Division(s) affected: *Wantage West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

03 SEPTEMBER 2026

WANTAGE – PRIORY ROAD AREA: PROPOSED PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed 'Permit holders parking only past this point' at all times area on the entire length of Priory Road, as advertised.

b) Approve the proposed 'Permit holders parking only past this point' at all times area throughout Maryfield, as advertised, (subject to the amendment at d) below.

c) Approve the proposed 'No Waiting at Any Time' restrictions (Double yellow lines) on Grove Street, Market Place (West End) and Mill Street, as advertised.

d) Not approve the proposed 'No Waiting at Any time' restrictions on Maryfield, as advertised.

e) Approve further formal consultation of an amended proposal to introduce 'No Waiting at Any Time' restrictions (Double yellow lines) in Locks Lane and Priory Road as detailed in this report.

f) Instruct officers to undertake further consultation with residents of Locks Lane to consider either further 'No Waiting at Any Time' restrictions (double yellow lines) or inclusion in the permit scheme, and then proceed to formal consultation in due course.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposed permit parking scheme changes and new/altered parking restrictions in the central area of Wantage, as shown in **Annex 1 (a-f)**.

3. In 2021, Civil Parking Enforcement (CPE) was rolled out across the districts of Cherwell, South Oxfordshire and Vale of White Horse. The change of enforcement from the Police to the County Council, opened opportunities to review existing parking restrictions and consider new areas where controls of on-street parking would benefit the local community and assist in meeting the councils wider transport objectives including the Local Transport and Connectivity Plan (LTCP).

4. Following requests, in August 2023, permit parking was introduced in Grove Street and Stirlings Road in Wantage. Further requests were received to consider schemes in Priory Road and Maryfield, which are now the subject of these proposals.

5. Some changes to other parking restrictions were also made in August 2023. Further requests were received to consider changing restrictions in Grove Street, Market Place (West End) and Mill Street, which are now the subject of these proposals.

Corporate Policies and Priorities

6. In the newly adopted 'Oxfordshire Strategic Plan 2025-2028' the Council has ambitious plans to create a greener, fairer and healthier Oxfordshire. Of the three priorities identified within the plan (which are listed below), these proposals actively support all three:

   (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*."

7. The Strategic plan sets out that the Council will continue to roll out its 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. The LTCP also 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

8. Funding for the proposals (and implementation if approved) is being provided through a contribution from the Vale of White Horse District Council's Community Infrastructure Levy. Service area Officers confirm that there are no additional risks or pressures on existing Council budgets.

9. 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

Legal Implications

10. 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.

11. 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:
    Jennifer Crouch – Principal Solicitor (Regulatory)
    Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

12. There are no negative staff implications, with the design & appraisal of the proposals, as well as the consultation process all 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

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals, with an Equality Impact Assessment provided in **Annex 4**.

14. If required, Blue-badge holders are allowed to park on double yellow lines (providing a loading/unloading ban is not in force) for up to a maximum of three hours and without time limit or restriction within permit holder only areas.

Sustainability Implications

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

Risk Management

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

Formal Consultation

17. Formal consultation was carried out between 17 June and 17 July 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, Vale of White Horse District Council, relevant local District Cllrs, Wantage Town Council, and the local County Councillor representing the Wantage West division.

18. Public notices were placed on site adjacent to the proposals, and letters were also sent directly to approximately 495 properties in the immediate vicinity, providing a copy of the public notice. Whilst plans & draft legal documents were not included with the individual letters, instructions were provided on how to view them online.

19. Relevant parish/town councils, and local Cllrs (including County, District, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

20. A total of 82 responses were received via the online survey during the formal consultation period, and charts summarising the overall responses are provided in **Annex 2**.

21. Tables outlining the level of support and objection among respondents who identified themselves as "Local residents" residing in Wantage (65 in total, 79% of online response) are shown below:

table1. Do you support the introduction of the proposed permit parking area?

Proposal	Object	Partially support / concerns	Support	No objection / No opinion
Maryfield	24	9	14	18
Priory Road	24	14	21	6

table2. Do you support the introduction of 'No Waiting at Any Time' (double yellow lines)?

Proposal	Object	Partially support / concerns	Support	No objection / No opinion
Church Street	27	10	19	9
Grove Street	27	10	16	12
Market Place	26	11	16	12
Maryfield	23	9	13	20
Mill Street	27	8	16	14
Prioriy Road	25	12	20	8
The Cloisters	20	8	16	21

table3. Do you support the introduction of 'No Waiting Mon-Sat 8am-6pm' (single yellow lines)?

Proposal	Object	Partially support / concerns	Support	No objection / No opinion
Locks Lane	25	18	15	7
Priory Road	27	13	15	10

22. Additionally, a further 12 emails/letters were received directly with Thames Valley Police and the Oxford Bus Company not objecting. The remaining responses were mainly from residents and offered a mix of support, objection and other comments. Some of those respondents also completed the online response forms, providing additional context to what they had submitted.

23. The Local Member for Wantage West, Councillor Hannaby, continues to support the proposals for Grove Street, Market Place (West End), Mill Street and Priory Road. She also supports the proposed Permit holders Only scheme in Maryfield with the exception of the 'No Waiting at Any Time' restrictions that were proposed. In Locks Lane she agrees that we should amend the proposed single yellow lines to double and that we should discuss the possibility of further restrictions with local residents. She is also keen for further consultation with residents of Garston Lane, Foliate Close, Hans Avenue and Hayward Close on the possibility of residents parking schemes in that area. Officers have agreed to recommend proceeding with all of those changes.

24. Wantage Town Council objects to the proposed installation of double yellow lines in the pedestrianised western end of the Market Place. It is understood that this objection is because of the appearance of the yellow lines in a pedestrianised area and that they are unnecessary.

25. Officers have advised that the proposed addition of parking restrictions is intended as a 'belt and braces' approach to enforcement, whereby the County Council would be able to enforce parking, and the police would be able to enforce the 'prohibition of driving'.

26. The Town Council has also requested that Locks Lane becomes part of the residents permit parking scheme. Officers have agreed, in liaison with Councillor Hannaby, to investigate Locks Lane further. The Town Council has asked that the small section of Market Place Between The Swan pub and Sylheti Spice has single yellow lines installed along with loading restrictions timed between 8am and 6pm Monday to Saturday.

27. Officers recommend that the proposals should stand, as this short section of Market Place would benefit from double yellow lines to safeguard access at all times.

28. The full responses are shown in **Annex 3**, 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

General feedback to the proposals:

29. The proposals have received a mixed response. There were 82 responses to the online consultation, and 70 (85%) of these were from residents. For both of the proposed permit scheme areas, 44% of respondents objected, whereas in Priory Road, 51% either support/partially support/have concerns and in Maryfield, 32% either support/partially support/have concerns

30. For the double yellow lines, there were similar strong objections with, overall, 46% objections whereas 37% either support/partially support/have concerns. Similarly, for the single yellow lines, overall, 44% objections and 43% either support/partially support/have concerns.

31. However, there is a level of nuance to the feedback, and Officers have analysed this and broken it down into key themes, discussed in the following paragraphs.

Displacement:

32. A common concern is that restrictions will move parking pressure elsewhere rather than solve it. This is particularly mentioned in relation to Locks Lane,

where several respondents are worried parking will be displaced further along this narrow road.

33. There are also wider concerns that displacement could affect roads to the north and east of the town centre, especially Garston Lane and Haywards Close and that other roads should be included in the permit areas.

Officer response:

34. In Locks Lane, officers have met with one of the local residents and Councillor Hannaby and agreed to recommend upgrading the proposed single yellow lines, from single to double, and to suggest that further detailed correspondence takes place with residents of the Lane.

35. Elsewhere, officers have discussed with Cllr Hannaby and Wantage Town Council the possible extension of permit schemes to a wider area, and it has been agreed to undertake further informal consultation in those streets to glean the level of support for further parking controls.

Loss of parking spaces in Grove Street

36. Many respondents object to reducing existing parking capacity. Residents are concerned that there are already insufficient spaces and that removing even one space would worsen the situation.

Officer response:

37. The proposal is to shorten the parking bay at the location shown by 5m, and extend the double yellow lines, to improves access to/from a private car park entrance opposite. Officers have revisited the location with Councillor Hannaby and agree that the proposed change is still warranted.

Enforcement

38. A large number of comments say that more or better enforcement is needed, and that new restrictions will not work unless existing and proposed controls are properly enforced.

Officer response:

39. This is agreed, and the County Council is looking to improve enforcement arrangements by entering into a new contract later this year. It is also understood that there had been difficulties with the recruitment of Civil Enforcement Officers, but that this has now improved and staffing levels are now increasing. If the scheme is approved, enforcement would be monitored by County Council officers to ensure sufficient coverage of the restrictions. When new restrictions are introduced, it is standard practice to increase enforcement activity during the initial months, both to provide visibility and to encourage compliance.

Extend eligibility for permits to other streets

40. Residents of Alfred Street, Market Place, Portway and Vicars Row feel that more residents should be eligible for permits and that the proposals do nothing to help them.

Officer response:

41. This is an acute problem for residents living in older town centres that have little, if any, on-street parking. Although the County Council has proposed permit schemes in certain streets only, that is considered to be a reasonable approach where that parking has been unrestricted previously and it should now be prioritised to residents of those streets only.

42. The streets mentioned either have double yellow lines or are too narrow to accommodate parking spaces. The scheme will be monitored and, if there is space capacity, extending the eligibility for permits to other residents could be considered.

Financial concerns (affordability)

43. A number of respondents raise concerns about the cost of residents' permits and off-street car park season tickets.

Officer response:

44. The charge for a residents parking permit, £110 per year per vehicle, reflects the costs of setting up, enforcing and managing a scheme. It is also County Council policy that those who benefit from parking schemes should contribute to those costs and not fall on wider Council Tax payers. Off-street car parks are not within the remit of the County Council and are decided by the Vale of White Horse District Council; currently, there is no procedure in place to align on and off-street parking charges.

Accessibility – for dropping off, deliveries, church services and vulnerable users

45. Several comments mention the practical need for short-stay access, including deliveries to shops and offices, access to the Church for weddings and funeral vehicles, elderly passengers being dropped off near shops and workers needing parking at times when buses are unavailable. Some respondents are not opposed to controls in principle but are concerned about operational flexibility.

Officer response:

46. The scheme doesn't alter many of these current practical arrangements, as deliveries, dropping off, weddings & funerals are all general exemptions to parking restrictions. However, the issue of providing parking for workers at off-peak times when no buses are available is not new, in the sense that there are already alternatives available including walking, cycling, car-sharing, parking in

off-street car parks or a taxi. The County Council has a policy to discourage non-essential car travel.

Perception that the scheme is revenue-driven

47. Many respondents describe the proposals as a “money-making scheme”. This perhaps suggests some mistrust about the purpose of the proposals, and that the County Council is just seeking to ban cars generally and make them pay more.

Officer response:

48. The charges reflect the need for on-street parking to be self-financing, a national requirement. Also, income is ‘ring-fenced’ and can only be spent on further parking improvements or to support public transport. The money is not used to bolster general County Council funds. There is no ‘anti-car’ strategy intended, but it is County Council policy to discourage non-essential car travel.

Monitoring & Evaluation

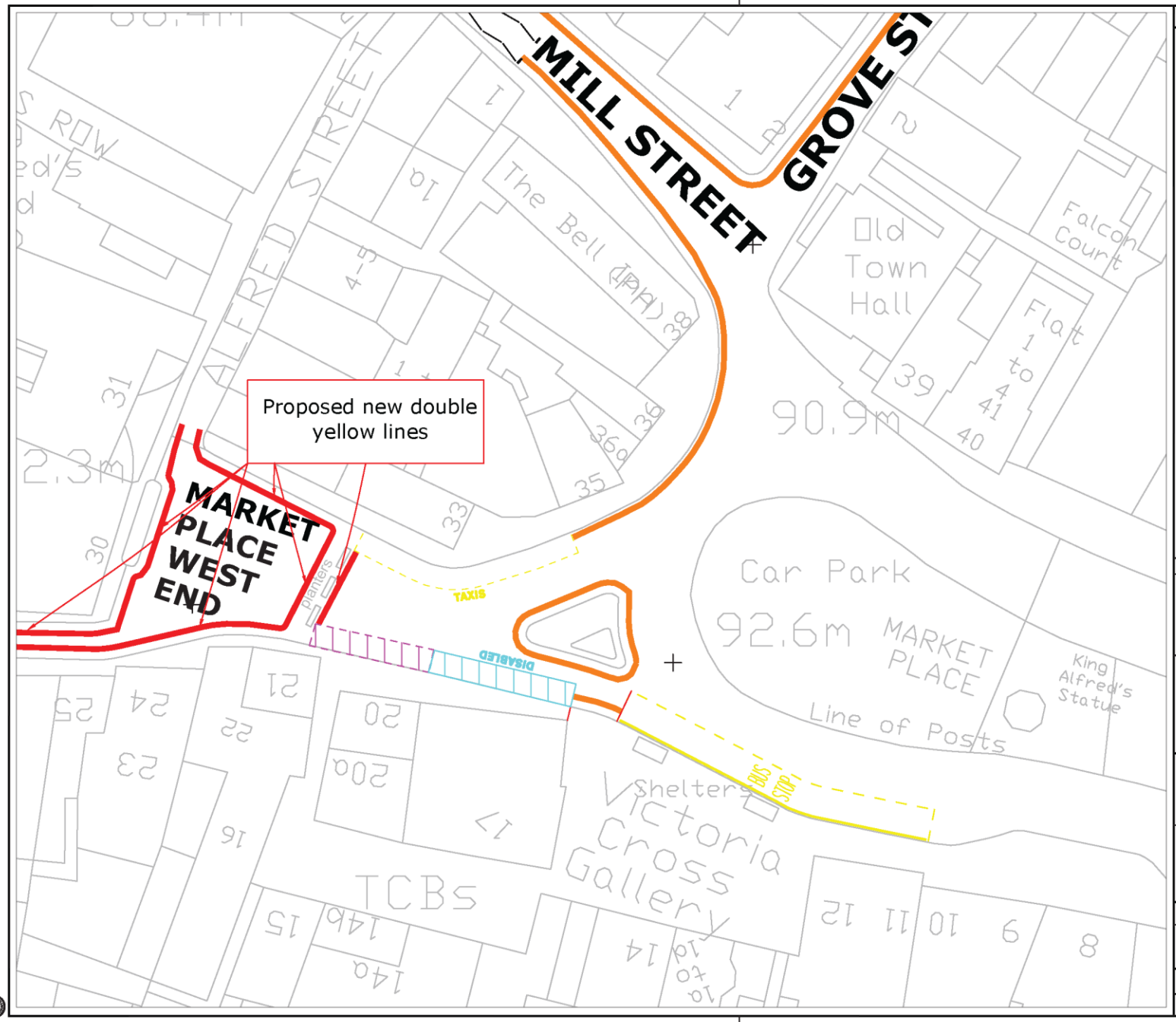
49. It is suggested that if approved, a review of the scheme is carried out approximately 12 months after implementation.

Paul Fermer
Director of Environment & Highways

Annex(es):	Annex 1a-f: Consultation plans Annex 2: Consultation response summary charts Annex 3: Consultation responses Annex 4 *(separate document)*: Plan submitted with consultation response o51 Annex 5: Equality Impact Assessment
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Mike Horton (Senior Officer – TRO and Schemes) James Whiting (Team Leader – TRO and Schemes)

September 2026

ANNEX 1a



Drawing No. PRD/2026/TRO/002A Revision 0

Key

Existing
No Waiting at Any Time
(double yellow lines)

Proposed
No Waiting at Any Time
(double yellow lines)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	May '26	Changes in Market Place NPAAT throughout west end and adjust taxi & loading bays	MH	JW	JW
2	Jun '26	Further changes in Church Street, Market Place and Mill Street	MH	JW	JW

OXFORDSHIRE COUNTY COUNCIL
Paul Fermer
Director of
Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0845 310 1111

Project title
Wantage Parking Review 2026

Drawing title
Plan A - Market Place (West End)

Drawing Status
Formal consultation

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MH	JW	JW
	Date drawn May 2026	Date checked May 2026	Date approved May 2026

Oxfordshire Project No. & File Ref

Drawing No. PRD/2026/TRO/002A Revision 0

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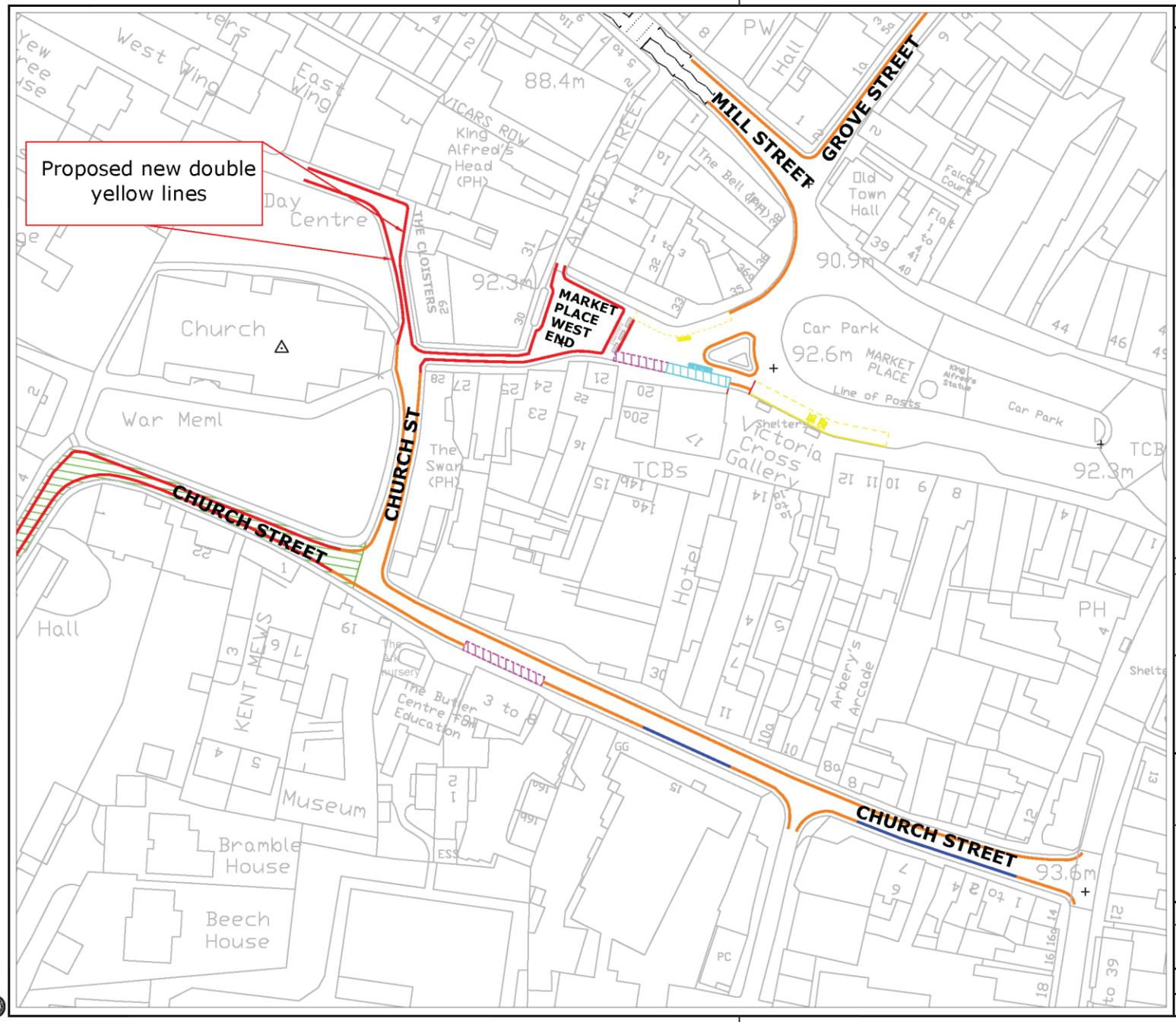
ANNEX 1b



Drawing No. PRD/2026/TRO/002B Revision 0

Key

- Existing No Waiting at Any Time (double yellow lines)
- Proposed No Waiting at Any Time (double yellow lines)
- Existing No Waiting - Mon-Sat 8am to 6pm
- Proposed No Waiting - Mon-Sat 8am to 6pm
- Existing Disabled Persons Parking Place - Blue badge holders only at any time
- Existing short-stay parking Mon-Sat 8am to 6pm 30 mins limit - no return for 1 hour
- Proposed Permit holders Only 'Past this point' At any time

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Paul Fermer
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0845 310 1111

Project title: Wantage Parking Review 2026

Drawing title: Plan B - Church Street (& Cloisters)

Drawing Status: Formal consultation

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MH	JW	JW
	Date drawn May 2026	Date checked May 2026	Date approved May 2026

Oxfordshire Project No. & File Ref

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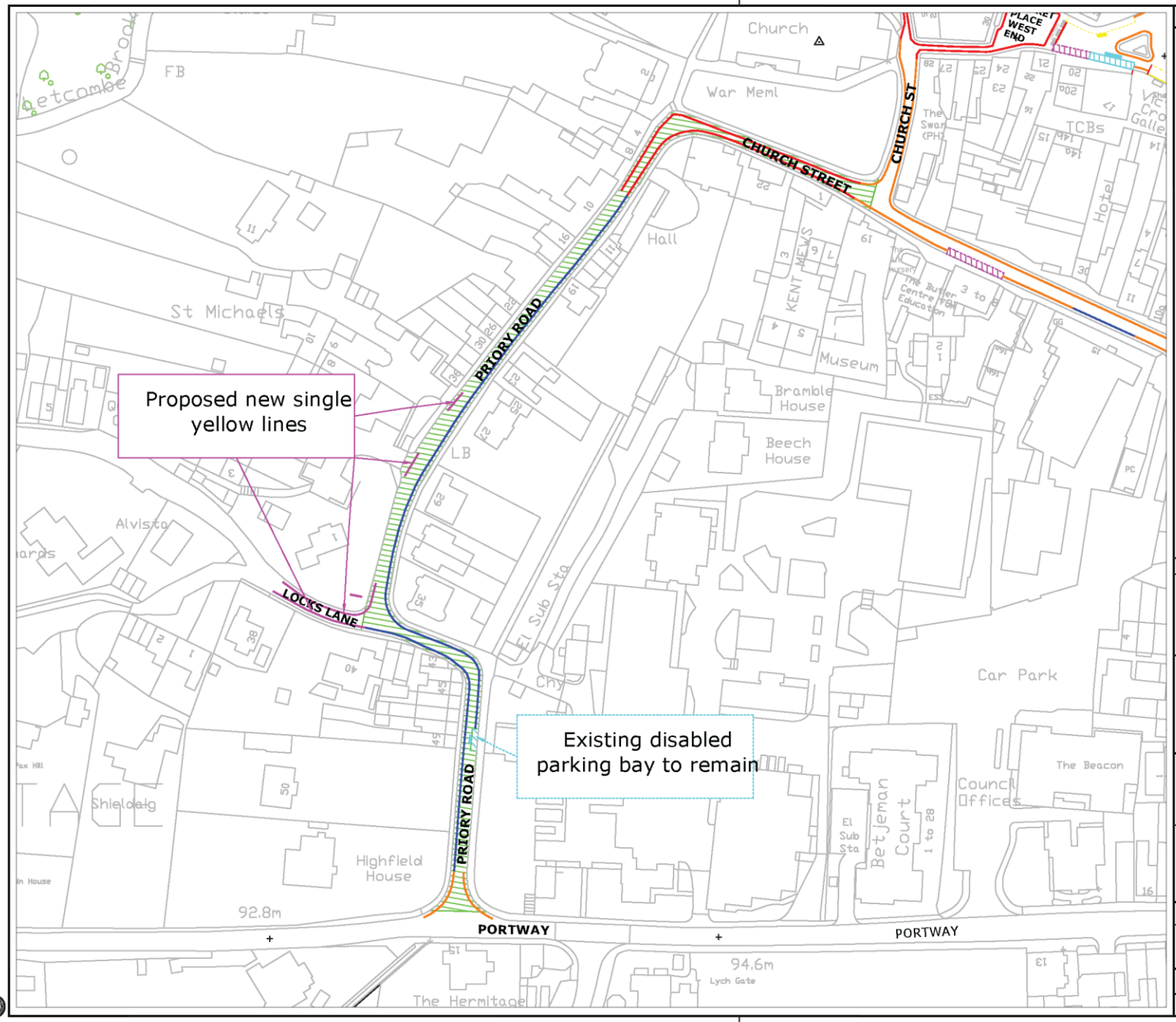
ANNEX 1c



Drawing No. PRD/2026/TRO/002C Revision 0

Key

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- Proposed No Waiting at Any Time (double yellow lines)
- Existing No Waiting - Mon-Sat 8am to 6pm
- Proposed No Waiting - Mon-Sat 8am to 6pm
- Proposed Disabled Persons Parking Place - Blue badge holders only at any time
- Proposed short-stay parking Mon-Sat 8am to 6pm 30 mins limit - no return for 1 hour
- Proposed loading only bay Mon-Sat 8am to 6pm 30 mins limit - no return for 1 hour
- Proposed Permit holders Only 'Past this point' At any time

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Paul Fermer
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0845 310 1111

Project title: Wantage Parking Review 2026

Drawing title: Plan C - Priory Road

Drawing Status: Formal consultation

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MH	JW	JW
	Date drawn May 2026	Date checked May 2026	Date approved May 2026

Oxfordshire Project No. & File Ref

Drawing No. PRD/2026/TRO/002C Revision 0

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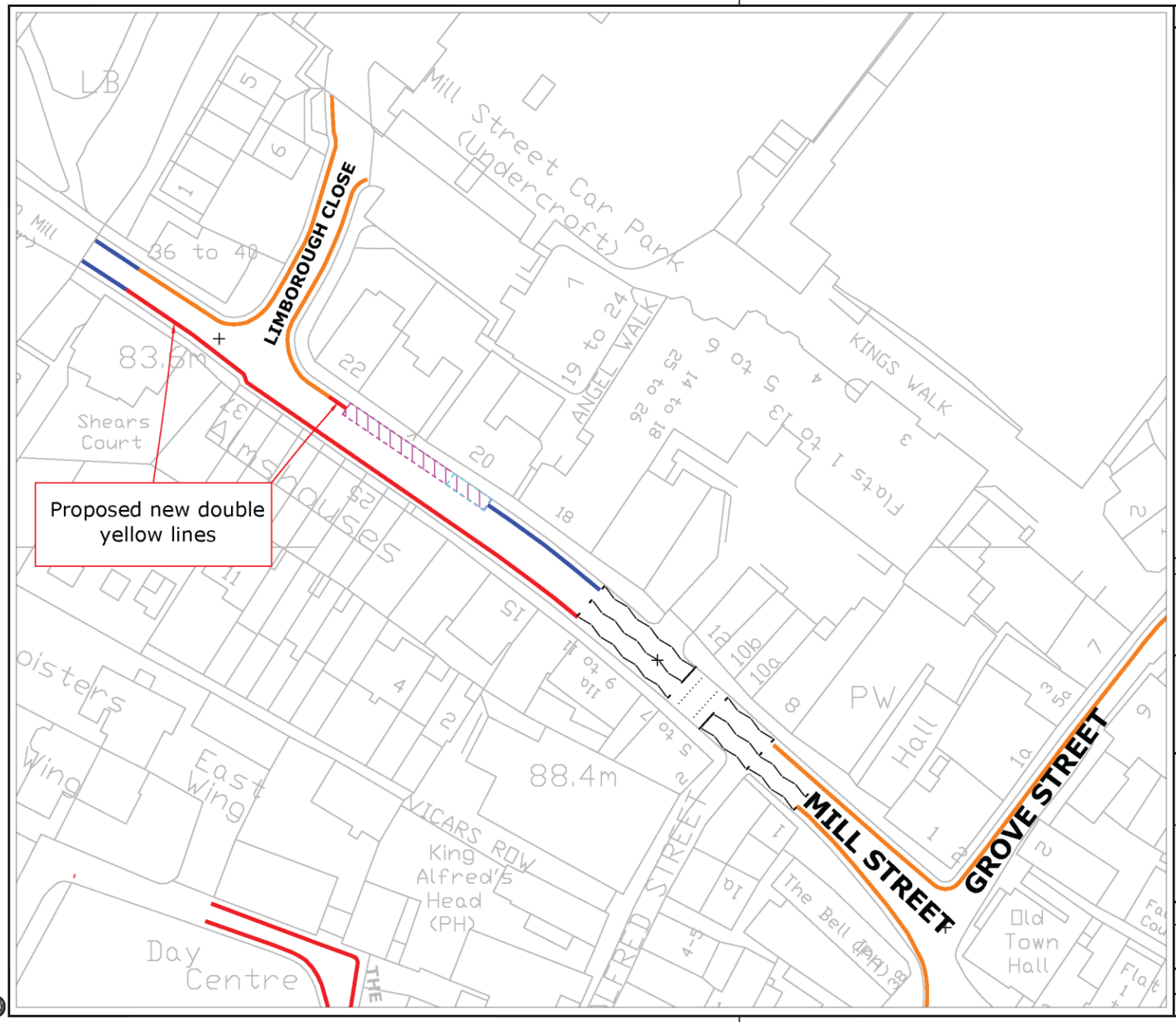
ANNEX 1d



Drawing No. PRD/2026/TRO/002D Revision 0

Key

Existing
No Waiting at Any Time
(double yellow lines)

Proposed
No Waiting at Any Time
(double yellow lines)

Existing
No Waiting - Mon-Sat 8am to 6pm

Existing short-stay parking
Mon-Sat 8am to 6pm
30 mins limit - no return for 1 hour

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Paul Fermer
Director of
Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0845 310 1111

Project title
Wantage Parking Review 2026

Drawing title
Plan D - Mill Street

Drawing Status
Formal consultation

Scale @ A3	Drawn by	Checked by	Approved by
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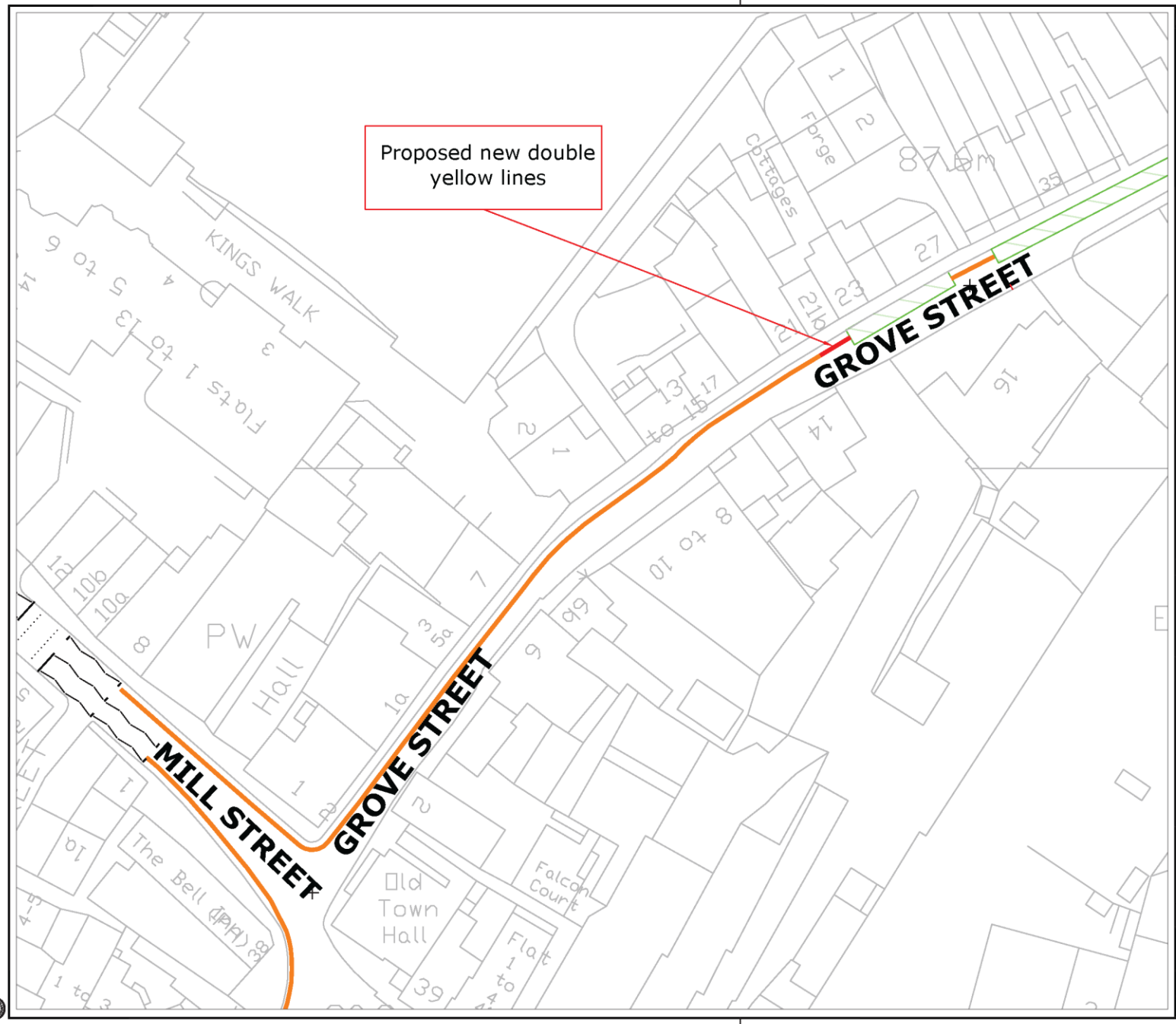
ANNEX 1e



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Key

Existing
No Waiting at Any Time
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Proposed
No Waiting at Any Time
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Existing Permit holders Only
'Past this point'
At any time

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Paul Fermer
Director of
Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0845 310 1111

Project title
Wantage Parking Review 2026

Drawing title
Plan E - Grove Street

Drawing Status
Formal consultation

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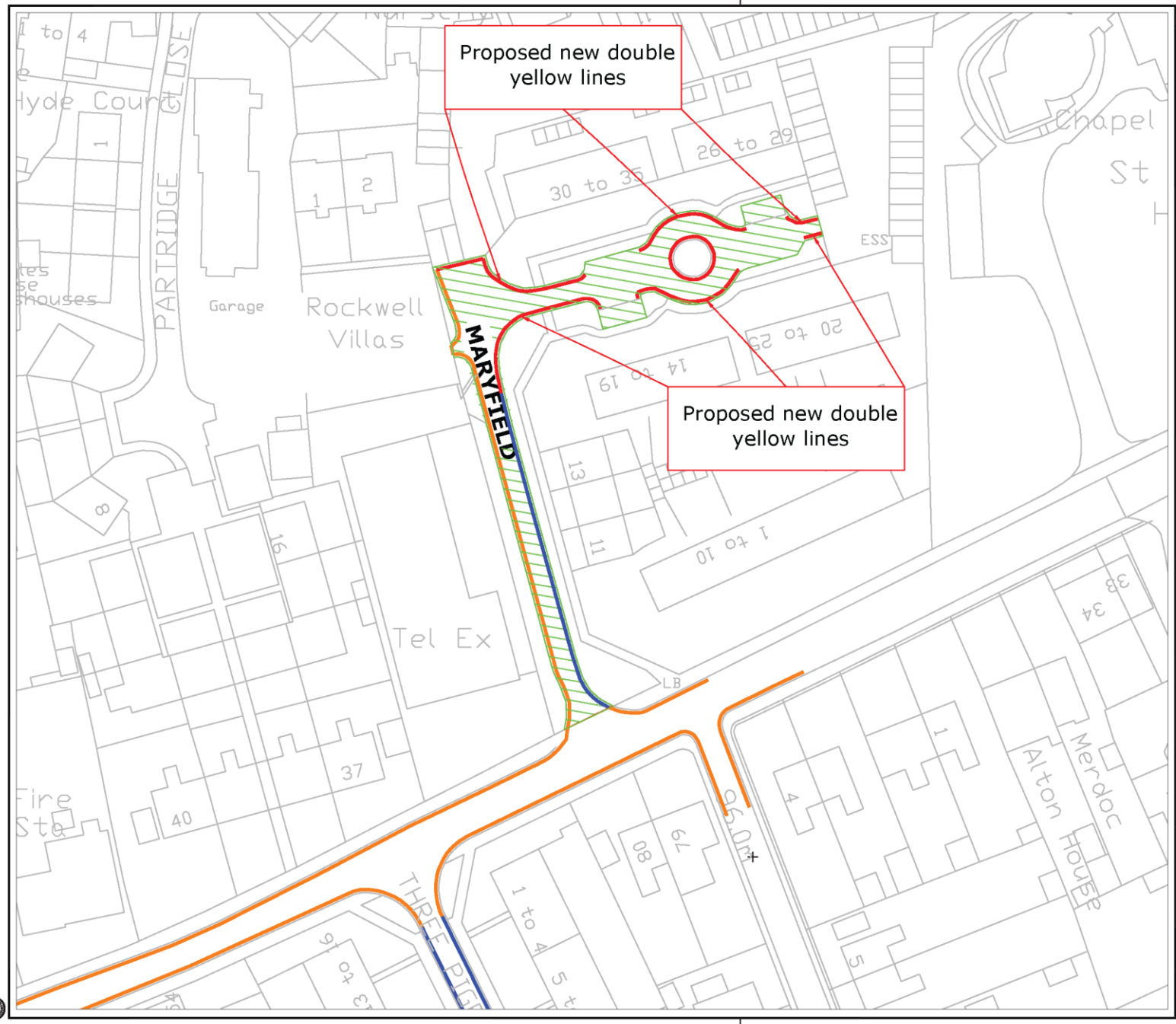
ANNEX 1f



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Key

Existing
No Waiting at Any Time
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Proposed
No Waiting at Any Time
(double yellow lines)

Existing
No Waiting - Mon-Sat 8am to 6pm

Proposed Permit holders Only
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Paul Fermer
Director of
Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0845 310 1111

Project title
Wantage Parking Review 2026

Drawing title
Plan F - Maryfield

Drawing Status
Formal consultation

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Drawing No. PRD/2026/TRO/002F Revision 0

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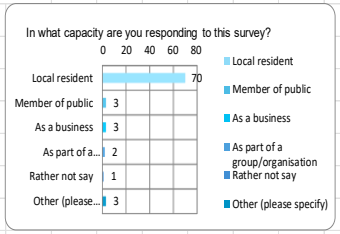
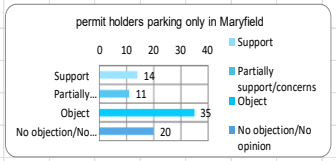
ANNEX 2

Survey Responses Graphs

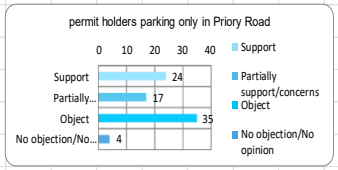
In what capacity are you responding to this survey?		
Local resident	70	85%
Member of public	3	4%
As a business	3	4%
As part of a group/organisation	2	2%
Rather not say	1	1%
Other (please specify)	3	4%



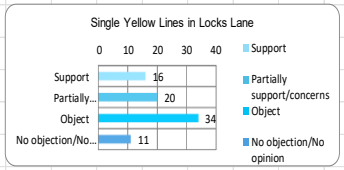
Residents permit holders parking only' (at all times) area in Maryfield		
Support	14	18%
Partially support/concerns	11	14%
Object	35	44%
No objection/No opinion	20	25%



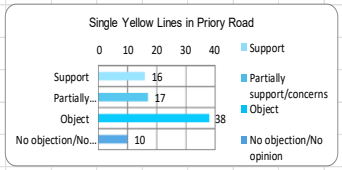
'Residents permit holders parking only' (at all times) area in Priory Road		
Support	24	30%
Partially support/concerns	17	21%
Object	35	44%
No objection/No opinion	4	5%



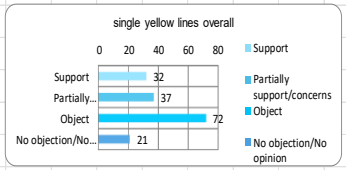
Single Yellow Line ('Mon-Sat, 8am-6pm') parking restrictions in Locks Lane		
Support	16	20%
Partially support/concerns	20	25%
Object	34	42%
No objection/No opinion	11	14%



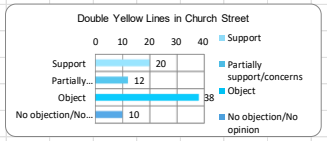
Single Yellow Line ('Mon-Sat, 8am-6pm') parking restrictions in Priory Road		
Support	16	20%
Partially support/concerns	17	21%
Object	38	47%
No objection/No opinion	10	12%



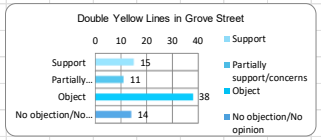
single yellow lines overall		
Support	32	20%
Partially support/concerns	37	23%
Object	72	44%
No objection/No opinion	21	13%



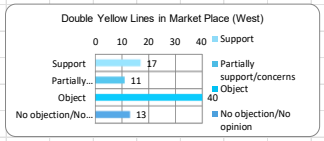
Double Yellow Line parking restrictions in Church Street		
Support	20	25%
Partially support/concerns	12	15%
Object	38	48%
No objection/No opinion	10	13%



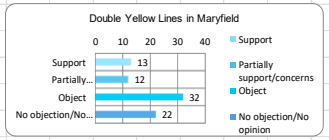
Double Yellow Line parking restrictions in Grove Street		
Support	15	19%
Partially support/concerns	11	14%
Object	38	49%
No objection/No opinion	14	18%



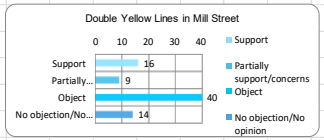
Double Yellow Line parking restrictions in Market Place (West)		
Support	17	21%
Partially support/concerns	11	14%
Object	40	49%
No objection/No opinion	13	16%



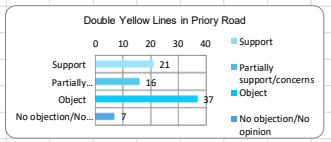
Double Yellow Line parking restrictions in Maryfield		
Support	13	16%
Partially support/concerns	12	15%
Object	32	41%
No objection/No opinion	22	28%



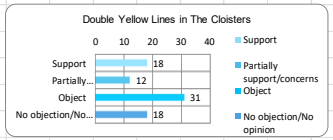
Double Yellow Line parking restrictions in Mill Street		
Support	16	20%
Partially support/concerns	9	11%
Object	40	51%
No objection/No opinion	14	18%



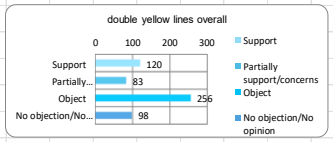
Double Yellow Line parking restrictions in Priory Road		
Support	21	26%
Partially support/concerns	16	20%
Object	37	46%
No objection/No opinion	7	9%



Double Yellow Line parking restrictions in The Cloisters		
Support	18	23%
Partially support/concerns	12	15%
Object	31	39%
No objection/No opinion	18	23%



double yellow lines overall		
Support	120	22%
Partially support/concerns	83	15%
Object	256	46%
No objection/No opinion	98	18%



ANNEX 3

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection**
(e3) Wantage Town Council	**Object** – The majority of the plan regularises the existing setup and enables parking enforcement to take place. However Wantage Town Council objects to the proposed installation of double yellow lines in the pedestrianised western end of the market place. In addition the following amendments are requested: 1. That Locks Lane becomes part of the residents permit parking scheme 2. That the small section of road between The Swan pub and Sylheti Spice has single yellow lines installed along with loading restrictions timed between 8am and 6pm Monday to Saturday.
(e4) Local resident, (Wantage, Locks Lane)	At the top of Locks Lane are indicated proposed new single yellow lines. As a resident of Locks Lane, I fail to see why these cannot be double but, in any instance, they should continue further down, past where the road forks. The reasons being as I stated on the form. It is a narrow 'pinch' point and if people park badly (which they have in the past), it becomes impassable. This causes concern for not only emergency vehicles but also the routine collection from the refuse lorry's. I would urge you to consider this when making any decisions.
(e5) Local resident, (Wantage, Locks Lane)	**Partially support/concerns** – Having looked at the consultation plans I broadly welcome them as they address a number of known issues. However in respect of Locks Lane they do not go far enough as they do not cover an

	additional pinch point on Locks Lane at the point where the No Through Road sign is situated. Poorly parked cars at this point have previously prevented dustbin Lorry's from getting through and would have also prevented emergency vehicles getting through. We therefore need the yellow lines to extend, on the northern side of Locks Lane, down past this point. We would also ask that the yellow lines are double yellow lines since the dustbin lorry comes before 8am (the start time of single yellow lines restriction) and emergency vehicles could come at any time. It would be very helpful if you or one of your colleagues could come and meet myself and any of the other residents who are interested in resolving this issue as we fear it will get worse with displacement of non resident parking from Priory Road. We could then show you the exact spot of the issue. I would also like to discuss the possibility of having white lines on the northern side side of Locks Lane outside the entrance to our property as we have had parking issues preventing access to our property. I only see these getting worse with the Priory Road residents parking proposals displacing non resident parking into Locks Lane. I have also had further reflections on the proposals. I would request that the proposed residents parking proposals should also be expanded to include Locks Lane from the junction with Priory Road. Otherwise vehicles displaced by the residents parking scheme in Priory Road will simply start using Locks Lane instead.
(e6) Local resident, (Wantage, Maryfield)	1. Maryfield at present is owned by SNG for vulnerable housing: a. We have 2 parking bays with 3 spaces for 38 flats, 1 of which is now privately owned. b. Of these at least 3 people have regular care – 2 of whom are housebound. c. The flats on Ormond Road are part of Maryfield. d. At least 10 residents have cars, some of whom also have garages and at least two residents have partners with cars who are together for part of the week. e. A number of residents have on-line deliveries and occasional support. 2. Currently, the roadside opposite the parking bays is used for parking 2 cars at each bay. These need to remain to just accommodate the number of cars belonging to residents. We still have nowhere for carers or visitors. Your suggestion for double yellow lines :

	6. Maryfield (Both Sides) – replacing the existing Single yellow line restriction (No-Waiting Mon-Sat 8am to 6pm) on that Section adjacent to Nos. 14-19 and 30-35. This really must not not happen as we would lose a parking bay and the road space opposite, so you would deprive our residents of 5 parking spaces, leaving 5 spaces for 10 residents' cars, including space for my car – I have a mobility issue with a blue badge and tax-exempt car. Can I suggest something along the following: Double yellow lines should be put down from the junction with Ormond Road to the corner where it turns into the parking area. There is a short stretch here which is too narrow for an emergency vehicle to pass (flats 14 to the parking bay and in front of Flat 30 on the other side of the road, and this probably should have double yellow lines. The rest of the area should be left free of yellow lines to allow space for residents and visitors to park under the Residents scheme. I would prefer the roundabout area not to have yellow lines as this is often an area used to stop by our tradesmen or possibly remove the roundabout and insert two more parking bays! I am in favour of Residents Parking in this area as I can see major problems in the future with parking for people in the town and we would be convenient for the town centre, but we do need to have sufficient parking for the residents and their visitors/carers.
(e7) Local resident, (Wantage, Maryfield)	SUPPORT reinstating the residents/visitors permits I OBJECT to double yellow (or single) lines from 35-26 or 14-25 That is the only area with resident spaces and places for visitors etc to pull in I HAVE CONCERNS about "policing" and need for good signage to prevent misuse by non residents leaving a car to go shopping No special treatment for disabled non resident parking or personal bays provision as unfair to others
(e8) Local resident, (Wantage)	We confirm our support to the proposed amendments to the parking restrictions in Priory Road.

	Parking in Priory Road from the Church to Locks Lane is all on the right hand side then it changes to the left hand side when you go round the corner at King Alfred's school. Would it not make more sense to have continuous parking on the right hand side all the way down the road? This would give the oncoming traffic a straight progression. It would also mean those houses from 42 onwards would not have to cross the road to get in their cars and the driver would not be opening their door onto oncoming traffic. It can be dangerous sometimes crossing the road to get in your car as cars come round that corner at speed It would also stop the pavement on the houses side from getting worse as it would stop Large vehicles from mounting the kerb when coming around the corner which happens on a regular basis. If it remains the same the two restricted parking places opposite 44 45 46 and 47 should be deresticted to give two extra parking spaces. They are far enough away from the corner not to cause a problem. There seems to be no valid reason for the restriction. Cars already always park there, sometimes incurring a penalty, and there has never been an accident caused by them being there in the 25 years we have lived here.
(e9) Local resident, (Wantage)	I am pleased that double yellow lines are proposed for Priory Road Wantage. I hope for both sides and I hope they will include Church Street from the museum to the junction with Priory Road. Would you also please consider and hopefully include curb markings along this stretch to prohibit waiting, loading and unloading and no disabled parking either. Vehicles often park on the pavement along this stretch opposite the church blocking the pavement completely which is rude and vexing. It is a very narrow pavement. Having doubles yellows along this part of Church Street will also allow a clear road for Remembrance day 11/11 parade to march without vehicles blocking the route to the parish church. My father had a blue badge and was careful and considerate where he parked in any town. He did his best to not cause upset or grief for anyone. He would frequently rather pay to park than annoy others. Will you also consider painting white arrows on the one- way stretch of Church Street and in Priory Road. Surprising how many cars drive the wrong way entering from Portway. One- way arrows have also been requested for the market place because it is not obvious to visitors that it is a roundabout, but that request is often rejected and I do not see why. Arrows provide information which is useful and sensible.
(e9) Local resident, (Wantage, Maryfield)	My concern is we only have 6 parking spaces at the moment. We have 10 cars in our turning to park. If I bought a permit as not over 70, would this guarantee me a parking space?

	Also, Maryfield is full of older and vulnerable people who need parking! What happens when carers need to come and park, which we get many that come for different people in Maryfield. Ideally, I have always thought that a patch of green we have as you come into the turning could be turned into a car park for residents. Problem solved.
(e10) Local group/organisation, (October Club Wantage)	1-3 The Cloisters (The October Club) is a Day Centre for people suffering with dementia. It has been there for over 30 years and is currently open 3 days a week between 9am and 3pm. The Club does not have any parking areas and the main door faces the road. Clients are usually bought to the Club by volunteer drivers, taxis, carers, family members or friends. Drop off and pick up can take up to 15 minutes as most clients are elderly, have some sort walking aid and usually require assistance getting in and out of transport. Additionally, due to the nature of the illness they do not always want to get in or out of the transport and so need some coaxing. Clients can come and go any time the Club is open. If we are unable to continue doing this without possibly incurring a fine then we would appreciate it if some sort of designated drop off/pickup area is allowed outside the Club. Walking to the Club from a designated disabled parking area away from the Club would be unacceptable. As previously stated the Club has no official parking area, but there is a small paved area in front of the Club for a small car to park. This is used by the Manager in case of an emergency, when transport is required.
(e11) Local resident, (Wantage)	I am writing to strongly object to the proposed parking restrictions and permit scheme for the roads listed in the consultation. Although I do not live on one of the named roads included in the proposal, these roads provide the nearest available parking for residents of my road. I am extremely concerned that my road has been omitted from the proposals despite the significant impact that the restrictions will have on those of us who rely on parking in the surrounding area. I do not believe that the true impact of the proposals on adjacent roads has been properly assessed. As a result, I strongly urge the Council to reconsider the proposals and to carry out a more comprehensive review of the wider area before making any decision.

	Furthermore, I would welcome the opportunity to meet with a representative from the Council on site and walk through the area together. This would allow me to demonstrate first-hand the parking arrangements, explain how residents currently use the available spaces, and highlight the practical implications and unintended consequences that these proposals would have for those whose roads have been excluded from the scheme. We used to use permits for the beacon and undercroft however the cost went from 130 to 1100 over a period of 4 years making it unaffordable.
(e12) Local resident, (Wantage)	I'd like to object to the proposed reduction of residence permit parking spaces in Grove Street. I often get home from work late to find that there are no residence parking spaces available. If the number of spaces is reduced the chances of me finding a space are close to nil. I don't think it's right that I won't be able to use parking that I've paid for.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local group/organisation, (Wantage Parish Church)	Residents permit parking: Maryfield – **No objection/No opinion** Priory Road – **Object** Double Yellow Lines: Church Street – **Object** Mill Street – **Object** Grove Street – **No objection/No opinion** Priory Road – **Object** Market Place – **Object** The Cloisters – **No objection/No opinion** Maryfield – **No objection/No opinion**

<table>
<tr><td></td><td>Single Yellow Lines:<table><tr><td>Locks Lane – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr></table>
Please don’t make it harder to park close to the church. There’s very limited space already. Not everyone with limited mobility has a blue badge. Also the double and single yellow lines in place are rarely policed. The worst place is Newbury street by the take aways.

Existing lines are rarely policed</td></tr>
<tr><td>(o2) Local resident, (Childrey, Lawrence Close)</td><td>Residents permit parking:<table><tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Support</td></tr></table>
Double Yellow Lines:<table><tr><td>Church Street – No objection/No opinion</td><td>Mill Street – No objection/No opinion</td></tr><tr><td>Grove Street – No objection/No opinion</td><td>Priory Road – Support</td></tr><tr><td>Market Place – No objection/No opinion</td><td>The Cloisters – Support</td></tr><tr><td>Maryfield – No objection/No opinion</td><td></td></tr></table>
Single Yellow Lines:<table><tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr></table>
Parking in Priory Road needs to be restricted to residents only.</td></tr>
<tr><td>(o3) Local resident, (Childrey, New Road)</td><td>Residents permit parking:<table><tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr></table></td></tr>
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Double Yellow Lines:
<table>
<tr><td>Church Street – Support</td><td>Mill Street – Partially support/concerns</td></tr>
<tr><td>Grove Street – Object</td><td>Priory Road – Partially support/concerns</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters – Support</td></tr>
<tr><td>Maryfield – Partially support/concerns</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
</table>
No provision for additional parking is being made

We need more parking spaces elsewhere
</td>
</tr>
<tr>
<td>(o4) Member of public, (Didcot, Church Street)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
</table>
Double Yellow Lines:
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<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
<tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
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<table>
<tr><td></td><td>I work in Wantage, but outside regular office hours, often when no or limited busses are running (Sundays, Christmas Eve, bank holidays etc). Parking restrictions would mean that I can’t park to get to work. I live in Didcot and the recent parking restrictions imposed there (Haydon Road, Lydalls Road etc) have been a nightmare for residence. Please listen to the people who live and work in your town and don’t make the same mistake!</td></tr>
<tr><td>(o5) Local resident, (East Challow, Glebe Road)</td><td>Residents permit parking:<table><tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr></table>Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr><tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr><tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr><tr><td>Maryfield – Object</td><td></td></tr></table>Single Yellow Lines:<table><tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr></table>I entirely disagree with this money making scheme. Parking is already at a premium in this town, with the beacon carpark regularly being full and only 2 hrs available at Sainsbury's etc.</td></tr>
<tr><td>(o6) Local resident, (East Challow, Goodlake Avenue)</td><td>Residents permit parking:<table><tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr></table>Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr></table></td></tr>
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<tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
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n/a
</td></tr>
<tr><td>(o7) Member of public, (Grove)</td><td>
Residents permit parking:
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<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Double Yellow Lines:
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<tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
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Because it is an idiotic idea based on penalising car owners and drivers forcing them to pay to park outside their own house. It’s just another money making scheme and or reduce the cars that people need to survive
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<tr>
<td>(o8) Local resident,
(Grove, Shannon Close)</td>
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Residents permit parking:
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<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Double Yellow Lines:
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<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
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<tr><td>Maryfield – Object</td><td></td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
Ridiculous Lib Dem plans to stop people using their cars. This parking plan is to deal with the increased traffic/parking WHEN (not if) the Market Place is closed to traffic! Just don't do it.
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<tr>
<td>(o9) Rather not say,
(Grove, Teal Close)</td>
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Residents permit parking:
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<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Double Yellow Lines:
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<table>
<tr><td></td><td>Single Yellow Lines:<table><tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr></table>
Wil just kill Wantage to a ghost town no one will want to come here ridicules proposals .

let the community decide not the people in there ivory towers.</td></tr>
<tr><td>(o10) Local resident, (Wantage, Portway)</td><td>Residents permit parking:<table><tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr></table>
Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr><tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr><tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr><tr><td>Maryfield – Object</td><td></td></tr></table>
Single Yellow Lines:<table><tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr></table>
THERE IS NOT ENOUGH PARKING IN WANTAGE. You are driving people away. Why should these roads get parking permits when you don’t allow them in my road - Portway

Address the parking issues and introduce a park and ride scheme for visitors.</td></tr>
<tr><td>(o11) Local resident, (Wantage, Market Place)</td><td>Residents permit parking:<table><tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Object</td></tr></table></td></tr>
</table>

Double Yellow Lines:

Church Street – **Partially support/concerns**	Mill Street – **No objection/No opinion**
Grove Street – **Support**	Priory Road – **Support**
Market Place – **No objection/No opinion**	The Cloisters – **Support**
Maryfield – **No objection/No opinion**	

Single Yellow Lines:

Locks Lane – **Support**	Priory Road – **Object**

My concerns are focused on the Priory Rd changes since it is an area that I rely to park my vehicle. Unfortunately, while I believe that residents should be able to park near their homes this is not the reality in Wantage Central. There are many individuals living in the flats around the Marketplace that have no allocated parking, forcing us to these into these areas and clashing other residents nearby for parking under the current restrictions.

The scope of resident permits eligibility and resident permit parking zone does not include enough of the local residents to be effective. This proposal restricts parking further without providing more parking opportunities for individuals in my situation who are already struggling. Given the current restrictions along Church St, Priory Rd is the closest parking option to my flat in Victoria Cross Gallery. I need a nearby spot to park and leave my vehicle all day as I often chose to cycle to work - unfortunately not a choice that I can always make at the moment. Some of the junctions leading into Priory Rd and Cloisters are narrow. It gets very difficult to access if there is a vehicle parked there, hence I support those proposed restrictions. However, the Priory Rd junction north of Locks Lane is wide enough to continue parking adjacent to that junction without inhibiting traffic going through.

Portway car park could be a good option for local residents who drive to work and need a spot to park in the weekday evenings. However there is no resident permit option or spots there. The current pricing of 91 GBP per month is very expensive compared to the proposed price of 115 GBP per annum resident permits. The residents along Church St all have gated or allocated parking already. This could be a good alternative for those living in the Market Place without allocated parking. In addition to this, visitor parking would be a good consideration for improving quality of life for the local Market Place residents further.

<table>
<tr><td></td><td>Unfortunately, parking in Market Place itself is not suitable for local residents due to the high volume and would inhibit local businesses. The crowds in the Market Place at night make me feel uneasy about the security of my vehicle, therefore it is not a suitable option.</td></tr>
<tr><td>(o12) Member of public, (Kingston Bagpuize)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Partially support/concerns</td></tr>
</table>
Double Yellow Lines:
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<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
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<tr><td>Maryfield – Object</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
I have the need to access the town centre for work purposes, ie working within properties and collecting keys from estate agents. Parking is a major part of making these work activities possible and effective

The ability to park free on a Sunday morning for the purpose of attending church services. The parking restriction of 2 hours in Sainsburys carpark is already insufficient</td></tr>
<tr><td>(o13) Local resident, (Oxfordshire)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Double Yellow Lines:</td></tr>
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<table>
<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
<tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
Please leave Wantage alone
</td>
</tr>
<tr>
<td>(o14) Member of public, (Stanford in the Vale)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
Double Yellow Lines:
<table>
<tr><td>Church Street – Market Place (West): Object</td><td>Mill Street –</td></tr>
<tr><td>Grove Street – Mill Street: No objection/No opinion</td><td>Priory Road –</td></tr>
<tr><td>Market Place – Priory Road: No objection/No opinion</td><td>The Cloisters –</td></tr>
<tr><td>Maryfield – The Cloisters: No objection/No opinion</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
I’m not a Wantage resident I only come in to shop using the very convenient Market Place car parking for the shops in the square otherwise I park in Sainsbury’s or Waitrose car parks
</td>
</tr>
</table>

<table>
<tr><td></td><td>Please don’t change the Market Place short term parking</td></tr>
<tr><td>(o15) Local resident, (Wantage, Alfred Street)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
</table>
Double Yellow Lines:
<table>
<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
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</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
We live in wantage town centre and dont want the character to be destruyed. Also we on vicars row have been ignored and excluded from rhos scheme

We now have no parking Please do not destroy our town furthet</td></tr>
<tr><td>(o16) Local resident, (Wantage, Alfred Street)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
</table>
Double Yellow Lines:
<table>
<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
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<table>
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<tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
As a resident of Alfred Street, our parking is on Priory road, we have not been included in the permit scheme. VOWH DC abolished residents parking permits for their car pameaning the cost of a permit rose from £145 to in excess of £1000 per annum. I object to the propasals to limit parking in the centre, public highways should not be subject to limitations.

Residents of Alfred street have already been impacted by the reduction of parking and discriminatory actions of the council. The introduction of these proposals will impact the town centre, it is not a city and parking on public highways should be accessible to all. The proposals for permits to be available only to residents the currently named streets is discriminatory against town centre residents, whose parking has been restricted already.
</td>
</tr>
<tr>
<td>(o17) Local resident, (Wantage, Alfred Street)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
</table>
Double Yellow Lines:
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<table>
<tr><td></td><td>Single Yellow Lines:<table><tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr></table>
I live in the town centre and so these proposals inherently mean I will lose all access to parking spaces. This is clearly an attempt to profit off of others need by changing this necessary free parking spots to permit holding, it is greedy.</td></tr>
<tr><td>(o18) Local resident, (Wantage, Alfred Street)</td><td>Residents permit parking:<table><tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr></table>
Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr><tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr><tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr><tr><td>Maryfield – Object</td><td></td></tr></table>
Single Yellow Lines:<table><tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr></table>
I live in town centre with no house parking, you shouldn’t be able to take away the limited parking there already is. Wantage has been fine with the parking situation and then you keep chipping away at what little parking there is, permits are also too expensive

Let me park for free</td></tr>
<tr><td>(o19) Local resident, (Wantage, Alfred Street)</td><td>Residents permit parking:</td></tr>
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<td></td>
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<table>
<tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Object</td></tr>
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<tr><td>Market Place – No objection/No opinion</td><td>The Cloisters – Partially support/concerns</td></tr>
<tr><td>Maryfield – No objection/No opinion</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
Object 'Residents permit holders parking only’ (at all times) area in Priory Road as it removes some of the last remaining parking for residents of market place or alfred street

Again there will be no parking for residents of market place or alfred street and no provision for those residents to get parking perments
</td>
</tr>
<tr>
<td>(o20) Local resident, (Wantage, Alfredston Place)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Partially support/concerns</td></tr>
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<tr><td>Market Place – Partially support/concerns</td><td>The Cloisters – No objection/No opinion</td></tr>
<tr><td>Maryfield – Partially support/concerns</td><td></td></tr>
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<td>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr>
</table>

Given that existing restrictions such as double yellow lines on Newbury Street are not enforced I can really see no point in considering further restrictions in the area unless these are backed up with enforcement. Stopping all parking on Mill Street would be bad for businesses.

Need to consider the whole question in the round. Newbury Street near the square is dangerous due to illegal parking & Ormond Road is a real problem especially near the area by St Katherine's. Since residents here have no alternative parking available then a complete one way system needs consideration. This problem area will only get worse if the S9 bus gets routed this way. Ormond road is full of puddles when it rains meaning pedestrians get soaked by passing traffic & many parents, young children, push chairs & pets use the overly narrow pavements going to & from school.
</td>
</tr>
<tr>
<td>(o21) Local resident, (Wantage, Alfredston Place)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road –</td></tr>
</table>

Double Yellow Lines:
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Single Yellow Lines:
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<table>
<tr><td></td><td>This plan is utterly ridiculous, it will kill the town, it’s already full of coffee shops, hairdressers and charity shops. The local businesses struggle when the market is on, Weds and Sat, if customers cannot park locally they will go elsewhere, DONT LET WANTAGE DIE!

We need more unrestriparking</td></tr>
<tr><td>(o22) Local resident, (Wantage, Chandlers Close)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Residents permit holders parking only’ (at all times) area in Maryfield: Support</td><td>Priory Road – Support</td></tr>
</table>
Double Yellow Lines:
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<tr><td>Church Street – Support</td><td>Mill Street – Support</td></tr>
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</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
</table>
I support 100% double yellows in Wantage, Church Street both bits, Priory Rd both sides it entire length. I lead a campaign about 20 years ago for resident parking on Priory Road and remember the council meeting at the Civic Hall where I spoke a letter to the meeting about the request. The council response was positive and resident parking was offered at a small additional fee but most residents refused to pay the additional fee. Which vexed me. The fee did not vex me, the attitude of residents did. Priory Road is used by many visitors to town for free parking. It is a historic road which was 2 way, called originally Tanners Street or similar, due to the tanneries, and its is host to two significantly historic manors of Wantage. The Priory, on the corner, a 15th century grade 2 listed timber framed haunted house, with a beautiful inglenook fireplace in the state room overlooking the gardens.

The Priory on Priory Rd was often open to the public many years go to help raise funds for the Vale museum on Church Street which the house also stands on. A beautiful metal and enamel painted road sign that was removed</td></tr>
</table>

	from above the back door has not been replaced sadly. In 1996 the sewer collapsed outside that back door and a local builder dug up the road and repaired it. The Priory owner said to me that the traffic priority would be safer if the traffic entered from Portway into Priory Road and in to Church Street. At some point decades ago this was the case anyway. It was two way. The blind bend, Church St/Priory Road is tricky, and cars still approach braking excessively, which is bad driving. I was taught old fashioned driving using gears not brakes. I asked for and got the no HGV signs installed on Church Street, though I asked for 4. A one way arrow outside the museum is pointing the wrong way and a one way arrow was removed from the Church St/Priory Rd bend. Why? Talking of signs, the No Cycling sign need replacing on Betjeman Lane outside 2 Priory Road. I have requested tis dozens of times. The sign is faded. Is it a law that is unenforceable. 4 further signs should be erected on those foot paths. Cyclists are a nightmare much of the time on those narrow paths by the brook. I do not like to see cars on roads anywhere in central Wantage. They spoil the tranquil atmosphere of this pretty little historic town. I am completely in favour of double yellows in Church Street, Priory Rd, Mill Street, Newbury Street, Both parts of Post Office Lane even though one bit is un-adopted. The Cloisters needs double yellows. The Wharf off Mill Street does. Alfred Street which is very narrow needs doubles. Why it is only single is a mystery. Cars frequently park on Alfred Street blocking it and no one bats an eye lid. I never see a CEO here. Partridge Close should be double yellows. Cars frequently park badly on it blocking the pavement. I have been told it is not due to change. This is frustrating news as I walk it regularly to town. It is a narrow road which needs resurfacing and strict parking enforcement with double yellows and resident parking. Wallingford Street needs double yellow throughout. Current parking enforcement in Wantage is rather slack . I want to know that a CEO presence will be 7 days per week to enforce parking. I am a resident that has lived in various towns where parking enforcement is taken very seriously which I have agreed with. Free for all parking on central Wantage roads has got to stop now. The lack of respect is infectious and shows a disrespectful attitude toward congestion and pollution and residents. Resident and I work in the market place sweeping and emptying litter bins. I also worked for the parish council cleaning the central car parking at the statue which needs changing to pay and display if it is to remain as parking. I was parking warden for 6 months and I am appalled that my council tax subsidises the unfair unregulated long term parking for all types of vehicles by the statue, which due to no enforcement from the council. The parking rule is 30 minutes stay, but this is only a bye law thus it can not be legally enforced other than an act of trespass. The penalty charge tickets that I was employed to issue are of a tiny fine which is not worth the hassle of writing or anger from drivers who actually were laughing at me. The revenue that would be created from pay and display would contribute to town improvements. I am convinced that the council is oblivious to this way of thinking. If I was a councillor, which many residents say I would be good at; I would have fought hard to remove all the bike racks, A boards and bollards from the market place. The bollards surrounding the west end car park area are only

<table>
<tr><td></td><td>denoting the highway from the parish council land. They are pointless in my opinion. They were only installed in around 1991, and often get broken by busses and maniacs driving without care. The bollards should have been metal, instead of hard breakable plastic at a high cost each. I know how much they cost. When the Duke of Edinburgh died I installed an entire row of new bollards opposite the taxi rank so that all the bollards were the same. I paid for 12 altogether. I now hate the bollards and wish they were gone. Why on earth was the car park area enlarged when WTC was given the land. The boundary is clear and I am advised that the boundary is still part of highways though it is well within the bollard line! Interesting! The car park seemed to work perfectly well before the lay out was completely changed. Why was it changed. If it ain't broke, don't fix it. The market place has changed significantly for no good purpose in my opinion. The buildings are ugly and tatty, and the triangle island opposite the taxi rank is a waste of space. If it were smaller the narrow road in front of 17 market place/the old Barclays bank would be wider and safer. Plus the dropped curb here needs upgrading. It is rather vague and often obstructed by bad parking. That stretch of road between the bus stop and disabled bay should double yellow with 2 yellow curb lines. At the moment it is single with a white advisory line. I have always been surprised this has not been changed to doubles a long time ago. On Remembrance day this area of the town is hard to manage with traffic marshalling. Time plates and double yellows would make that easier and safer.</td></tr>
<tr><td>(o23) Local resident, (Wantage, Chandlers Close)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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</table></td></tr>
</table>

<table>
<tr><td></td><td>You can’t even enforce what’s there already! You are removing parking in the market square. Leave our parking alone! This is a revenue making scheme for residents parking!</td></tr>
<tr><td>(o24) Local resident, (Wantage, Cherry Croft)</td><td>
Residents permit parking:
<table>
<tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr>
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Double Yellow Lines:
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Single Yellow Lines:
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<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
</table>
We need more restrictions on parking so that we as society think twice about our increasing use of cars. Most local journeys are possible by foot, cycle or bus. Our reliance on cars must stop and I feel very strong fly about this as a local resident who tried to actively travel instead of car use.

See previous; more restrictions are better to force residents to think how necessary it is to use their car.
</td></tr>
<tr><td>(o25) Local resident, (Wantage, Courtenay Road)</td><td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Double Yellow Lines:
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Single Yellow Lines:
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</table>
Parking restrictions aren't going to help anyone. Parking solutions will. You are profiteering with an anti-car agenda. Penalising residents for parking and possible new residents from parking and exploring our wonderful town isn't helpful.

You are restricting the people who pay your wages movement.
</td>
</tr>
<tr>
<td>(o26) Local resident, (Wantage, Donnington Place)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
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</table>
Yellow lines discourage people to drive to Wantage for shopping, banking, health or social purposes.
</td>
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<table>
<tr><td></td><td>For example, how is a frail elderly person who no longer drives but up until now gets a neighbour to give a lift to Specsavers in the Market Square, how is this person or her driver going to cope without suitable (nearby) parking available?</td></tr>
<tr><td>(o27) Local resident, (Wantage, Foliat Drive)</td><td>Residents permit parking:<table><tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr></table>Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr><tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr><tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr><tr><td>Maryfield – Object</td><td></td></tr></table>Single Yellow Lines:<table><tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr></table>There is no point changing any parking restrictions within wantage as nothing currently is enforced. People happily park on existing double yellow lines, single yellow lines and fully on pavements, If this proposal doesnt include the budget for full time enforcement of the rules, then its pointless. People know its not enforced and park accordingly. No tax payers money should be wasted on this.</td></tr>
<tr><td>(o28) Local resident, (Wantage, Grove Street)</td><td>Residents permit parking:<table><tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr></table>Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr></table></td></tr>
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It’s hard enough trying to park outside our houses as it is without more restrictions. I have to pay for a permit anyhow and you want to restrict the spaces even more it’s crazy, this is the trouble with rules being imposed by people that don’t live in the area
</td>
</tr>
<tr>
<td>(o29) Local resident, (Wantage, Grove)</td>
<td>
Residents permit parking:
<table>
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Insufficient parking in Wantge so not practical to furher reduce parking. Employ traffic wardens. Motorists cittently ignore single and double yellow lines.
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<tr>
<td>(o30) Local resident, (Wantage, Grove Street)</td>
<td>
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In Grove Street it looks like you are going to reduce residential parking by 4 spaces. Currently at night there are not enough spaces for residents. If I come home after 9pm I always have to find somewhere else to park (Market Place or Beacon or Sainsbury’s pay and display). Further reducing spaces will cause further problems. I believe that the houses adjacent to these spaces have private parking behind their properties and don’t use street parking but residents further down the road are unable to park outside their houses and have need of them.
I would suggest if you are creating residents parking in other roads you use different letters (not WN) since currently anyone with a residents permit can park anywhere with a WN. Maybe you can allot different areas with different letters - like you do in Oxford for example.

If people have a residents permit and find they have to park overnight in a pay and display then maybe this should be free since if you give out more permits than spaces that is not the fault of the residents.

You also need to police it better. Sending traffic wardens out first thing in the morning two or three times a week is not effective. Maybe there could be a system where residents could report people who are parked and don’t have a permit.
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<tr>
<td>(o31) Local resident, (Wantage, Grove Street)</td>
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There is already too little resident parking on Grove Street during the evenings and weekends - residents pay a ridiculous amount for an electronic permit and can struggle to find a space to park as it is. There are rarely issues with lorries turning up the road opposite 21B as there is enough room for most of the delivery vehicles that use it. The times that there have been issues is when a car has parked illegally on the double yellow lines outside number 21 (which happens frequently with no consequence) as it is where the road narrows. The double yellow lines need to be clearly marked on this section. There also needs to be more stricter policing of the double yellow lines outside the dentist as vehicles often park there, restricting access to the driveway opposite (that serves around 6 residential dwellings as well as businesses) - ideally a hashed area along that stretch. If the illegal parking along Grove Street was dealt with on a regular basis, there would not be any issues - it works as it is.

Grove Street is often used by people 'nipping' into town/Sainsbury's cashpoint or to use the dentist. More regular traffic wardens are needed (ideally daily) at different times - evening and night time included. Sainsbury's car park is too busy, and a bit of a walk, which puts people off using it for a quick stop in town. The two-hour restriction also puts people off if they have an appointment at the dentist etc where they might be delayed and run over the time limit. A system like the Didcot car park would be much better as you just pay for the extra time rather than automatically receiving a fine.
</td>
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<tr><td></td><td>Wantage lacks parking generally - maybe consider a second storey on the Beacon car park? Wantage is a rural town with lots of outlying villages and people need to rely on cars. Some of the villages do not have bus services - I have a parent with restricted mobility who lived in West Challow where there are no bus services, there is no shop (other than Mellors Garage which would involve walking along a narrow road) and so a car is necessary. Despite being a blue badge holder, they will use the post office in Charlton due to the difficulty parking in Wantage - disabled parking outside the post office would be helpful.

There is not enough parking for residents and many of the housing developments are only required to provide enough parking for one car when most average households have at least two.</td></tr>
<tr><td>(o32) Local resident, (Wantage, Grove Street)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
Double Yellow Lines:
<table>
<tr><td>Church Street – No objection/No opinion</td><td>Mill Street – No objection/No opinion</td></tr>
<tr><td>Grove Street – Object</td><td>Priory Road – No objection/No opinion</td></tr>
<tr><td>Market Place – No objection/No opinion</td><td>The Cloisters – No objection/No opinion</td></tr>
<tr><td>Maryfield – No objection/No opinion</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
The proposal to remove a space from outside our house in Grove Street, which we pay for and often can't use dues to lack of spaces and illegal parking, would futher create problems for us and other residents. This is being proposed becuase some larger lorries (and the bin lorry?) find it difficult to get into the access road opposite. Because lorries approach from the north and leave going north, only a few additonal meters are required to avoid the occassional tight turn - not a whole space. We always park in this space and only once have had to move oour car for a particularly large load to get up the access road. Nearly all of the issues are caused by people illegally parking in front of our car (on double yellow lines) - some individuals repeatedly do this. If a space is</td></tr>
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<tr><td></td><td>removed it will just mean that people will illegally park in that space as well and when the occassional lorry does need to get round, we won't be able to help them.

I suggest you shorted the parking area by 2m - this will just about allow 4 short cars to still park in the bay, whilst creating a space for large lorries to swing round the corner. This will only work if the parking is regularly minitored, which it should be anyway.

There is a general lack of parking in the area and a lot of illegal parking by repeat offenders.</td></tr>
<tr><td>(o33) Local resident, (Wantage, Grove Street)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
</table>
Double Yellow Lines:
<table>
<tr><td>Church Street – Object</td><td>Mill Street – Priory Road: Object</td></tr>
<tr><td>Grove Street – Object</td><td>Priory Road – The Cloisters: Object</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters –</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
I object to all proposals. I am a resident of Grove Street who in good faith has purchased a parking permit to enable me to park on my street. You are allowing each household to purchase 2 residents permits per house but now removing availability which is already inadequate. This in line with the proposed changes in Wantage to really restricts us as residents.

Tighter control of cars with no permits, more visable parking attendants are required.</td></tr>
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<tr>
<td>(o34) Local resident, (Wantage, Grove Street)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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<table>
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<tr><td>Maryfield – Object</td><td></td></tr>
</table>
Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
I have a parking permit but regularly struggle to find space on Grove Street, but implementing this into other roads using the WN permit they will be able to park on our road therefore in addition to the reduction of space on our road will make it even harder to park. There are no issue with deliveries on Grove Street as the drivers know the access.

The council are quick to implement and take our money with the permits but are reducing the parking options to us, the residents of the town centre which is unacceptable.
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<tr>
<td>(o35) Local resident, (Wantage, Hamfield)</td>
<td>
Residents permit parking:
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<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Double Yellow Lines:
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<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
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<table>
<tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
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Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
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objecting
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<tr>
<td>(o36) Local resident, (Wantage, Haywards Close)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr>
</table>
Double Yellow Lines:
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<tr><td>Maryfield – Support</td><td></td></tr>
</table>
Single Yellow Lines:
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<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
</table>
Parking is causing issues with driving down these roads. I would like similar provisions to restrict parking on Garston Lane and Haywards close as this can be a nightmare for residents.
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<tr><td></td><td>We will need some other parking provision if these roads become restricted. The beacon is usually full and so is Sainsbury’s and so I am concerned the proposals may lead to more irresponsible parking in other residential roads nearby.</td></tr>
<tr><td>(o37) Local resident, (Wantage, Chandlers Close)</td><td>
Residents permit parking:
<table>
<tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr>
</table>
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</table>
Single Yellow Lines:
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<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
</table>
Wantage has suffered congested residential central streets for too long now. I have lived here many years. I am a local council tax payer. Maryfield, Ormond Rd, Newbury St, Church St, Priory Rd, Market Pace, Mill Street, Wallingford St, Partridge Close, Post Office Lane, Locks Lane, and Alfred St are all roads where non resident drivers park daily, all day, taking up space of the residents and this is unfair. It has to stop. I campaigned 20 years ago for resident parking in Priory Road which we nearly got. My family lived in Priory Rd for a long time. All these streets need strict parking control with permits and double yellow lines.

The same applies to the market place car parking by the statue. Where vehicles have been allowed free all day parking for over 30 years which my council tax is subsidising. But this due to the council not employing a warden. And the enforcement is down to the parish council. I am in favour of resident parking in Wantage and stricter parking enforcement.
</td></tr>
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<tr><td></td><td>Double yellows need installing on Ormond Road from Trinder Road to the roundabout junction to stop bad parking on this bend and to stop pavement parking and obstruction. If a pram or buggy can not pass these cars that must be obstruction and illegal. This is daily.</td></tr>
<tr><td>(o38) Local resident, (Wantage, Littleworth Hill)</td><td>Residents permit parking:<table><tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr></table>Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr><tr><td>Grove Street – Object</td><td>Priory Road – Partially support/concerns</td></tr><tr><td>Market Place – Object</td><td>The Cloisters – Partially support/concerns</td></tr><tr><td>Maryfield – Object</td><td></td></tr></table>Single Yellow Lines:<table><tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Object</td></tr></table>Severely limits visitors accessibility to Wantage , Museum, shops.
Proposed Grove Street double yellow line will mean insufficient residents' parking for the occupants of Grove Street. A very challenging situation as there is no alternative parking available. As a potential elderly I am very concerned.

Could there be more free parking? More disabled parking?</td></tr>
<tr><td>(o39) Local resident, (Wantage, Locks Lane)</td><td>Residents permit parking:<table><tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Support</td></tr></table>Double Yellow Lines:</td></tr>
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</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
</table>
Only concern is that shoppers, visitors and local businesses will likely look to park further down Locks Lane (past the 27m proposed for single yellow line). Access is already difficult at times not only for resident cars but also bin lorry etc)
</td>
</tr>
<tr>
<td>(o40) Local resident, (Wantage, Locks Lane)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Partially support/concerns</td></tr>
</table>
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<tr><td>Market Place – Partially support/concerns</td><td>The Cloisters – No objection/No opinion</td></tr>
<tr><td>Maryfield – No objection/No opinion</td><td></td></tr>
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<table>
<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
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<table>
<tr><td></td><td>I am a resident of Locks Lane.my concern is the impact on Locks Lane if Permit Parking is introduced to Priory Road.

The lane is already used for parking by non residents and can at time be very busy and dangerously narrow. It is a Lane that is used not only by cars, but walkers including School children, parents and young children who are often on scooters and bikes and dog walkers, with dogs off leads (perfectly acceptable). We also seasonally endure 6-12 4x4 vehicles coming down the Lane to then go through the Ford and up the other side. It is busy and sometimes dangerous with all that traffic.

Without the introduction of double yellow lines or Permit Parking, and with the possible introduction of Permit Parking and Double Yellow Lines in Priory Road, this will leave Locks Lane open to more people looking to park. There is a safety concern as at the top of Locks Lane (East Side, off Priory Road), the Lane is narrow at the top. If people park badly here and too far up, it leaves it impassable for not only residents and their vehicles, but also emergency vehicles and the weekly refuse lorry and any delivery Lorrie's. We have already encountered this issue and had to leave numerous notes and knocks doors to find the owner of the car.

I believe that double yellow lines should continue down Locks Lane with perhaps the introduction of permit parking only. Quite simply, without these, the impact on this little Lane with other restrictions being put elsewhere, will adversely affect residents of Locks Lane.

I would urge you to consider these factors when making any future decisions.</td></tr>
<tr><td>(o41) Local resident, (Wantage, Locks Lane)</td><td>Residents permit parking:
<table><tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr></table>
Double Yellow Lines:
<table><tr><td>Church Street – Support</td><td>Mill Street – No objection/No opinion</td></tr><tr><td>Grove Street – No objection/No opinion</td><td>Priory Road – Support</td></tr><tr><td>Market Place – No objection/No opinion</td><td>The Cloisters – Support</td></tr><tr><td>Maryfield – No objection/No opinion</td><td></td></tr></table></td></tr>
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</table>

We live in Locks Lane Wantage and have been passed details of this consultation by a resident in Locks Lane. We would like the proposals to be strengthened as we have had our own parking issues in Locks Lane and these proposals only cover part of Locks Lane. The parking problems have been caused by non residents - some working in the town and others being resident in Priory Road who cannot find a space so come to Locks Lane. We would therefore propose the following changes:

1. The proposed yellow lines at the top of Locks Lane are upgraded from single to double yellow lines to allow dustbin Lorrie’s early in the morning and emergency vehicles at all times to be able to have access.

2. The yellow lines at the top of Locks Lane are extended on the northern side by c40m since there is another pinch point which has not been taken into account.

3. Double yellow lines are added on the northern side of Locks Lane outside the entrance to Orchards, Locks Lane to allow access. Previous parking issues have had to be reported to the police / local council and these could get worse as non resident parking moves out of Priory Road into Locks Lane.

4. Consideration should be given to extending the residents parking scheme to Locks Lane.
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<tr>
<td>(o42) Local resident, (Wantage, Locks Lane)</td>
<td>
Residents permit parking:
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Double Yellow Lines:
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<tr><td>Church Street – Partially support/concerns</td><td>Mill Street –</td></tr>
<tr><td>Grove Street – Market Place (West): Partially support/concerns</td><td>Priory Road –</td></tr>
<tr><td>Market Place – Priory Road: Partially support/concerns</td><td>The Cloisters –</td></tr>
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<table>
<tr><td>Maryfield – The Cloisters: Partially support/concerns</td><td></td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
</table>

As a resident of Locks Lane I am concerned about the knock on effect to our Road. Locks lane is a a narrow road with no additional path to support passing in emergencies. We already encounter issues with poor parking from non residents down the road which can limit access. We see it regularly with limited access to larger vehicles such as refuse lorry, delivery drivers and most importantly emergency vehicles. I regularly see neighbours struggling to get out of their drives due to badly parked cars. I addition, there is no turning place at the bottom of the lane which causes vehicles to turn in drives - we ourselves have encountered damage. The single yellow lines are not monitored regularly at the moment and my belief is that you will just push parking from Priory Road into Locks Lane.

A large number of school children and families use Locks Lane and you would be increasing the risk of harm to them. I believe that it should be double yellow lines on Locks Lane.

Locks Lane should have double yellow lines
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<tr>
<td>(o43) Local resident, (Wantage, Locks Lane)</td>
<td>
Residents permit parking:
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<tr><td>Maryfield –</td><td>Priory Road –</td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road –</td></tr>
</table>

I live in Locks Lane and if I am right in understanding where you are thinking of putting the parking permits in Locks Lane it will not work. It is narrow where I come out onto Locks Lane and reverse into my driveway, any vehicle parked along that stretch of Locks Lane would make it impossible for me to access my driveway. Locks Lane is not that wide and probably not make it accessible for grocery delivery Lorrie's or any other kind of delivery van. I ask if anyone has to come to Locks Lane and see how it would affect residents living in Locks Lane? Totally unacceptable and not well thought out and I very much OBJECT.

Locks Lane is too narrow, you can only go so far then you come to the ford and need to cross the bridge to get to the other side, to get into Locks Lane that side you have to go down Ham Road, someone needs to come to Locks Lane and access the situation and see how bad an idea it is to have any kind of parking permits.
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<tr>
<td>(o44) Local resident, (Wantage, Locks Lane)</td>
<td>
Residents permit parking:
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I live on Locks Lane and find the proposal to introduce single yellow lines rather perplexing.
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<td>Having lived on Locks Lane for the past four years, I have seen first-hand the number of vehicles parked on the lane throughout both the day and night. Locks Lane is very narrow, and when vehicles are parked along it, there is very little room for traffic to pass, let alone for emergency service vehicles to gain access.

For this reason, I believe double yellow lines would be a far more appropriate solution than single yellow lines. In particular, the junction of Prior Road and Locks Lane is a significant pinch point. We frequently encounter work vans and larger vehicles parked overnight in this area, which makes manoeuvring safely onto or off Locks Lane difficult and, at times, dangerous. Double yellow lines would help keep this junction clear and improve both visibility and access.

I would also like to comment on the proposals for Church Street. Vehicles are often parked opposite Kent Mews, forcing drivers to veer towards the church wall to pass. Even in a standard-sized car, this can be difficult. My main concern, however, is the impact this has on emergency vehicle access to Priory Road and Locks Lane. Any delay caused by parked vehicles at this location could have serious consequences, the corner leading from church street onto priory Road is also a major concern, vehicles often park there over night making it very difficult for even a standard car to pass.

I would therefore urge the Council to reconsider the current proposals and instead introduce double yellow lines at these key pinch points to improve road safety, maintain access for residents, and ensure emergency services can reach the area without obstruction.</td>
</tr>
<tr>
<td>(o45) Local resident, (Wantage, Locks Lane)</td>
<td>Residents permit parking:
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<tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Partially support/concerns</td></tr>
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</table>

I live in Locks Lane. I am very concerned by the proposal for residents parking and charges for contractors in Priory Road. I already see Priory Road residents and King Alfred's school parking at the top of Locks Lane. At the top of the Lane the road is narrow, there is no pavement, and there have been instances where poorly parked vehicles have blocked access to service vehicles, including the weekly refuse truck. With no parking restriction in the Lane and the prospect of charges in Priory Road, increased parking in the Lane is inevitable.

The potential for increased vehicle movements in the Lane hunting for parking will impact on the safety of the many pedestrians, including school children and families who use the Lane daily.

Please consider extending the double yellow lines to Locks Lane along its length from
priory Road to Quinnels Cottage.

I see the sense in securing parking the residents of Priory Road only at it relates to the wider scheme to restrict parking in the Market Place. Without phase 1 and 2 of that proposed scheme being completed I question the need for residents parking or to charge for the permit.
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</tr>
<tr>
<td>(o46) Local resident, (Wantage, Locks Lane)</td>
<td>
Residents permit parking:
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<tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Object</td></tr>
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<tr><td>Market Place – Partially support/concerns</td><td>The Cloisters – No objection/No opinion</td></tr>
<tr><td>Maryfield – No objection/No opinion</td><td></td></tr>
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</table>

You need to look at this sensibly. You need to use double yellow lines further down Locks Lane where it is narrow and people park blocking access for bin collection and emergency services. By restricting parking on Priory Rd you will push parking down Locks Lane increasing the issues there. For that reason I do not support meddling in parking arrangements on Priory Road. You need to install double yellow lines on Church Street nr the Church where people park blocking and block access. The same for the exit from KAs onto Priory Rd. People park and block vehicles coming out of KAs that cannot physically make the left turn.

Introducing residents permits increases costs for the council. Waste of money waste of time. Not needed. Increase double yellows to manage traffic, deploy parking wardens and the issue is solved.
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<tr>
<td>(o47) As a business, (Wantage, Market Place)</td>
<td>
Residents permit parking:
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<tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
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We run the King Alfreds Head in the market place. Our deliveries come at all hours of the day. Our food delivery can come anytime from 8am to 8pm. As it currently is this is difficult for the drivers to find somewhere to park whilst they make the delivery. This will be even more difficult
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<table>
<tr><td></td><td>People already complain about the lack of parking in the area when coming to our pub, this is going to make it more difficult</td></tr>
<tr><td>(o48) Local resident, (Wantage, Market Place)</td><td>
Residents permit parking:
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</table>
I'm a resident of the building at the west end of market place. Priory road is the only place I can park since I can't park on market place itself, without having to pay for the council car park on portway. I think that the "residents only" permits should apply to those on market place as well since there is no other alternative than priory road

Residents of market place have very little options for parking
</td></tr>
<tr><td>(o49) Local group/organisation, (Wantage, Market Place)</td><td>
Residents permit parking:
<table>
<tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
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<table>
<tr><td>Church Street – Partially support/concerns</td><td>Mill Street – Object</td></tr>
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<table>
<tr><td>Grove Street – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
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</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
</table>
We need some of our clients to be dropped off as near to our office as possible

A lot of our clients need Blue Badge spaces near our office to gain access to our services.
</td>
</tr>
<tr>
<td>(o50) Local resident, (Wantage, Maryfield)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Support</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
Double Yellow Lines:
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</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
I do not agree with the new payment notification for residents at Maryfield.

Residents should not have to pay to park at Maryfield.
</td>
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<tr><td></td><td></td></tr>
<tr><td>(o51) Local resident, (Wantage, Ormond Road)</td><td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Partially support/concerns</td></tr>
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</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
The main reason for my objections and concerns is the overall impact on parking around Wantage.

The scheme is not a solution to parking issues in Wantage Town Centre; it is a scheme to move some parking issues from the west of the town centre to the east of the town, placing additional burdens on these residents. This is dubious, if not unethical.

You have not set out the objective of your proposals (what it hopes to achieve) or the risks (what are their likely outcomes). You have not explained what the success criteria are for this scheme, or what measurements you will be take, so there will be no way of telling if overall implementation has been a success.

Specific issues:
There is no justification for replacing the single yellow lines on Church Street with double yellow lines. Issues here are due to a failure of involves enforcement, and these should not be used as an excuse to exclude evening parking.
</td></tr>
</table>

	There is no justification for the additional single yellow lines at Locks Lane/Priory Road. This is only for the benefit of a few local residents. Locks Lane is all off-street parking. Who will decide who is eligible for a residents parking permit. Will residents of the flats in the Market Place be allowed to apply? The parking restrictions and the residence parking permitting scheme around Maryfield do not properly address the number of care workers who visit the flats here on a daily basis, and often overnight. The issue of how care workers will be able to get permits is simply not addressed in enough detail, and I suspect will be impractical for many of these staff, who are low paid and often on short-term or temporary contracts. The contractor permit scheme is not addressed in enough detail. Who will manage this scheme, and how can it be enforced. What is the difference between a delivery vehicle and a contractor. For example, a scaffolding lorry will be delivering and erecting scaffolding in a few hours. How is that to be managed? It is likely that contractors will unload equipment and materials into a parking bay, and then park elsewhere, effectively double the spaces used. Where has this scheme been effectively used in a small town? Other Comments I object to the suggestion that these proposals are somehow separate from the wider consultation the Wantage Market Place improvement. Both these schemes will have significant implications on the town, and cannot be considered separately. This is 'salami slicing' a problem to avoid taking overall responsibility. It is also part of a systematic program of removing total parking provision from around Wantage, while at the same time overseeing significant development of flats (without parking provision) in the town centre. OCC are planning, with this scheme, to complete a "choker collar" of parking restrictions around the town centre, and are then proposing to remove all parking from the Market Place itself. The result of all these changes (past and future) could best be described as "death by 1000 cuts" for the town. There is a real concern that the town cannot (and will not) survive. These proposals need to be considered in tandem. I attach a plan indicating the overall scale of what has happening *(See **Annex 4**)*

<table>
<tr>
<td>(o52) Local resident, (Wantage, Ormond Road)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
</table>
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<tr><td>Maryfield – Object</td><td></td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr>
</table>
Residents parking permits are a good idea on paper, but for the cost of over a £100 you will still not be garaunteed a space to park, we need more spaces. Surely the spaces at the front of Maryfield i.e. in Ormond Road could be adopted for us who live at the front ,instead of people parking there and not returning for weeks on end

No, but we need more speeding restrictions along Ormond road, although its 20mph limit ,not many people bother with it, sounds like a race track some days
</td>
</tr>
<tr>
<td>(o53) Local resident, (Wantage, Ormonx Road)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Support</td></tr>
</table>
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<tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr>
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<table>
<tr><td>Grove Street – Object</td><td>Priory Road – Support</td></tr>
<tr><td>Market Place – Object</td><td>The Cloisters – No objection/No opinion</td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
Lack of parking in town already. The cars currently parking in these roads will be forced to oark in other already congested roads

Cost of parking permits for residents of Maryfield
</td>
</tr>
<tr>
<td>(o54) Local resident, (Wantage, Priory)</td>
<td>
Residents permit parking:
<table>
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Single Yellow Lines:
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
As a resident of Priory Rd and daily user of the amenities of Wantage I strongly object to any increase in parking restrictions in Wantage. The following observation to take into account.
</td>
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<table>
<tr>
<td></td>
<td>Priory Rd - Parking while not always easy is usually readily available for residents. During the working day some spaces are taken by those working in the town centre - this is not unreasonable.
Many properties on Priory Rd are small and rented - some long term. It is unreasonable to burden these residents with the additional administration and cost of parking permits.

Some properties are sole occupants with multiple vehicles they will be unreasonably punished.

MOST IMPORTANT - ANY ACTIONS TO HINDER THE ABILITY TO FREELY PARK A VECHILE IN AND AROUND THE CENTRE OF WANTAGE WILL REDUCE THE APEAL OF USING THE TOWN.
THIS WILL NOT BE A POSITIVE OUTCOME FOR RESIDENCE,WORKERS,VISITORS, BUSINESS AND SERVICES OR ANYONE ELSE.

I believe the current situation works very well - striking a good balance between all needs and users.
To spend what will no doubt be an unreasonable sum of money on a proposal that will turn a positive into a negative is not wise.</td>
</tr>
<tr>
<td>(o55) Local resident, (Wantage, Priory Road)</td>
<td>Residents permit parking:
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Single Yellow Lines:
<table>
<tr><td>Locks Lane – Priory Road: Partially support/concerns</td><td>Priory Road –</td></tr>
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<table>
<tr><td></td><td>In general, I strongly support these proposals. I don't know Maryfield well enough to comment on the proposals there.

For the Market Place (West), I am not clear why the double yellow lines are necessary (other than the short section immediately to the east of the planters), as the area is closed to traffic.

In Priory Road and Locks Lane, it would make more sense for the existing and proposed single yellow lines to be double yellow lines. The roads are narrow and there is only space for parking on one side (or none at all through the 'dog-leg' section after the junction with Locks Lane). Stopping parking at all times at the junction between Priory Road and Locks Lane would improve visibility and safety.</td></tr>
<tr><td>(o56) Local resident, (Wantage, Priory Road)</td><td>Residents permit parking:
<table><tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Support</td></tr></table>
Double Yellow Lines:
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Single Yellow Lines:
<table><tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Support</td></tr></table>
n/a</td></tr>
<tr><td>(o57) Local resident, (Wantage, Priory Road)</td><td>Residents permit parking:
<table><tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Support</td></tr></table></td></tr>
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Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Partially support/concerns</td></tr>
</table>
Permitting the area is a great idea however, putting a new single yellow line in on Locks lane and that far up Priory Road means that there are even less spaces for residents. I would advise making locks lane part of the same Permit area as Priory Road to allow enough room for residents and visitors under the permit system. I frequently have to park my car down locks lane under the current restrictions and would hate to see this become single yellows as a result. Also, the proposal over the entrances to St Micheals, are they in the wrong space on the map? As these are just entrances and therefore dont need a yellow line?

Overall very supportive as a resident of Priory road to permit the area so that we can park our cars but these considerations need to be made.
</td>
</tr>
<tr>
<td>(o58) Local resident, (Wantage, Priory Road)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr>
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<tr><td>Market Place – Support</td><td>The Cloisters – Support</td></tr>
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Single Yellow Lines:
<table>
<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
</table>
We live at Priory Road and highly support the ideas for parking restrictions.
</td>
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<tr>
<td>(o59) Local resident, (Wantage, Priory Road)</td>
<td>
Residents permit parking:
<table>
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Single Yellow Lines:
<table>
<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
</table>
I strongly support the proposal to introduce residents' parking permits on Priory Road. This is something local residents have been requesting for many years, and I am pleased to see that the Council has finally recognised the need to include Priory Road within the residents' parking scheme.

Priory Road has been unfairly excluded from the existing scheme despite all the surrounding roads benefiting from residents' parking restrictions. As a result, our road has become one of the few places where non-residents
</td>
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</table>

	can park for free all day, leaving residents struggling to find parking close to their own homes. This has had a significant impact on the people who live here and has affected our quality of life for many years. The lack of parking has resulted in residents regularly being unable to park near their homes. Many households rely entirely on on-street parking, and some residents have had to pay to use the Beacon car park simply because there is nowhere else to leave their vehicles. We have also experienced long-term parking by non-residents, abandoned vehicles, camper vans staying overnight, inconsiderate parking, blocked driveways and vehicles being left for days or weeks at a time. These issues have all contributed to the ongoing parking problems on Priory Road. Whilst I fully support the introduction of a residents' permit scheme, I believe its success will depend entirely on effective enforcement. In the past, residents were advised that a permit scheme could not be introduced because there was no practical way for it to be enforced. If that position has now changed, the Council needs to demonstrate how enforcement will work in practice. Regular enforcement patrols and the issuing of Penalty Charge Notices to vehicles parked without a valid permit will be essential. Without visible and consistent enforcement, residents will simply be paying for permits while non residents continue to park on Priory Road without consequence. That would undermine the purpose of the scheme and would not provide the improvements that residents have waited so long to see . I also wish to comment on the proposals relating to the existing single yellow lines on Priory Road. I support the continued enforcement of the current single yellow line restrictions where they already exist, as these help to maintain visibility and access where necessary. However, I would not support the introduction of any additional single yellow lines or further parking restrictions that reduce the number of available parking spaces for residents. There is already insufficient parking capacity on Priory Road. Even with residents' permits, there will still be high demand for the limited number of spaces available. Many households have more than one vehicle, including work vans that are essential for their employment, and many properties do not have off road parking. The priority should be to ensure that the existing parking spaces are available for residents through an effectively enforced permit scheme, rather than reducing the number of spaces by introducing additional restrictions.

<table>
<tr><td></td><td>If any new yellow lines are being proposed, I would ask the Council to clearly explain where they are intended, why they are necessary, and how they will improve the situation without placing residents at an even greater disadvantage.

Overall, I welcome these proposals and strongly support the introduction of residents' parking permits on Priory Road. This is an opportunity to correct a long-standing inconsistency and bring Priory Road into line with the surrounding streets. However, the scheme must be properly enforced and should not result in a further reduction of the already limited parking available to the people who live here.</td></tr>
<tr><td>(o60) Local resident, (Wantage, Priory Road)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr>
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Single Yellow Lines:
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<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
</table>
As a resident of Priory Road, albeit with my own offroad parking facility, which is not the case for most Priory Road houses, I am very conscious of the difficulties Priory Road residents experience in parking due to the taking up of parking spaces by non-residents. I therefore support the proposals.

My only additional comment is that these proposals are only as beneficial as they are enforced. The present restrictions are not effectively/regularly enforced and therefore lose their benefit.

Please see my earlier comment about enforcement.</td></tr>
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<tr><td></td><td></td></tr>
<tr><td>(o61) Local resident, (Wantage, Priory Road)</td><td>
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<tr><td>Maryfield – Partially support/concerns</td><td></td></tr>
</table>
Single Yellow Lines:
<table>
<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
</table>
Double yellow lines:
Church St; concerns Need more parking on south side during the day and for more than 30mins.
Where do post office vans park. There are no areas for businesses to have goods delivered.
Grove St; concerns loosing 2 permit holders places. Will cars have to come through lane by library when access from Market place is unavailable.
Market Place west; As it is now, works, so Support
Mill St; Object to all especially Bus gates as then makes it a dead end by the market side
Priory Road.; Support .I am a resident and have wanted residents parking for a very long time. The junction of Locks Lane with Priory Road vision is always restricted by parked cars.
Cloisters ; No provision for unloading to businesses.
Single yellow lines; Support both At the junction of Locks Lane with Priory Road always has a vehicle parked which restricts the vision and access to and from Locks Lane / Priory Road.
For all items above who will enforce the lines
</td></tr>
</table>

<table>
<tr><td></td><td>There is not enough parking close to the market place for Businesses and Public especially for long term (daily) for people working in/near the Town

The Beacon car park is just not big enough. We need more parking.
I live in Priory Road and often I have to go and park in the beacon as so many people park who are not residents, this applies to all times of the day</td></tr>
<tr><td>(o62) Local resident, (Wantage, St. Mary’s Way)</td><td>Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
</table>
Double Yellow Lines:
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</table>
Single Yellow Lines:
<table>
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</table>
You are systematically shutting down driving around Wantage, much like in Oxford, making it harder for people to get around and actually use this town.

Doing this will further clog roads around the town centre that are already struggling to meet the demands of the town.

Sainsbury’s car park, which is already difficult to get in on some occasions, will be fuller more often and even more difficult to get into.</td></tr>
</table>

<table>
<tr><td></td><td>The town is expanding and you are systematically taking away places for people to park and trying to make life more difficult for others for other no reason than greed, to line your own pockets by catching people, giving parking tickets and charging people a yearly fee to park outside of their own house.

Things like this, and the proposed changes to the market place, are going to ruin this town.

Businesses are already failing, we are inundated with charity shops, apparently the only business able to survive this town, all because people are not coming to this town to shop, giving potential business owners too many second thoughts about opening, things like parking restrictions will do nothing but help towards this.

Stop trying to ruin our town and make money off of the people who put money into Wantage’s economy.</td></tr>
<tr><td>(o63) Local resident, (Wantage, The Cloisters)</td><td>Residents permit parking:
<table><tr><td>Maryfield – No objection/No opinion</td><td>Priory Road – Support</td></tr></table>
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Single Yellow Lines:
<table><tr><td>Locks Lane – No objection/No opinion</td><td>Priory Road – No objection/No opinion</td></tr></table>
I am a resident of the Cloisters and am sometimes blocked in by parking. Driving on Church St is very hazardous due to on-street and pavement parking. Restrictions on parking would be welcome. However, provision still needs to be made for hearses and wedding cars at the church, postal vans (at the delivery office on Church St), drop-off for October Club. Moving the planters outside the swan slightly would help with manoeuvering in that area.</td></tr>
</table>

<table>
<tr><td></td><td>Current restrictions are widely ignored so there is scepticism of the impact of changes. Increased off-road parking in town is urgently needed due to increase in new flats etc in town.

Other dangerous / difficult areas are Wallingford St near post office and Newbury St all the way along especially near the market place but also often affecting families walking ot the school with vehicles sometimes mounting pavements due to on-street parking narrowing the road. It is not reasonable that the council increases the number of dwellings without increasing off-road parking availability.</td></tr>
<tr><td>(o64) Local resident, (Wantage, The Cloisters)</td><td>Residents permit parking:
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Single Yellow Lines:
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There are already double and single yellow lines in particular in Newbury Street, Church Street and The Cloisters, but cars are always parked on them and navigating through with 2 way traffic is difficult. The lines are irrelevant unless the parking rules are enforced.

When anything is parked outside The Museum, turning out left or right from The Cloisters is either hazardous or sometimes impossible. This includes Sunday, when restrictions might be eased, though it is currently double yellow.</td></tr>
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<table>
<tr>
<td>(o65) Local resident, (Wantage, Vicars Row Alfred Street)</td>
<td>
Residents permit parking:
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<tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Object</td></tr>
</table>
I previously held a permit that enabled me to park in the Undercroft and the Civic Hall car parks. I stopped because the cost went up from around £300 PA which is reasonable to well over £1,000 which is unacceptable and unaffordable. Priory Road is my only option. I would support the proposal if the residents permits could be offered to those in Alfred Street….there are only 9 houses here.

Please offer parking to Alfred Street residents at a reasonable price. Over £1,000 PA is ridiculous
</td>
</tr>
<tr>
<td>(o66) Local resident, (Wantage, Vicar's Row, Alfred Street)</td>
<td>
Residents permit parking:
<table>
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Market Place – **Object**	The Cloisters – **Object**
Maryfield – **No objection/No opinion**	

Single Yellow Lines:

Locks Lane – **Partially support/concerns**	Priory Road – **Partially support/concerns**

Objection to the proposed parking restrictions. I am writing to formally object to the proposed parking restrictions in the streets around the Wantage Market Place, Church Street, Priory Road, Mil street, The Cloisters and Grove Street.

We ask the Council to reconsider their impact on our SMALL COMMUNITY OF 9 HOUSES IN VICAR'S ROW, OFF ALFRED STREET.

While I appreciate the need to manage parking effectively, these proposals appear to overlook the unique circumstances of our small community.

Historically we have no off-road parking, which was further impacted by the pedestrianising of Alfred Street. We are entirely dependent on on-street parking for our daily needs.

If the proposed restrictions are implemented, our only practical alternative would be to use private parking at a current cost between £768 - £1092 pounds per year. These costs have jumped by more than 50% from 2024 to present day. By comparison, residents who can obtain on-street parking permits will pay the proposed £115 per year. This represents a significant and disproportionate financial burden on our households, through no fault of our own.

THE PARTICULAR NEEDS OF OUR COMMUNITY HAVE NOT BEEN FULLY CONSIDERED DURING THE DEVELOPMENT OF THESE PROPOSALS. WE FEEL THAT OUR NEEDS HAVE BEEN OVERLOOKED, AND WE ASK THAT THE COUNCIL EXPLAIN HOW THE IMPACT ON RESIDENTS WITH NO OFF-STREET PARKING HAS BEEN ASSESSED.

The proposed restrictions would not only create substantial financial hardship but could also make our properties less attractive by reducing the few parking options available to us in the streets around our properties. We fully support sensible parking management where necessary. However, we ask that the COUNCIL REVIEWS THESE

<table>
<tr><td></td><td>PROPOSALS TO ENSURE THEY ARE FAIR, PROPORTIONATE, AND DO NOT PLACE AN UNREASONABLE BURDEN ON A SMALL NUMBER OF RESIDENTS.</td></tr>
<tr><td>(o67) Local resident, (Wantage)</td><td>
Residents permit parking:
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<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Double Yellow Lines:
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<tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr>
<tr><td>Maryfield – Object</td><td></td></tr>
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Single Yellow Lines:
<table>
<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
</table>
Do any of the people making these huge decision live in Wantage? I don’t think so.
In Church street the home delivery vans park up to pick up deliveries, that will still happen as no traffic wardens will be around at that time of night to stop them.

It’s another council money making scheme.. you charge the residents but do not spend that money on daily traffic wardens to monitor it.

It’s not broken so why are you talking about fixing it! Is the aim the stop people having cars? That won’t happen as there is no bus/train alternatives unless you want to go to Oxford or Faringdon or Abingdon.
I am opposed.
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<tr>
<td>(o68) Local resident, (Wantage, Charlton Village Road)</td>
<td>
Residents permit parking:
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<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Single Yellow Lines:
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</table>
Don't change what works. Why on earth would I support changing something from free, spend my tax on making something not free on which only you benefit. You must think we are stupid.

You need to take a good long look in the mirror
</td>
</tr>
<tr>
<td>(o69) Local resident, (Wantage, Church Street)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Support</td><td>Priory Road – Support</td></tr>
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Double Yellow Lines:
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Single Yellow Lines:
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</table>
The proposals largely deal with anomalies or long standing problems so are most welcome. I especially support the proposals fro Chruch Street that deal with a currently dangerous position. I do I not understand the proposals for Market Place West given the area has been pedestrianised since 2020.

I had understood the consultation was also about parkin in the Market Place and can find no questions in relation to that. I have strong objections to the proposed removal of all or almost all parking here.
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<tr>
<td>(o70) Local resident, (Wantage, Church Street)</td>
<td>
Residents permit parking:
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Single Yellow Lines:
<table>
<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
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It will allow locals to park
With permits near their homes. Often residents can’t park as shoppers’ cars are there.
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<tr>
<td>(o71) As a business, (Wantage, Church Street)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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Single Yellow Lines:
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</table>
You have taken away parking spaces in the Beacon and propose to remove spaces from the town centre- now you want residents to pay to park outside their own house and to stop others parking on roads when you have restricted parking for shopping and tourists so where do you expect them to park if you don’t provide more parking spaces or a park and ride

Parking is a huge issue Removing the 2 hours free parking at the Beacon has had a higher impact on shops with people now dashing into town and rushing straight out again You have removed parking spaces in the Beacon for flood measures and to make Green space but you don’t maintain the green space and it looks a mess!
It’s about time a proper consultation was carried out with businesses and the general public and you listed to the comments and took action I am disappointed with the lack of support on this issue .
</td>
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<tr>
<td>(o72) Local resident, (Wantage, Grove Street)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Support</td></tr>
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<tr><td>Church Street – Support</td><td>Mill Street – Support</td></tr>
<tr><td>Grove Street – Object</td><td>Priory Road – Support</td></tr>
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<tr><td>Maryfield – Support</td><td></td></tr>
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</table>
I live in Grove Street and have a permit. Reducing the parking isn’t necessary and will affect the residents as there is not enough parking already for residents. Non permit holders remain a problem in the street as the parking wardens ask the employees of Merityre if any of the non permitted cars are theirs and if they are they do not ticket them. I have witnessed this on many occasions. This is extremely unfair on those that pay and this practice should stop. Also the signage isn’t good enough to deter people from parking here and more patrols should be introduced.
</td>
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<tr>
<td>(o73) Local resident, (Wantage, Ham Road)</td>
<td>
Residents permit parking:
<table>
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<table>
<tr><td>Locks Lane – Support</td><td>Priory Road – Support</td></tr>
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I agree
</td></tr>
<tr><td>(o74) Local resident, (Wantage, Humber Close)</td><td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr>
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<tr><td>Locks Lane – Object</td><td>Priory Road – Object</td></tr>
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Stupid idea
</td></tr>
<tr><td>(o75) Local resident, (Wantage, Locks Lane)</td><td>
Residents permit parking:
<table>
<tr><td>Maryfield – Partially support/concerns</td><td>Priory Road – Partially support/concerns</td></tr>
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<tr><td>Market Place – Partially support/concerns</td><td>The Cloisters –</td></tr>
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There is a ford at the bottom of locks Lane which is less distance to the end of priory road so i don't understandwhy it has been excluded in this plan. Locks lane is a dead end and sign posted accordingly. This street is already congested with people parking who work in town centre and attend the sixthform. Town side of locks Lane should be double yellow lines to maintain access for residents. Residents already struggle for simple access to their properties with no emergency access and deliveries often abandoned due to no access as cars park without leaving enough room.
</td>
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<tr>
<td>(o76) Local resident, (Wantage, Mill Street)</td>
<td>
Residents permit parking:
<table>
<tr><td>Maryfield – Object</td><td>Priory Road – Partially support/concerns</td></tr>
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<tr><td>Church Street – Object</td><td>Mill Street – Priory Road: Partially support/concerns</td></tr>
<tr><td>Grove Street – Market Place (West): Support</td><td>Priory Road – The Cloisters: Partially support/concerns</td></tr>
<tr><td>Market Place – Maryfield: Partially support/concerns</td><td>The Cloisters –</td></tr>
<tr><td>Maryfield – Mill Street: Object</td><td></td></tr>
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<tr><td></td><td>My son lives it The Wharf just of Mil Street and he has a parking space with his flat number on it but it is already parked in by people living in flats that don't have parking or shoppers or shop workers and if these people can't stop in Mill street he will never be able to park his work van in what they see as a free parking space. His parking space it vital as he can keep an eye on his van and it is his parking space but he will find a stranger has parked in it. All the flats with parking for their tenants will need to be made to make there tenants privet parking more secure and allow tenants to put up proper no parking signs or padlock bollards so they have their parking space free for them when the return home at night.

I agree that to many people park badly but traffic wardens could help that. All the regular operstnist parkers will try parking in The Wharf of Mill Street and I know there will be much confrontation between the residents and public who have parked in their private parking spaces. There needs to be a gate that residents only have the key for.</td></tr>
<tr><td>(o77) Local resident, (Wantage, Priory Road)</td><td>Residents permit parking:
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The areas proposed are spot on and much needed. However, it is very unfair that residents have to pay to park outside their own homes. Furthermore, I fear that the required charge will prevent residents supporting the restrictions despite the irrefutable benefits.

Given the size of Wantage and Grove now, the town needs far more free parking to attract locals to come in.</td></tr>
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<tr><td></td><td></td></tr>
<tr><td>(o78) Local resident, (Wantage, Priory Road)</td><td>Residents permit parking:<table><tr><td>Maryfield – 'Residents permit holders parking only' (at all times) area in Priory Road: Support</td><td>Priory Road –</td></tr></table>Double Yellow Lines:<table><tr><td>Church Street – Partially support/concerns</td><td>Mill Street – Partially support/concerns</td></tr><tr><td>Grove Street – Partially support/concerns</td><td>Priory Road – Object</td></tr><tr><td>Market Place – Object</td><td>The Cloisters – No objection/No opinion</td></tr><tr><td>Maryfield – Partially support/concerns</td><td></td></tr></table>Single Yellow Lines:<table><tr><td>Locks Lane – Partially support/concerns</td><td>Priory Road – Object</td></tr></table>Because I can never park in priory road and I live there</td></tr>
<tr><td>(o79) Local resident, (Wantage, Wasbrough)</td><td>Residents permit parking:<table><tr><td>Maryfield – Object</td><td>Priory Road – Object</td></tr></table>Double Yellow Lines:<table><tr><td>Church Street – Object</td><td>Mill Street – Object</td></tr><tr><td>Grove Street – Object</td><td>Priory Road – Object</td></tr><tr><td>Market Place – Object</td><td>The Cloisters – Object</td></tr></table></td></tr>
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</table>
Current residents parking permits for Wantage are horrendous and cost more than those of central London. A woman in my exercise class has a house in Chelsea and said that she pays a fraction of what someone who has just moved in to central Wantage does for a space in the underground carpark - the only spot she can get. Whenever I travel to Witney I wonder at why we get such a poor deal on parking compared to them. I do not understand the logic of restricting parking and making people pay more and more for it when the town is struggling to survive.

Start from scratch. Make it free. Assess the effect that it has on the town and its ability to attract business. Then report back to the people with a honest assessment of how viable it is and whether business footfall has increased to such a level it is evident that there is merit in not penalising everyone for parking. Follow Witney's approach.
</td>
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<tr>
<td>(o80) As a business, (Wantage, Mill Street)</td>
<td>
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You have not given any reason as to why your intending to do this in my opinion it’s yet another way to gather more tax in disguise and spend our money on something unnecessary when our roads deteriorate
</td>
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<tr>
<td>(o81) Local resident, (Wantage., Priory Road)</td>
<td>
Residents permit parking:
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The residents of Priory Road have long sought residents parking in their street.

Whereas there has never been any intention to deprive others of parking facilities, such freedom has been abused to the inconvenience of the residents.

This proposal is most welcome and will, hopefully, enhance this lovely part of our town which is, after all, a conservation area.

I would hope that, in tandem with this proposal, greater restriction will be imposed on the size of vehicle permitted to use this road; so much damage has been cause by HGVs mounting the kerbs on the east side, that the footpath is virtualy un-walkable.
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<tr><td></td><td>I would also be very interested to know how the residents only restriction is to be enforced?

If this proposal goes ahead, may I suggest, consideration is given to implementing a system where the council can request, at prearranged times, that vehicles are parked on the other side of the road to facilitate gutter and drain clearance?

To my knowledge none of the drainage on the west side has received attention for the past forty years!
There is a very real risk of flooding to this road and abounding properties, particularly given the climatic changes we are, and, gan expect to experience in the coming years.</td></tr>
<tr><td>(o82) Member of public, (Wantage, West Challow)</td><td>Residents permit parking:
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As a member of the PCC and buildings officer for the Parish Church, parking to deliver goods and materials to the Church is already very difficult. The restrictions as proposed would render practical vehicular access to the Church and it's immediate surrounding area impossible.

Presumably this proposal will be in line with OCC's general hatred of cars and drivers and their relentless pursuit of trying to expunge motor vehicles from Wantage with its consequent damage to the local commerce, churches</td></tr>
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	and community whilst ceaselessly promoting utterly pointless and congestion creating loss making buses, cycling and walking activities all of which are useless when access is needed using a motor vehicle.

ANNEX 5

Oxfordshire County Council

Equalities Impact Assessment

WANTAGE – PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME

SEPTEMBER 2026

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Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment 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).	**Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028** LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people's health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31: a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.

	With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced. Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits. All residents in Permit controlled areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Residents can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits. Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.
Completed By	Mike Horton – Senior Officer – South (TRO and Schemes)
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	The proposals look to address issues arising from all day parking from commuters and non-residents in the town, whilst also providing options for residents by way of a parking permit.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposals include a mixture of no waiting restrictions and permit holder only areas and bays. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor.
Evidence / Intelligence 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	In liaison with the Local County Councillor and Wantage Town Council, they have agreed the proposals should be advertised for formal consultation.

ability to deliver our climate commitments.	
Alternatives considered / rejected 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.	The proposals have been developed in consultation with the County Councillor and following requests about pressures upon resident parking within certain streets in Wantage. The do-nothing option would likely result in the County Council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents.

Section 3: Impact Assessment - Protected Characteristics	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	☐	☒	☐	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected to help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and the scheme is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC project team	Post implementation engagement including with Local Member

Disability	☐	☒	☐	Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care. A reduction in commuter parking 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 including those with a mobility impairment including those who use a wheelchair or motorized scooter.	Carer's permits are available for those residents in need of regular visits who might otherwise exhaust the supply of 50 days' visitors permits. Blue badge holders can apply to have a bay provided outside their homes. Blue badge holders can park in permit holder spaces without time limit.	OCC project team	Post implementation engagement including with Local Member

Gender Reassignment	☒	☐	☐	No specific impacts identified and a parking scheme is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	☒	☐	☐	No specific impacts identified and a parking scheme is not considered to impact disproportionately on any gender.			
Pregnancy & Maternity	☐	☒	☐	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in commuter parking 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.	Residents are also able to apply for carer permits.	OCC project team	Post implementation engagement including with Local Member

Race	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			
Religion or Belief	☒	☐	☐	No specific impacts identified and a CPZ is 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
Rural communities	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces.			
Carers	☐	☒	☐	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The polices for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit.	OCC project team	Post implementation engagement including with Local Member
Areas of deprivation	☐	☐	☒	Introduction of a charge for parking permits	The charge for residents' permits are kept to a minimum to cover the costs of operating a permit parking scheme. The decision to proceed with a scheme takes into	OCC project team	Post implementation engagement including with Local Member

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
					account all factors including new fees and charges for residents and business users.		

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
Staff	☒	☐	☐	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	☒	☐	☐	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whist undertaking their duties.	OCC project team	Monitoring as part of a wider policy changes.
Providers	☒	☐	☐	No specific impacts identified and a parking scheme is not expected to impact disproportionately on any providers.			
Social Value [1]	☒	☐	☐	No impact on social value within existing contracts.			

[1] 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.

Review Date	**30/09/2027**
Person Responsible for Review	**Mike Horton - Senior Officer – South (TRO and Schemes)**
Authorised By	