

Division(s) affected: *Charlton, Ardington & Hendreds*

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

**16 JULY 2026**

### **WANTAGE: A338 MANOR ROAD – 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 extension of the existing ‘No Waiting at Any Time’ parking restriction (double yellow lines) on the A338 Manor Road in Wantage, 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 extend the existing ‘No Waiting at Any Time’ parking restriction (double yellow lines) on both sides of the A338 Manor Road in Wantage, from south of its junction with Broadwater Place, southwards to its northern junction with the service road accessing Nos.1-17 – as shown in **Annex 1**.
2. The proposals have been put forward as a result of the development of land at the Wantage Town Football Club – where the existing grass pitch will be replaced with an artificial ‘3G’ pitch – adjacent to the A338 Manor Road.

## **Corporate Policies and Priorities**

3. 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**

4. 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.
5. 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, and 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**

6. 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.
7. 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:*

*Nicole Olavesen – Solicitor (Regulatory).*

[Nicole.Olavesen@Oxfordshire.gov.uk](mailto:Nicole.Olavesen@Oxfordshire.gov.uk)

## **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**

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

## **Sustainability Implications**

9. The proposed parking restrictions either side of the site access will help ensure that vehicle movements would not compromise highway safety by ensuring clear visibility around the access junction at all times. Additionally – outside of these immediate proposals – measures are also planned to help promote the use of nearby off-site car parks, aimed at reducing traffic movements in the immediate vicinity.

## **Risk Management**

10. No potential significant health and safety or service provision risks have been identified in these proposals.

## **Formal Consultation**

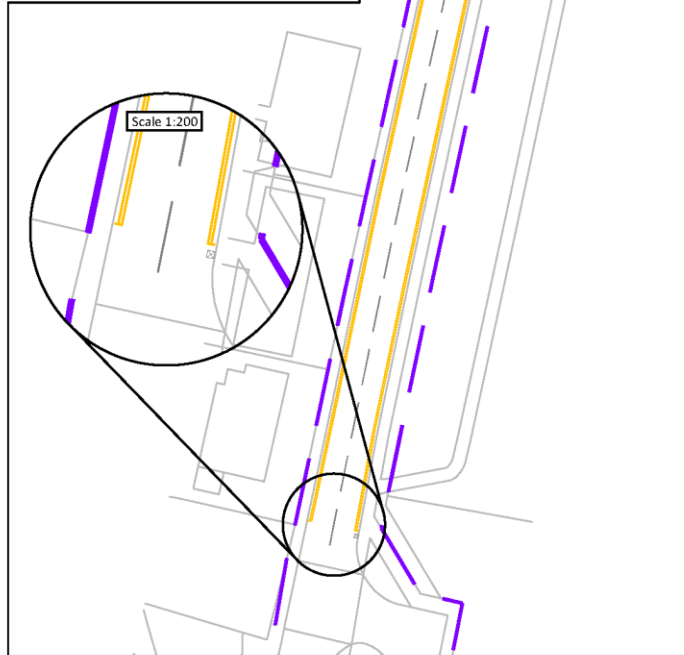
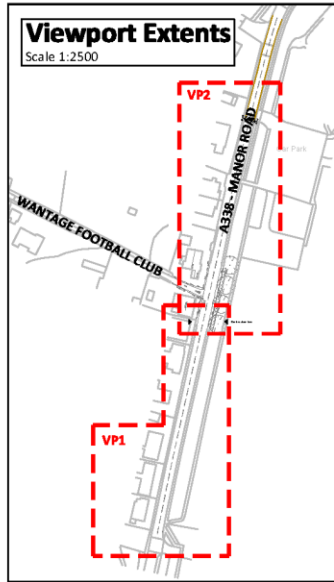
11. Formal consultation was carried out between 20 May and 19 June 2026. A notice was published in the Oxfordshire Herald Series newspaper. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Cherwell District Council, Vale of White Horse District Council, relevant local District Councillors, Wantage Town Council, and the local County Councillors representing the Charlton, Ardington & Hendreds, and Wantage West divisions.
12. A letter was also sent directly to approx.75 properties in the immediate vicinity of the proposals, with a second follow-up letter also sent to clarify the situation regarding vehicle numbers and movements at the site following completion of the proposed development.
13. During the course of the formal consultation, 31 responses were received via the online survey, comprising of: two objections (7%), six raising concerns/partially supporting (19%), and 23 in support (74%).



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)

July 2026



**Health, safety & the environment**

In accordance with the Construction (Design and Management) Regulations 2015, the designs and details on this drawing have been the subject of a Designers Risk Assessment, to identify risks in the construction, use, or demolition of the scheme.

It is not considered necessary for Designers to highlight obvious and/or common risks (such as deep excavations, manual handling and working around heavy plant) which Contractors should be familiar with, and be able to control by good management and site practice.

So far as is reasonably practicable, the risks inherent in the design have been eliminated. Where it has been considered that elimination of a risk (or part of a risk) is not reasonably practicable, it has been reduced.

Significant unusual residual risks are identified on the drawings by use of a yellow caution marker, beside the measures which have been adopted to eliminate them.

**This drawing has been based/developed using the following external drawings**

Type	Company	Drawing date	Drawing title	Date received	Rev
OS Data	Promap	-	Promap-2816610-291985-4-720-0	-	-
Topographical Survey	JPP Surveying	24/4/25	Topographical Survey - 30069Y	-	-

**General Notes**



1. This drawing is to be used in conjunction with all relevant drawings, specifications and details.
2. All dimensions are in metres unless noted otherwise.
3. Do not scale from this drawing.
4. If any kerbs (existing or proposed) are damaged during construction they shall be replaced to the satisfactory of the Oxfordshire County Council Engineer.

**Drawing Key**

- Highway boundary (Aligned from Oxfordshire County Council highway record map "REF: MI/101159/10.11.391" dated 02 May 2025)
- Proposed double yellow lining
- Existing double yellow lining

Rev A Drawing updated following comments from client By OT Checked JW 16.09.2025

 Northampton T: 01604 781811 Paul & Milton Keynes E: mail@jppuk.net W: jppuk.net	Client: McArdle Sport Tec Ltd. Project: Wantage Football Club Manor Road Wantage Title: Section 278 Works TRO Plan
	Scale at A3: As Shown Drawn by: RH Checked by: HS Date: May 2025 Status: FOR APPROVAL Project ref: 28191 Drawing no.: 103 Revision: A

JPP QA Document TOP 05



## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>

## B. Online responses:

RESPONDENT	COMMENTS
(o1) Member of public, (Wantage, Hamfield)	<p><b>Object</b> – I object as this is a waste of money that could be much better spent in the vale of white horse. From reading that document of reasons. The football pitch hasn't even changed its surface and therefore it's unknown what the level of extra vehicles there will be. Plus it's only going to be at certain times of the day because anyone young and fit enough to play football is hardly going to find 10 mates to play with in the middle of peak traffic periods. Also. As anyone who lives in Wantage knows, there is no parking wardens. People park on double yellow lines and pavements all over the town centre and nothing is done. So why all this fuss over parking here. What will happen is. The council will approve this. Double yellow lines will be painted. Cars will park on them when visiting the site. Residents will get upset. They will complain to the council who will shrug their shoulders and at best say parking enforcement is a police matter and this whole endeavour will be a waste of time and money.</p> <p>If the highways team really want to paint some lines. Maybe you could paint some of that junctions around the vale of white horse that have had no markings for over 3 years despite being reported.</p>
(o2) Local resident, (Wantage, Manor Road)	<p><b>Object</b> – The traffic management issues associated with the increased activity at Wantage Town FC are not unexpected and reflect a lack of foresight or inadequate/misleading planning considerations. These issues were raised by residents in previous planning consultation.</p>

	<p>It is a fact the Wantage Town FC facility has inadequate traffic access, egress and parking facilities for the level of increased activity at the Manor Road ground with the potential to cause major traffic disruption or accidents. It seems inevitable that more public green space will have to be sacrificed if the football club refuses to, or is unable to, use land surrounding it which should be the first option pursued. It seems fundamentally wrong to lose areas of a public park to provide parking for a disconnected leisure activity.</p> <p>The present car park “extension” in the park is a poorly finished sand/gravel construction which carves up badly especially during winter months (a time of most football activity). It also fills quickly causing drivers to park on grass which quickly becomes a muddy mess, destroying grass growth and looking unsightly. For large events the whole park is opened up for parking and again this quickly deteriorates as it is not designed for vehicular traffic. Further parking restrictions in Manor Road will drive vehicles further south along the road with parking in the service road causing congestion and difficulties for residents. This road currently also has a bad surface in places.</p> <p>Double yellow lines will also present a serious inconvenience for parents delivering and collecting children from Wantage CE Primary School who use roadside parking, especially given the above conditions and limited size of the current recreation ground parking.</p> <p>We are therefore opposed to any street parking changes until an adequate hard surface car park is created elsewhere at the expense of the football club who have provoked the issue and presumably now have increased revenue.</p>
<p>(o3) Local resident, (Wantage, Broadwater Place)</p>	<p><b>Partially support/concerns</b> – Whilst I think the parking restrictions are a good idea, this will only work if implemented well. At present, there the parking on Broadwater Place stretches almost up to the junction with Manor Road, making it unsafe when two vehicles meet each other. When adding the double yellow lines, they should stretch round at least 10 metres onto Broadwater Place to ensure that there is sufficient space for vehicles to safely enter / exit the road.</p>
<p>(o4) Local resident, (Wantage, Broadwater Place)</p>	<p><b>Support</b> – As there is already parking on manor road closer to wantage, but just around the bend from this area, it would be sensible to block parking so that it does not seize up. Particularly when there are issues on the A34 (not uncommon) you do get large lorries coming through. HOWEVER - this will put additional burden on Broadwater Place, where we already have dangerous and illegal parking within 10m of the junction... so it would be vital to include adding yellow lines to that junction area of Broadwater Place also. There are already yellow</p>

	lines just round the corner for a stretch on Manor Road on the North West of Broadwater Place, which needs to be extended back into Broadwater Place.
(o5) Local resident, (Wantage, Manor Road)	<p><b>Partially support/concerns</b> – The installation of no waiting restrictions being implemented in this section of Manor Rd would be an inconvenience to the residents, but my biggest concern is that if this was implemented without any thought to additional calming measures this would exacerbate an already dangerous situation that exists.</p> <p>I refer to the fact that unfortunately a small section of motorbike riders feel it is their selfish and idiotic right, once reaching the school coming out of town going South, they see an open straight section of road and open their throttles to create as much noise and speed as they can gain before having to slow for the bends further on. This is sometimes prevented by parked vehicles.</p> <p>If they knew that stretch would have no parking it would only encourage them, and would be a recipe for a serious accident if anyone were to be trying to join Manor Rd from the football club. I strongly urge you to consider this situation before making any decisions.</p>
(o6) Local resident, (Wantage, Manor Road)	<p><b>Partially support/concerns</b> – As a resident of Manor Road, within the ‘lay-by’ at the opposite end to the park, I have concerns around the instigation of further parking restrictions on Manor Road. Whilst I agree that members of and visitors to the football club should not be able to park along Manor Road. As residents of this area, we already have difficulties with cars ‘abandoned’ by visitors to football matches, various vans owned by residents who are not living nearby and all manner of other traffic. We have daily problems with random cars parked near or on our drop kerb and it can be a challenge for us (and visitors we may have) to park outside our house. I would worry that, without imposing a ‘residents only’ section in this service road area, we will see an increase in severity of an already tricky situation.</p>
(o7) Local resident, (Wantage, Manor Road)	<p><b>Partially support/concerns</b> – While I think it is a good idea, it will not stop drivers from parking on the road. Every day during term time parents of children who attend the nearby Wantage CE Primary School park on the road in order to take their children to the school. The only way to stop people parking on the road would be to have a parking enforcement operative to attend every day.</p>

<p>(o8) Local resident, (Wantage, Manor Road)</p>	<p><b>Partially support/concerns</b> – It will push parking up to the road which services 1 to 17 Manor road and there will be no space for residents and their visitors to park.</p>
<p>(o9) County Cllr, (Oxford, New Road)</p>	<p><b>Support</b> – Improve sight lines and road safety - aligning with vision zero and other county goals.</p>
<p>(o10) Local resident, (Letcombe Regis, South Street)</p>	<p><b>Support</b> – This is a main through road and for economic and environmental reasons traffic needs to be able to flow along it unhindered. Due to the narrowness of the road, parked cars significantly obstruct the flow, in one of the two lanes, particularly at busy times.</p> <p>The obstruction has been exacerbated by the imposition of a 20mph speed limit (which ought not to apply to through routes!!). Traffic observing the limit takes significantly longer to pass the lines of parked cars. That is causing greater congestion and undue delays not only on the part of other motorists waiting to pass the lines of parked cars, but also pedestrians waiting longer to cross the road, because of the reduced number of breaks in lines of passing traffic which have become much longer because of the unnecessarily reduced speed limit. That is leading to increased impatience and risky behaviour. Not long ago a pedestrian attempted a risky crossing in front of my car, setting off its emergency braking and causing irritation to the driver behind me. Eliminating the parking will remove much of the problem. However, the section of the road referred to in this consultation is not long enough. It needs to run all the way North to the junction with Portway. Nearer that junction there is also a line of parked cars that needs to be eliminated for the same reason and because it is close to a bend in the road,</p>
<p>(o11) Local resident, (Wantage, Broadwater Place)</p>	<p><b>Support</b> – The turning into Broadwater Place has been hazardous for quite some time now. This is not only an issue at weekends, but more significantly during the week with the school traffic from Wantage C of E. Parents frequently park wherever they please, including on the existing double yellow lines, around the junction into Broadwater Place and the Broadwater Place car park entrance. This already creates a serious hazard without the addition of further traffic.</p> <p>At certain times of the day, visibility when pulling out of Broadwater Place onto Manor Road and vice versa is extremely poor and genuinely dangerous.</p> <p>Something urgently needs to be enforced before an accident occurs.</p>

<p>(o12) Member of public, (Wantage, Larkdown)</p>	<p><b>Support</b> – I support the proposal.</p> <p>In my experience, vehicles parked along this section of Manor Road can create safety issues for both pedestrians and drivers. Parked vehicles can make it more difficult to cross the road safely and can restrict visibility for motorists, particularly when vehicles are required to pass each other and cannot clearly see oncoming traffic ahead.</p> <p>Similar issues are also evident during school drop-off and pick-up periods, when on-street parking can contribute to congestion and reduced visibility. Encouraging the use of off-road parking facilities rather than parking on the carriageway should help improve safety and traffic flow in this area.</p> <p>The proposed restrictions appear proportionate and should help reduce instances of inconsiderate or unsafe parking without preventing access to local facilities. The Manor Road Recreation Ground car park is only a short distance away and provides a reasonable alternative to on-street parking for most users.</p>
<p>(o13) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – Support to reduce parking on road instead of in car park</p>
<p>(o14) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – As a resident that lives along Manor Road I have noticed an increase in activity at Wantage Town Football Club already as more matches being held there due to them upgrading to an all weather pitch. It is not just the additional activity at the football club, there is also the issue of parents/guardians dropping off/picking up children from the primary school and parking on the road instead of using the car park. This has caused issues for residents, having difficulty accessing/leaving their properties. The road can become completely blocked due to parked cars in conjunction with a rise in traffic travelling along manor road, especially at school finish time or when a football match finishes. I have also noticed that cars exiting the Memorial Park carpark are having to exit blind due to vehicles blocking their view in both directions, this happens more so on weekdays when the school day finishes; this poses a risk to not only the vehicle occupants but also to pedestrians using the footpath running alongside Manor Road. The other thing I have noticed with the increased use of the football club is the amount of litter that is dropped from those going back to their vehicles.</p>

<p>(o15) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – Living by the entrance to Football Club access lane I often see safety issues with the single track road, vehicles trying to enter having to reverse back on to the main carriageway to allow those exiting. When cars are parked near to the entrance this causes safety issues to other road users and pedestrians. This is not just about parked vehicles opposite the Club entrance but back towards Wantage Town centre (North of the junction). In addition parents park in the same area near to the Park entrance and exit when dropping off and picking up the children during term time, this is despite spaces available within the Memorial Park car park.</p> <p>When cars park outside my house on either side of the road and by adjacent properties it significantly reduces my visibility to exit my drive and likewise for motorists to see me as I try to enter the main carriageway. Which side of the carriageway vehicles park varies and is often dictated by the first vehicle to park in the proposed area, subsequent vehicles follow their lead. Therefore Double Yellow Lines are required on both sides of the road.</p> <p>When there are traffic jams/accidents on the A34 or M4, this is often a route used to divert around the issues (whether directed to do so or as a result of local knowledge or SatNav diversion guidance). This includes HGV'S which then cause considerable issues for Newbury Street and the parked cars that legitimately park outside their residencies in Newbury Street before the traffic lights at the junction of Portway. The point being that when vehicles park in the proposed area, this makes the situation significantly worse.</p> <p>I support the proposal, I am also aware that during the planning application you refer to Oxfordshire Highways listed the requirement of Double Yellow Lines (amongst other considerations) as part of their consultation. It was my belief that this was a condition of the application being approved, therefore I was surprised to receive your correspondence asking for views as I was under the impression it had already been agreed as a significant step to reducing risk of accident or injury.</p> <p>The entrance to the Football Club is narrow and restricted to single vehicle width, shared with pedestrians attending the Football Club and residents who live down the lane, this is not ideal but has been the case for many years before the Football Club expanded. To be clear I support the recreational facilities that have grown over time with the Football Club but do believe the implementation of Double Yellow lines will help mitigate the risk to safety.</p>
<p>(o16) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – The uncontrolled parking along Manor Road during large events at WTFC creates a safety hazard for both road users and pedestrians trying to get across the road to WTFC. I live on the lane down to the club and vehicles parked directly opposite the entrance make it very difficult to drive in or out of the lane.</p>

	<p>However, if these parking restrictions are put in place, what provisions will be put in place by WTFC for the vehicles to park safely?</p> <p>Also to improve the safety for vehicles exiting the lane after events, would it be practical to install a pinch point on the north bound carriageway just south of the lane, with priority to vehicles travelling southbound? This would create a safe area for vehicles exiting to see if traffic is coming down the road as visibility at that junction is poor.</p>
(o17) Local resident, (Wantage, Manor Road)	<b>Support</b> – Can be dangerous with school children and parked cars so close to the bend.
(o18) Local resident, (Wantage, Manor Road)	<b>Support</b> – Restriction certainly necessary on the busy A338 but will only transfer the problem elsewhere. Notably to the service road for nos. 1-17 Manor Road. Football ground visitors already regularly use this service road for parking causing congestion and on occasion preventing access to residents' driveways.
(o19) Local resident, (Wantage, Manor Road)	<b>Support</b> – This road already becomes congested and has recently resulted in damage to the road surface with the increase of traffic including HGV vehicles and tractors, and with cars already parked outside homes by the park this then leads to gridlocked traffic backing up the road from the traffic lights. This will also hopefully stop lazy parents parking along here when there is ample parking in the park at school drop off and pick up. If the A34 is closed for whatever reason then we can't even get out of our driveway due to traffic backing to Manor farm. So definitely it's a yes to support this. And make traffic lights work four way instead of having the filter to turn right down Ormond Road as it also causes congestion of trying to get out of Manor Road/Newbury Street and cars trying to come up it.
(o20) Local resident, (Wantage, Manor Road)	<b>Support</b> – Wantage Town Football Club face a serious safety risk. The substantial increase in the volume of cars, volume of children and adults everyday of the week during the day and night and given the poor visibility and single lane access to their all-weather pitch and facilities is causing poor driving behaviour along the main road and heightened risk to safety. The parties responsible for ensuring safety are facing significant liability should there be an accident. The double yellow lines were a sensible condition of the development - so this should not be up for debate and should not need our approval - but I very much support them. This form does provide an opportunity to reiterate the need for additional action beyond just the double yellow lines - the parking in the park is not adequate at peak times - there is not enough space for cars. Parts of it are grass which become a muddy puddled mess during wet weather as cars wanting to park are forced off the gravel onto the mud. Some cars don't park in the car park but stop/hover on the main road opposite the lane to drop their kids off and collect them. This

	<p>holds up traffic and causes tail backs up and down the main road and along the single-track lane to the football club. Children of all ages and adults use the lane to get from the pitch to their cars and cross the road. The lane has no lighting. The A338 is a busy and fast road and its straight and downhill towards the football club entrance - cars, lorries, and tractors travel fast down the road and up the road as they speed out of Wantage. This shouldn't be a fast road but all traffic types break the speed limit and you now have volumes of children coming and going across the road during the day and in the dark at night and poor/lazy driving behaviour. Alternative measures must be taken beyond just the yellow lines. Hopefully, this is a warning that won't be ignored.</p>
<p>(o21) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – We live opposite the exit to Manor Road park, and would note three things.</p> <ol style="list-style-type: none"> <li>1. Double yellow line parking restrictions were a critical aspect of the updated highways report in support of the planning application intensification of use at the nearby football club, and subsequently a condition of the associated planning approval.</li> <li>2. Without parking restrictions on this stretch of the highway, we have witnessed numerous occurrences where parking along the road - and unmanaged access down the single track lane to the football club - has led to chaos and lengthy blockages of this important road. Photos available and previously submitted to the planners during the planning application in support of the provision of parking restrictions.</li> <li>3. We have also witnessed a number of occurrences of real risk to users of the car park arising from unrestricted parking on Manor Road, making exit from the carpark extremely dangerous as visibility is reduced from the exit - existing vehicles have to pull out blind (blocked by vehicles parked with side of the exit) and into what has become a single lane... This happens frequently as people park on the highway during school drop off times mornings and afternoons rather than use the car park itself. Dangerous for children and elderly users of the park also.</li> </ol>
<p>(o22) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – I've already written with a number of reasons for supporting double yellow lines on Manor road as proposed. Two additional reasons:</p> <ol style="list-style-type: none"> <li>1. With on street parking as we have witnessed children and parents crossing the road from the Park and car park (for instance accessing the football club), must do so from behind parked cars with limited visibility to/from traffic using the remaining carriageway. Very dangerous, with so many people making this crossing.</li> </ol>

	<p>2. With on street parking as currently experienced, residents of Manor Road have to inch out very carefully into the carriageway and simply hope there are no vehicles traveling southward on the wrong side of the road - there is for example next to no visibility from our driveway from vehicles leaving town if they are on the wrong side of the road as a result of parked vehicles on the far side. Again very dangerous for us.</p>
<p>(o23) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – 1) Fully support the proposal. Cars pulling in, pulling out, and/or turning around in our drive or Broadwater PI are a constant hazard to pedestrians.</p> <p>2) however, the cars parked along the road on the north side of Broadwater PI are often the only reasons cars slow down to 30, let alone 20. Cars often go past our house at about 45 mph unless there's oncoming traffic that forces them to slow.</p> <p>3) With increased traffic, has the council considered putting a zebra crossing between the access road to the football club and either Manor Park or the C of E school? With the new houses at Broadwater and general traffic, it seems odd that there's no ability to safely cross the road there</p>
<p>(o24) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – To stop the cars parking all the way up Manor Road, especially when schools out.</p>
<p>(o25) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – The parking on the sides of manor road is both dangerous and a real problem with traffic flow, with the football pitch getting busier and busier it becomes completely gridlocked all along the road especially when a competition or tournament is playing then you might as well just stay at home. No one has any due care and attention and risky driving is happening, with only a matter of time before an accident happens both with the school, park and football pitch being nearby. Pothole parking must be sorted to get these cars off the side of the roads, they also block pavements so you can't even walk safely.</p>
<p>(o26) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – I support the restrictions as the parking is getting ridiculous on Manor road especially at school pick up and drop off times and when the football club has an event...</p> <p>I feel that parking restrictions won't make any difference as there isn't anyone to enforce it..</p> <p>You only have to look at the parking in the town to see that...</p>

<p>(o27) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – We have had several situations where cars attending the football club are parked on Manor Road the whole length of the proposed section causing significant issues for cars trying to pass by the long line of cars safely and also making it dangerous for residents to exit their driveways. We also suggest this stretch of road is painted with 30 speed limit signs to remind drivers and improve safety of the pedestrians crossing Manor Road to and from the football club as speeding is common. Please see email with supporting photos</p>
<p>(o28) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – After witnessing some near misses with pedestrians and cars after stupid parking all the way up Manor Road, and cars not being able to see clearly up or down the hill. It is becoming more frequent and there will be an accident</p>
<p>(o29) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – To ensure there is clear visibility and traffic is able to pass (can get very built up during peak times or when there is a diversion in place).</p>
<p>(o30) Local resident, (Wantage, Manor Road)</p>	<p><b>Support</b> – If there is a potential for increased traffic looking to park then it needs to be off of the main road. However for this to be of any benefit at all it needs to be enforced. On rare occasions there is increased traffic, particularly HGV's, if there is a section of M4 or A34 closed. This causes problems further down Manor Road and into Newbury Street. There is already inconsiderate parking by parents taking/collecting children at the local primary school. Most noticeably the area between Willow Lane and Broadwater Place where there are some areas of double yellow lines. Again as it's not enforced people feel they can park where they want making it incredibly difficult to see to get past due to the slight bend going into Newbury Street.</p>
<p>(o31) Member of public, (Wantage, Portway)</p>	<p><b>Support</b> – We support the proposal. In our experience, vehicles parked along this section of Manor Road can create safety issues for both pedestrians and drivers. Parked vehicles can make it more difficult to cross the road safely and can restrict visibility for motorists, particularly when vehicles are required to pass each other and cannot clearly see oncoming traffic ahead.</p> <p>Similar issues are also evident during school drop-off and pick-up periods, when on-street parking can contribute to congestion and reduced visibility. Encouraging the use of off-road parking facilities rather than parking on the carriageway should help improve safety and traffic flow in this area.</p>

	<p>The proposed restrictions appear proportionate and should help reduce instances of inconsiderate or unsafe parking without preventing access to local facilities. The Manor Road Recreation Ground car park is only a short distance away and provides a reasonable alternative to on-street parking for most users.</p>
--	---