Riches Sideings taking 3/4 of the road up &amp; causing tailbacks up the Broadway making it one way? No problem apart from that</p>
<p>(o71) Local resident, (Didcot, Wessex Road)</p>	<p><b>Support</b> – Parking is appalling - however also needs to be enforced</p>
<p>(o72) Local resident, (East Hagbourne, Bishops Orchard)</p>	<p><b>Support</b> – That section of road is a nightmare trying to weave in and out of parked cars. It would make traffic flow so much easier and I have always been against any form of parking in that area. The road is not wide enough for it.</p>
<p>(o73) Local resident, (Didcot, Don Close)</p>	<p><b>Support</b> – The double yellow lines should be extended along the entire length of this stretch of road permanently to facilitate easier manoeuvring of traffic .</p>