

Division(s) affected: *Rose Hill & Littlemore; Barton, Sandhills & Risinghurst; Leys; Churchill & Lye Valley; Summertown & Walton Manor; Marston & Northway*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

03 SEPTEMBER 2026

OXFORD: VARIOUS LOCATIONS – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of ‘No Waiting at Any Time’ (Double Yellow Lines) parking restrictions at the following locations (as shown in the relevant plans), as advertised:

- a) Ashurst Way area (1),
- b) Ashurst Way area (2),
- c) Ashurst Way area (3),
- d) Ashurst Way area (4),
- e) Barton Village Road area (1),
- f) Barton Village Road area (2),
- g) Cranmer Road area,
- h) Cuddesdon Way area,
- i) Fettiplace Road area,
- j) Hollow Way area (1),
- k) Hollow Way area (2),
- l) Knights Road area,
- m) Leckford Road area,
- n) Oxford Road area,
- o) Sandford Road area,
- p) Waynelete Road area,
- q) Williamson Way area.

Executive Summary

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to introduce new no waiting restrictions – all as shown in **Annexes 1 to 17**.

3. The proposals have been put forward following various complaints received from members of the public, City and County Councillors, a local school, and site observations by Officers.

Corporate Policies and Priorities

4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *"We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate."*
 - (2) Fairer Oxfordshire – *"We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need."*
 - (3) Healthier Oxfordshire – *"We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices."*

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.
6. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Traffic & Road Safety', and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

9. Overall, the proposals are expected to improve accessibility for people with mobility impairments by preventing parking that obstructs dropped crossings and footways, making them easier to use for pedestrians with mobility aids, wheelchair users and mobility scooter users.
10. Blue Badge holders will be able to park on single and double yellow lines for up to three hours (where no loading restrictions apply and no obstruction is caused), giving them access to parking opportunities without having to compete with non-Blue Badge holders. They will also be able to park without time limit in adjacent permit holder or time-limited bays.
11. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons' Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge

Sustainability Implications

12. The proposals have been put forward seeking to help prevent obstructive parking in general, parked vehicles obscuring visibility, and footway parking.
13. Additionally, the proposals in Sandford Road (Littlemore) and Oxford Road (Old Marston) are intended to help deter dangerous parking at the peak school drop-off and pick up times.

Risk Management

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

Formal Consultation

15. Formal consultation was carried out between 04 June and 03 July 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, relevant local City Councillors, Blackbird Leys, Old Marston, and Littlemore Parish Councils, and the local County Councillors representing the 'Rose Hill & Littlemore', 'Barton, Sandhills & Risinghurst', Leys, 'Churchill & Lye Valley', 'Summertown & Walton Manor', and 'Marston & Northway' divisions.
16. Public notices were placed on site adjacent to the proposals, and letters were also sent directly to approximately 975 properties in the immediate vicinity, providing a copy of the notice. Although plans were not included with the individual letters, instructions were provided on how to view them online.
17. Relevant parish councils, and local Councillors (including County, District, Parish) were also encouraged to use the consultation documents provided to publicise the proposals amongst their local residents as necessary.
18. During the course of the formal consultation, 135 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partial support / concerns	Support	No objection / No opinion
Ashurst Way area (1)	31	2	24	65
Ashurst Way area (2)	26	3	23	67
Ashurst Way area (3)	27	6	22	65
Ashurst Way area (4)	26	4	24	66
Barton Village Road area (1)	27	5	25	64

Barton Village Road area (2)	28	5	25	62
Cranmer Road area	29	1	20	68
Cuddesdon Way area	28	1	24	65
Fettiplace Road area	33	6	19	61
Hollow Way area (1)	33	3	25	60
Hollow Way area (2)	32	2	25	60
Knights Road area	28	1	18	71
Leckford Road area	21	2	19	74
Oxford Road area	35	3	25	57
Sandford Road area	49	4	21	48
Waynefflete Road area	26	3	21	70
Williamson Way area	25	1	17	74

19. However, Officers noted that several objectors selected multiple roads without providing reasons for every choice, as a result a revised table is provided in **Annex 18**, which includes additional Officer interpretation of the numbers and an assessment of the overall level of objection/support at each location.
20. Additionally, a further nine responses were received directly by email, with Thames Valley Police not objecting, Oxford Bus Company supporting the proposals on those roads that would be beneficial to helping buses operate more reliably – with on average faster journey times, and Oxfordshire Liveable Streets (not-for-profit campaign organisation) offering their support.
21. Two local residents partially supported/raised some concerns regarding the proposals for Oxford Road in Old Marston, and one local resident submitted a similar response with regards to Oxford Road/Sandford Road in Littlemore. Two local residents objected to the proposals for Leckford Road & Cranmer Road (one for each), whilst one local resident raised concerns about the proposals in the Barton area.
22. The full responses are shown in **Annex 19**, 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

23. Consultations are intended to gather views and the reasons underlying them, rather than determine the outcome by numerical majority alone. Officers have therefore considered both the number of responses received and the issues raised against the objectives of the proposed traffic controls.

24. A common theme across many objections was concern that the proposals would remove locations currently used for parking, resulting in displacement into nearby roads and reducing parking opportunities for residents.
25. Unfortunately, most of the affected locations are near junctions or on bends where parked vehicles obstruct visibility and access for larger vehicles. Several are also on high-frequency bus routes, where such obstruction contributes to delays. The proposals therefore accord with priority 1, identified in the Oxfordshire Strategic Plan 2025-2028, by promoting public transport. While some displacement may occur, officers consider that this is likely to involve only two or three vehicles at each junction.
26. Several comments both for and against the proposals stated that the restrictions would not address the underlying issue of demand for parking close to homes. The reasons given for this oversubscription included multiple-vehicle households and non-residents parking in residential roads, with some treating such roads as an informal park-and-ride facility due to frequent bus services. In some areas, this led to requests for permit parking schemes to give greater priority to resident parking.
27. Alternatively, a few suggested that consideration should be given to providing other parking opportunities for residents, rather than introducing any more parking controls. Unfortunately, as road space cannot simply be increased, the only realistic mechanism for giving greater priority to residents would be through a permit parking scheme.
28. However, several of the areas listed in paragraph 1 above are being considered for no waiting restrictions because, previous requests for permit parking schemes cited dangerous and obstructive parking as evidence of the need for such controls. Unfortunately, any permit parking scheme would require further investigation, development and consultation, and there can be no guarantee that such a scheme would be implemented. It was therefore considered appropriate to address the more immediate safety and access issues in the meantime.
29. Concerns were raised that the proposals would reduce disabled parking opportunities. However, Disabled (Blue) Badge holders may park on no waiting restrictions for up to three hours, provided the usual conditions of use are met (see paragraph 9, Equality and Inclusion Implications for details and longer-term solutions).
30. Objectors claimed that reducing parking would increase vehicle speeds. However, as most restrictions are proposed near junctions or bends where drivers already need to manoeuvre carefully, any increase is expected to be minimal and outweighed by the improvements to visibility, access and highway safety.
31. Other comments and objections requested additional no waiting restrictions in the area or questioned current and future enforcement levels. Whilst these matters fall outside the scope of this report, they have been noted. Requests for

additional no waiting restrictions may be considered as part of a future Traffic Regulation Order, subject to sufficient demand and the availability of resources.

32. Around Emmanuel School in Sandford Road, and in Cuddesdon Way, the primary purpose of the proposals is to enable more effective enforcement against footway and/or verge parking. Complaints have been received about vehicles parking on the footway opposite the school during drop-off periods, creating a risk to pedestrians, particularly children. In Cuddesdon Way, verge parking has resulted in repeated damage to the grassed area and obstruction of visibility.
33. Whilst driving on the footway or verge is an offence, enforcement relies on the police observing the activity. The proposed restrictions would provide a more practical means of deterring footway parking by enabling Civil Enforcement Officers to issue Penalty Charge Notices for vehicles contravening the waiting restriction
34. Many objections to the proposed restrictions outside Emmanuel School appear to be based on concerns that they would prevent children being dropped off or collected. However, no waiting restrictions do not prohibit the setting down or picking up of passengers. The restrictions are therefore intended to discourage longer stays, increase vehicle turnover and deter parking on the footway and in neighbouring streets.
35. There was a call for physical measures on Sandford Road to prevent footway parking. However, officers considered no waiting restrictions more cost-effective than the large number of bollards required given the road's length, presence of accessways, and potential utility constraints.
36. In Leckford Road (outside No. 21), Hollow Way (outside TM Rana Court) and parts of Waynefflete Road, the proposals would replace informal white access protection markings that are proving ineffective. Similar proposals are also made in Williamson Way and at other locations in Waynefflete Road, where the existing markings are not consistent with current regulations.
37. A local councillor expressed concerns, based on discussions with residents and businesses, that the extent of the proposed no waiting at any time restrictions in Hollow Way could affect local businesses. Following discussions with the councillor, it appears that the concern relates more to existing no waiting restrictions in the wider area that he would like reviewed. As this falls outside the scope of this report, it will be passed to the relevant team for consideration.
38. The proposals for Knights Road represent a modest extension to the no waiting at any time restrictions approved as part of the planning permission for the redevelopment of Blackbird Leys District Centre, which have not yet been fully implemented.
39. In conclusion, the main objections raised during consultation related to parking displacement, wider parking pressures, the need for the proposals, and improved enforcement. Officers consider that the proposed restrictions are

necessary to address identified safety, visibility and access concerns, while noting that wider parking issues would require separate consideration.

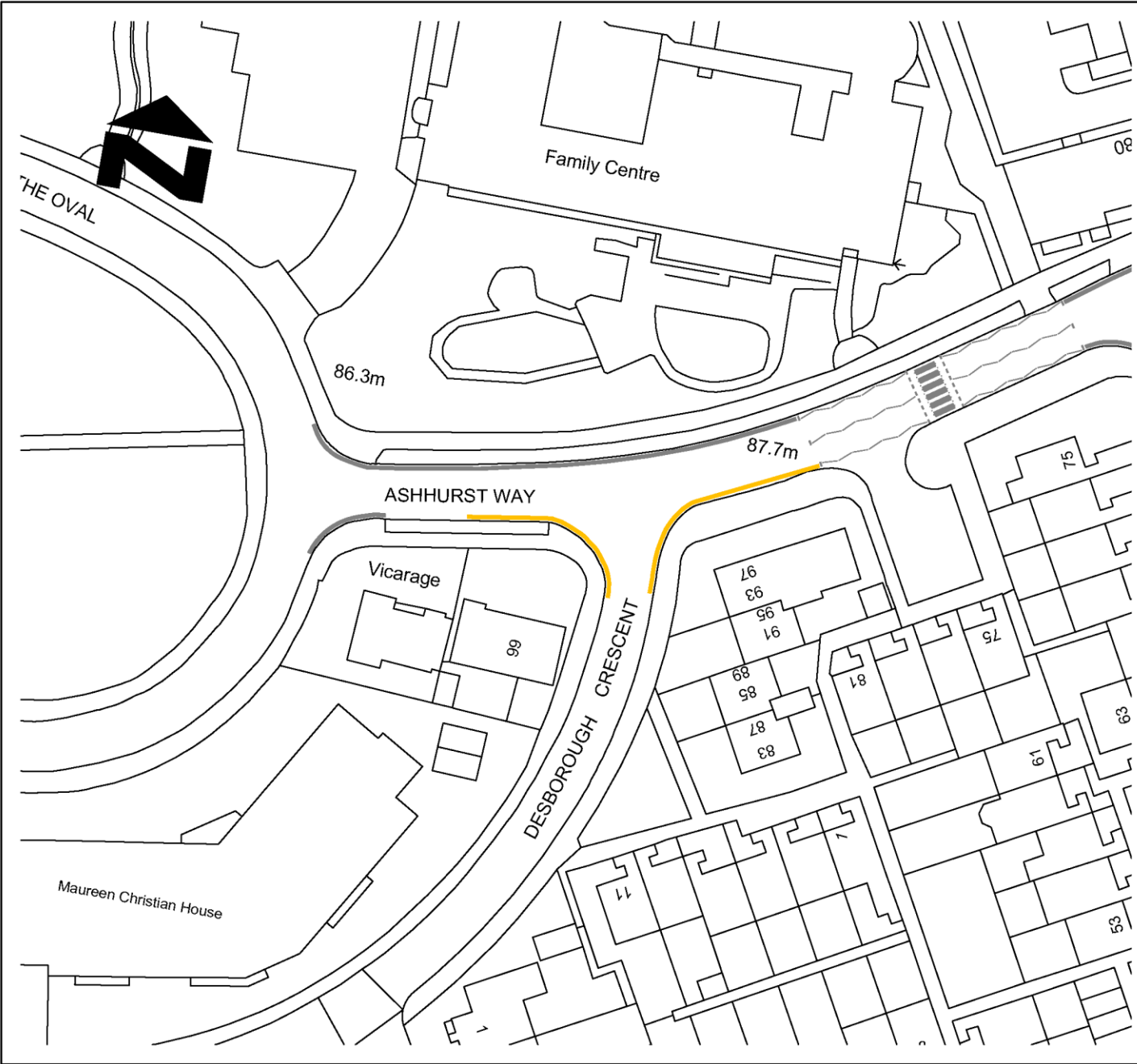
Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

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

Contact Officer(s): Stephen Axtell (Senior Officer – Traffic & Road Safety)
 Lee Turner (Team Leader – Traffic & Road Safety)

September 2026



Notes

- Existing No Waiting at any time to remain unchanged.
- Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.
Existing pedestrian crossings to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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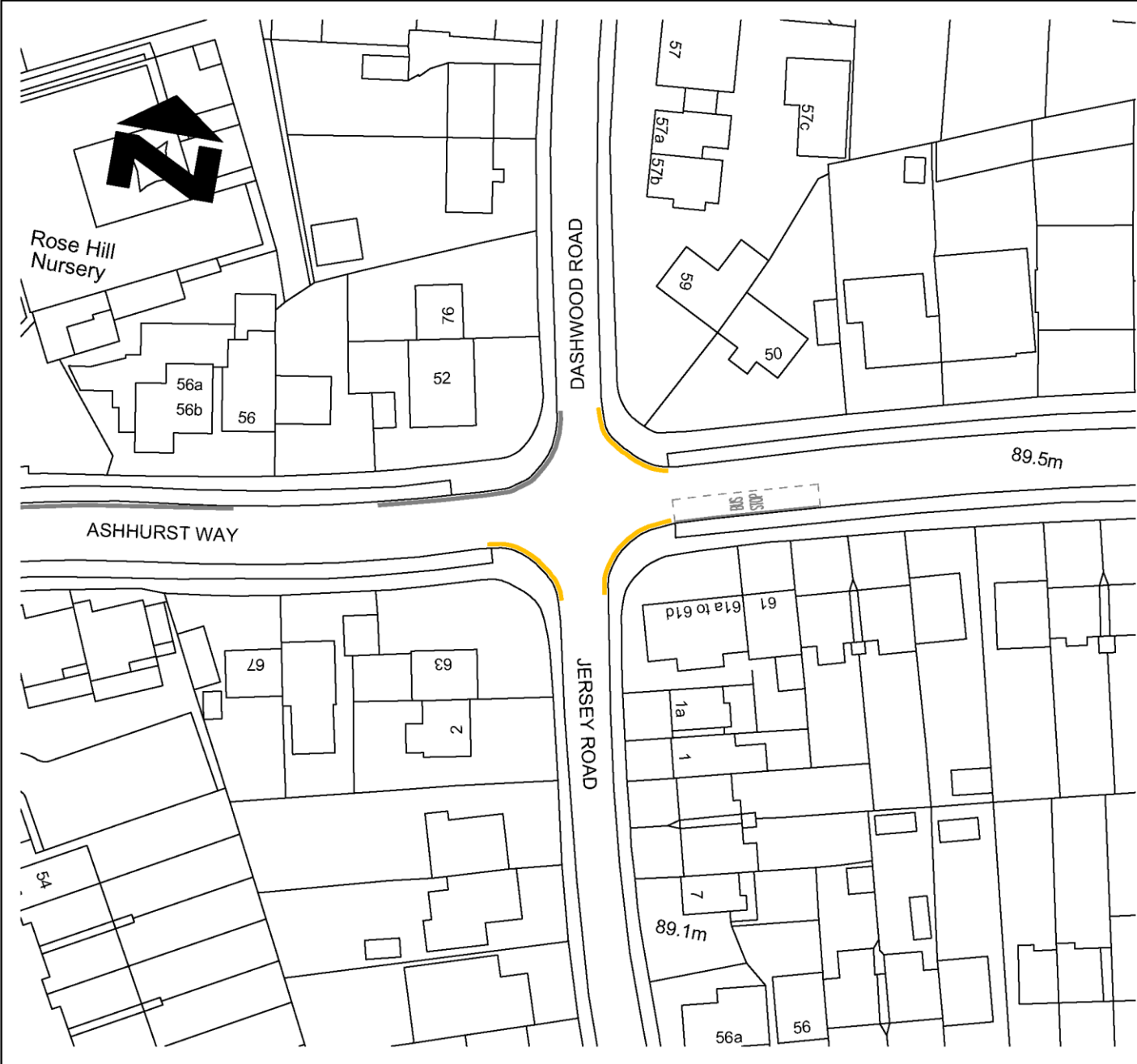
Project
Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026

Title
Ashhurst Way/Desborough Crescent Jcn
Amendments to Parking Controls

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 07.5.26	Date	Date

Drawing Number: **Ashhurst Way 001-26**

Rev
-



Notes

Existing No Waiting at any time to remain unchanged.

Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

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Project

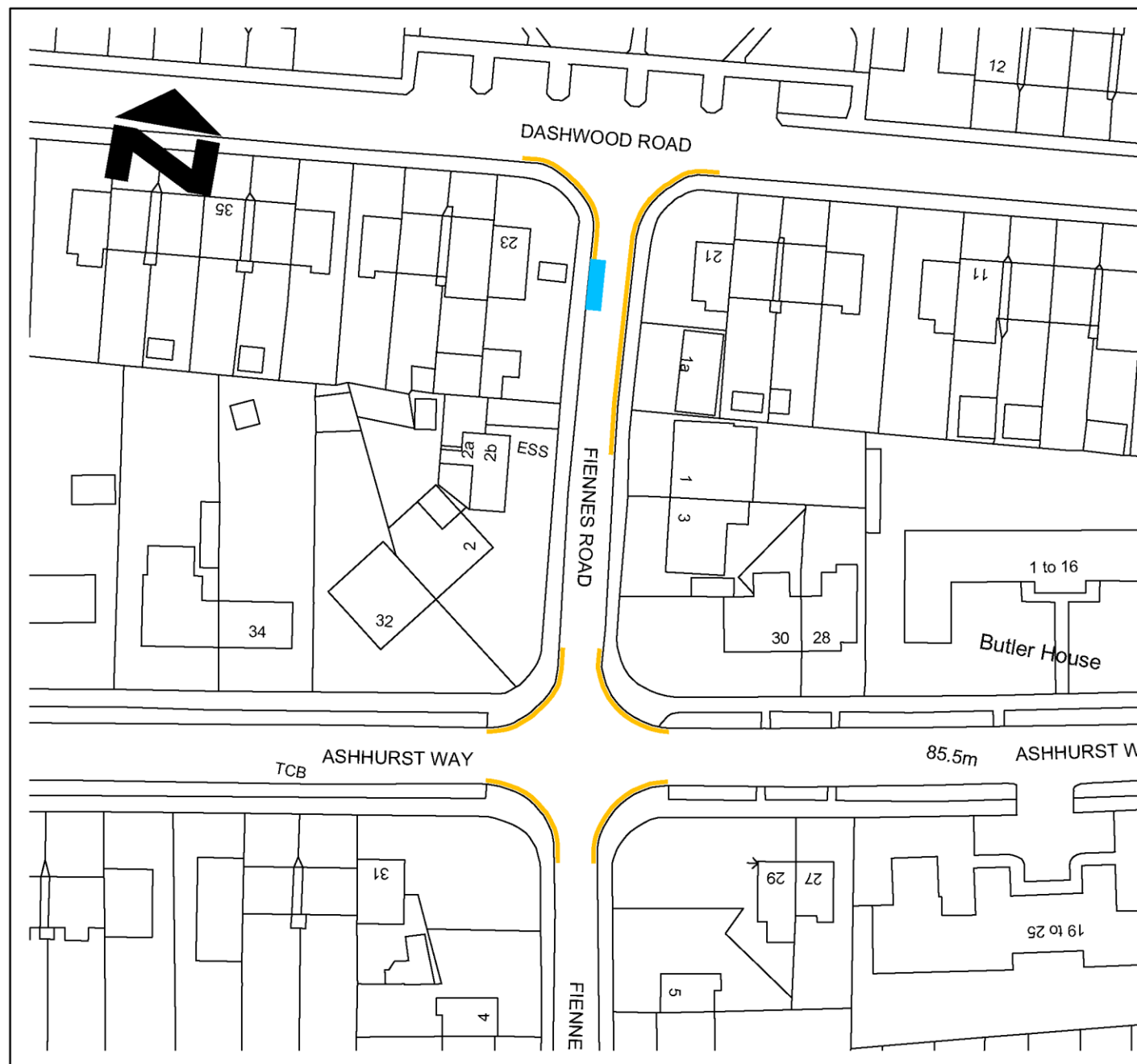
**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Ashhurst Way/Dashwood Road Jan
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 07.5.26	Date	Date

Drawing Number Ashhurst Way 002-26 **Rev** -



Notes

Existing 30 minute Parking
Mon-Sat 9am-4pm no
return within 1 hour to
remain.

Existing 30 minute Parking
Mon-Sat 9am-4pm no
return within 1 hour to be
replaced with No Waiting at
any time

Any existing restrictions or controls
not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



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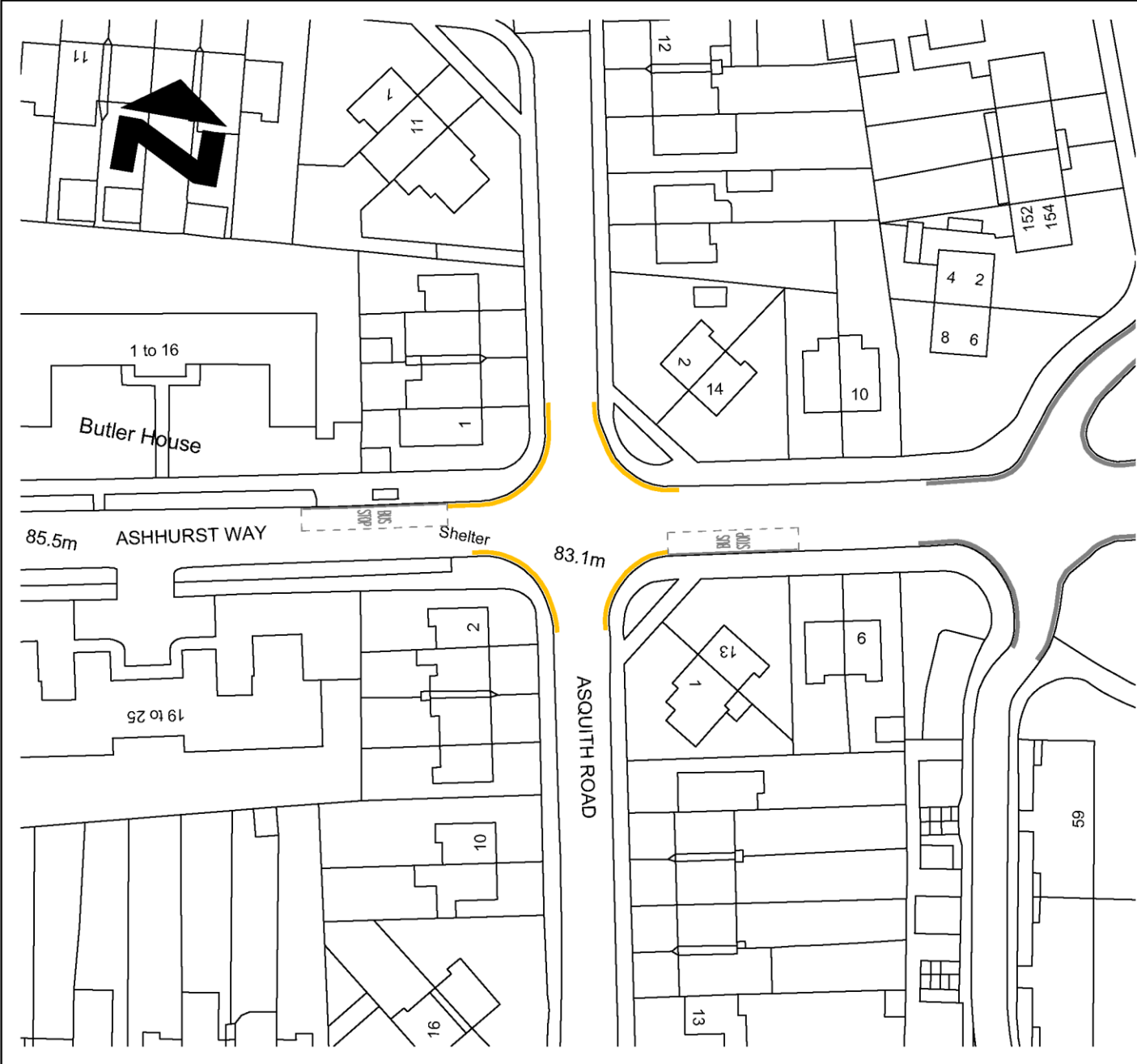
**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Ashhurst Way/Fiennes Road Jct
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 07.5.26	Date	Date

Drawing Number	Rev
Ashhurst Way 003-26	-



Notes

Existing No Waiting at any time to remain unchanged.

Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Existing Bus Stops to remain unchanged.

Do not scale this drawing

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Ashhurst Way/Spencer Cres/Asquith Road
Junction Amendments to Parking Controls**

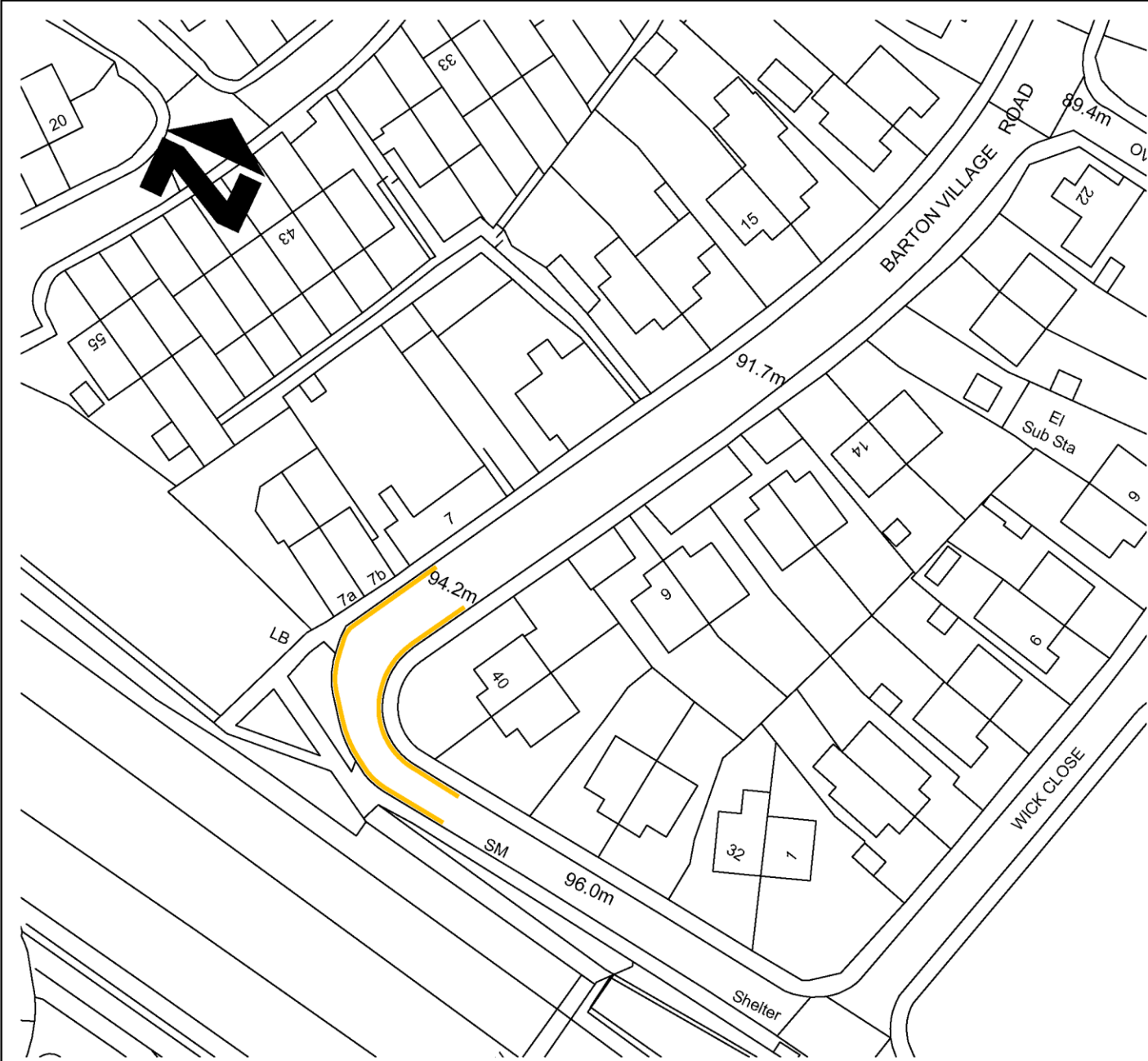
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1:500	SMA		
	Date 07.5.26	Date	Date

Drawing Number

Ashhurst Way 005-26

Rev

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Notes

— Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Barton Village Road/Northway
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
Date 06.05.26	Date	Date	Date

Drawing Number

Barton Village Rd 001-26

Rev —



Notes

— Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

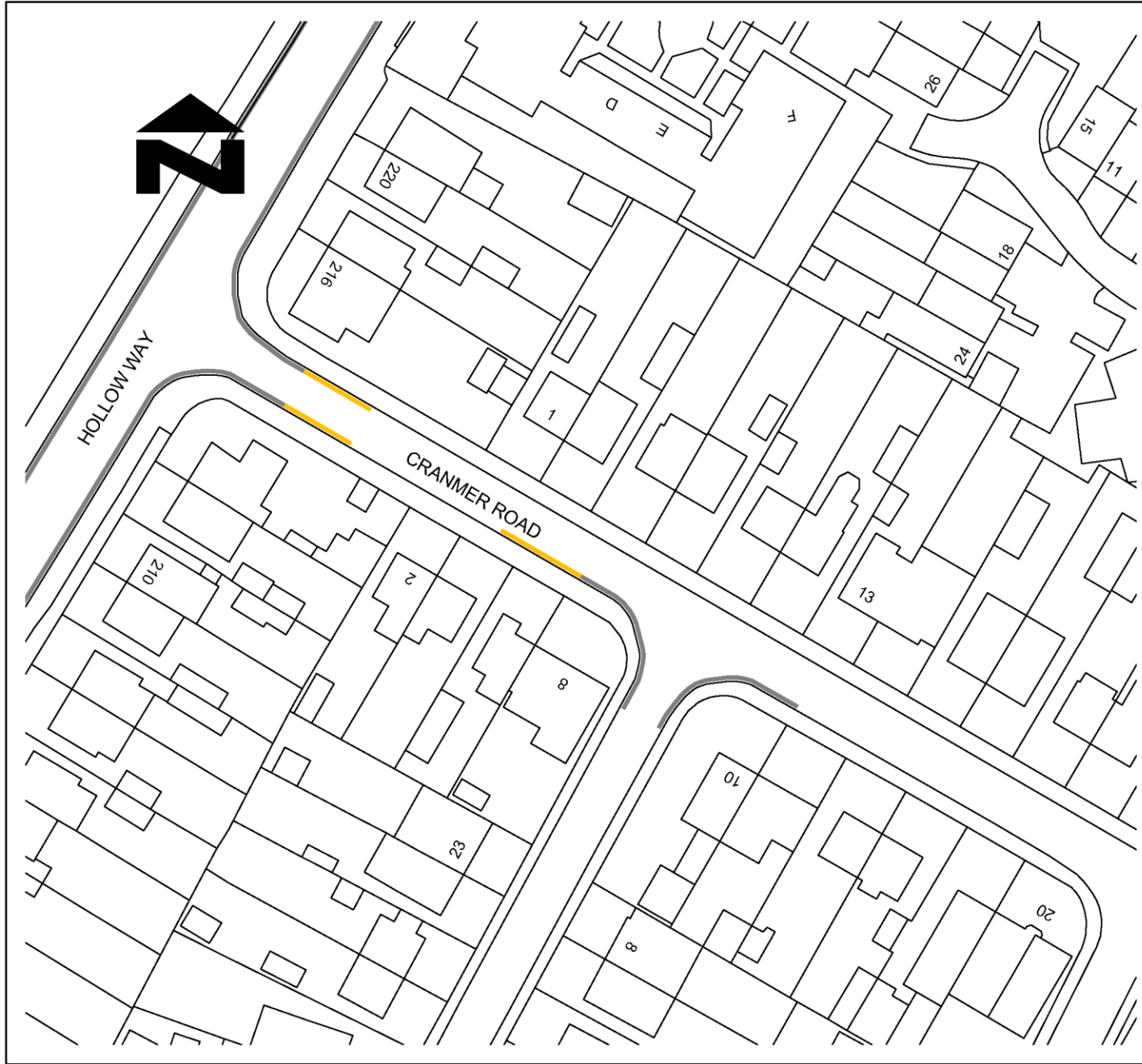
Title

**Barton Village/Fettiplace Road/ Jcn
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 06.05.26	Date	Date

Drawing Number: Barton Village Rd 002-26

Rev
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Notes

- Existing No Waiting at any time to remain unchanged.
- Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Cranmer Road
Amendments to Parking Controls**

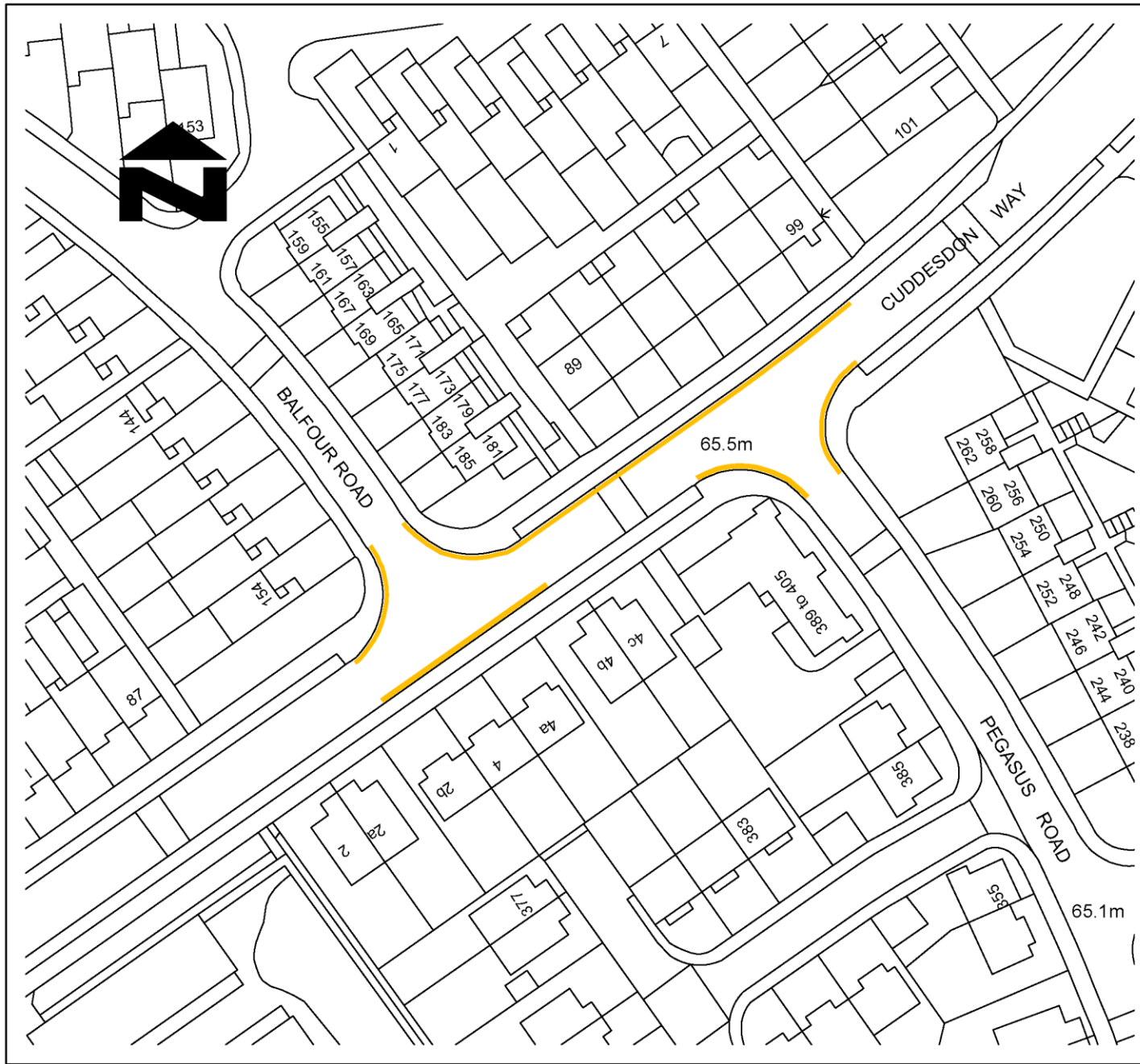
Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 27.04.26	Date	Date

Drawing Number

Cranmer Road 001-26

Rev

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Notes

— Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Balfour Road/Cuddesdon Way Jcn
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 27.04.26	Date	Date

Drawing Number

Balfour Road 001-26

Rev

—



Notes

— Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



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**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

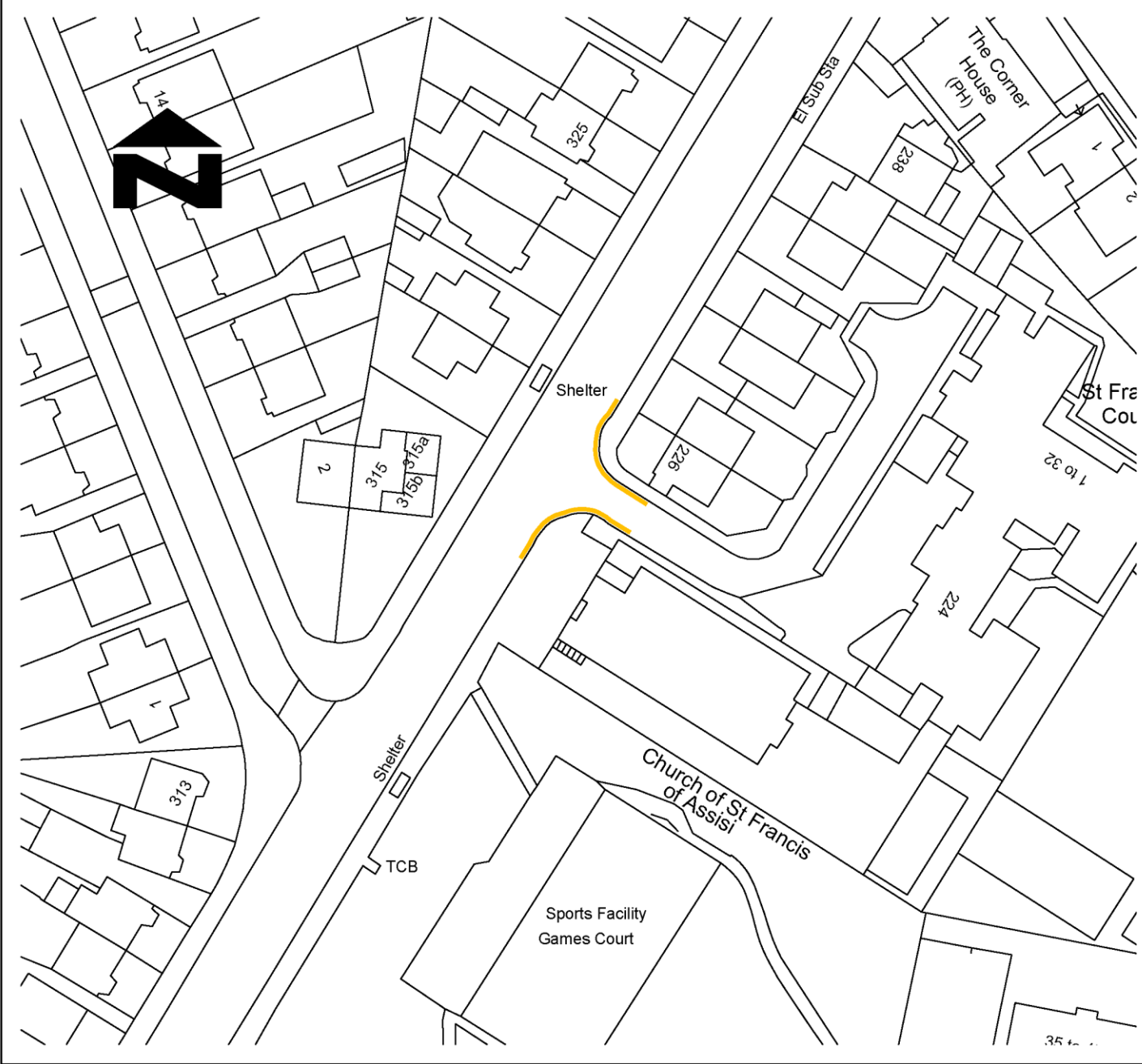
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**Fettiplace Road
Amendments to Parking Controls**

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		Date	06.05.26	Date		Date	

Drawing Number: **Fettiplace Road 001-26**

Rev	—
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Notes

— Proposed No Waiting at any time.

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Hollow Way (St Francis Court)
Amendments to Parking Controls**

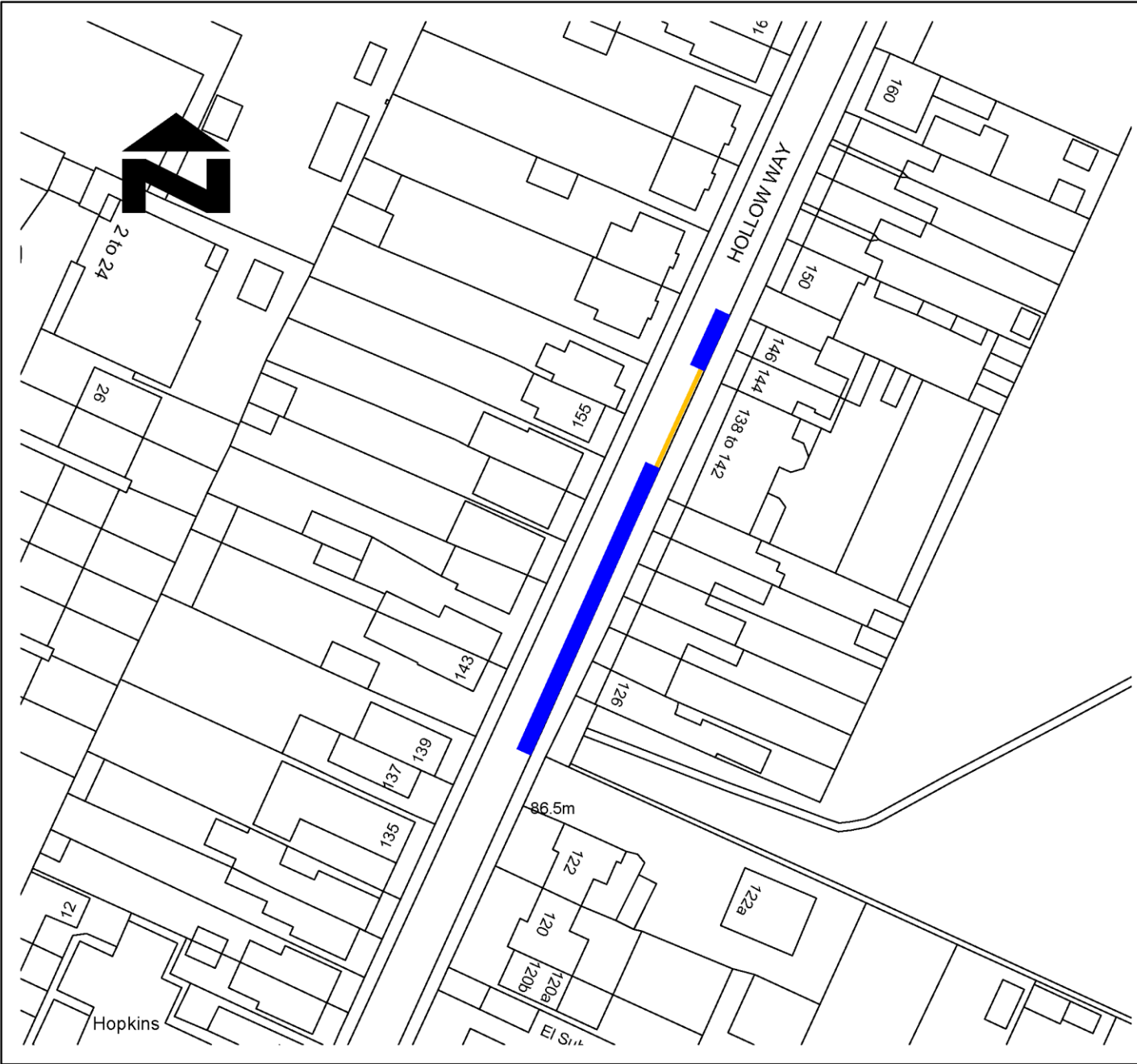
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	Date 27.04.26	Date	Date

Drawing Number

Hollow Way 001-26

Rev

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Notes

Existing 30 minute Parking
Mon-Sat 9am-4pm no
return within 1 hour to
remain.

Existing 30 minute Parking
Mon-Sat 9am-4pm no
return within 1 hour to be
replaced with No Waiting at
any time

Any existing restrictions or controls
not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Client

Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Hollow Way (T.M. Rana Court)
Amendments to Parking Controls**

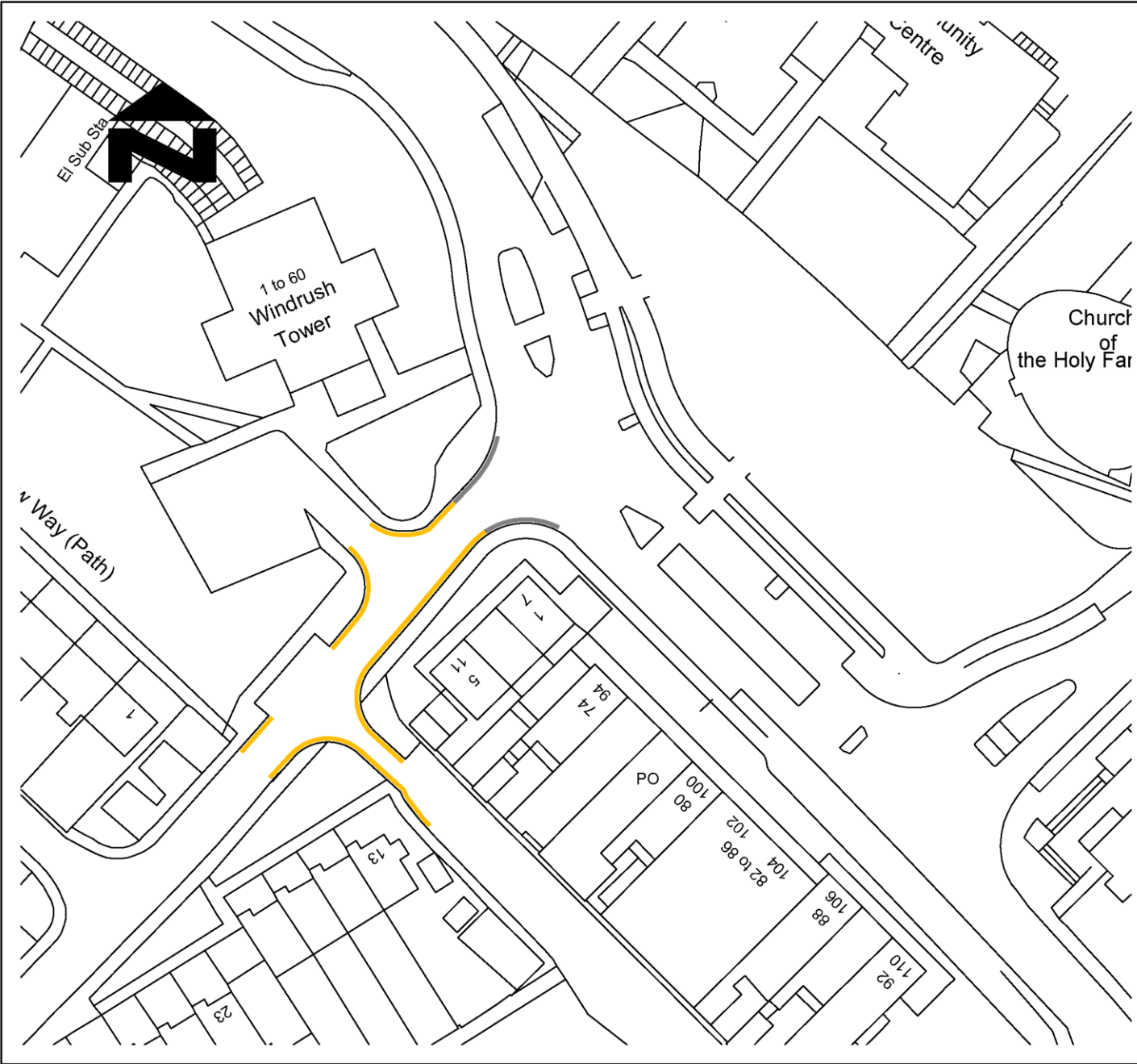
Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 08.05.26	Date	Date

Drawing Number

Hollow Way 002-26

Rev

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Notes

Existing No Waiting at any time to remain unchanged.

Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Knights Road
Amendments to Parking Controls**

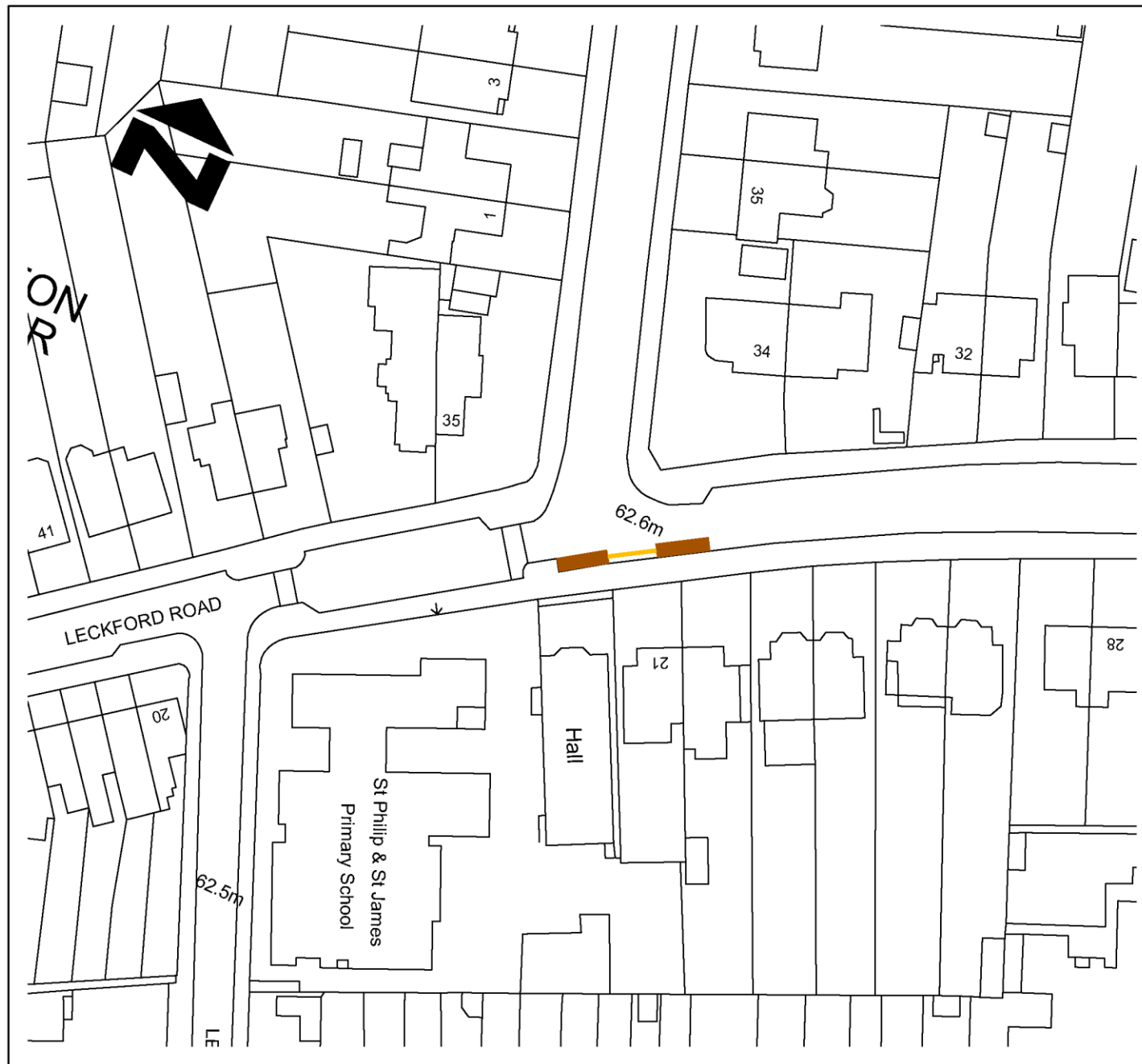
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1:500	SMA		
	Date 27.04.26	Date	Date

Drawing Number

Knights Road 001-25

Rev

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Notes

Existing 2 hour Parking
Mon-Sat 8am-6.30pm no
return within 2 hours to
remain.

Existing 2 hour Parking
Mon-Sat 8am-6.30pm no
return within 2 hours to be
replaced with No Waiting at
any time

Any existing restrictions or controls
not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

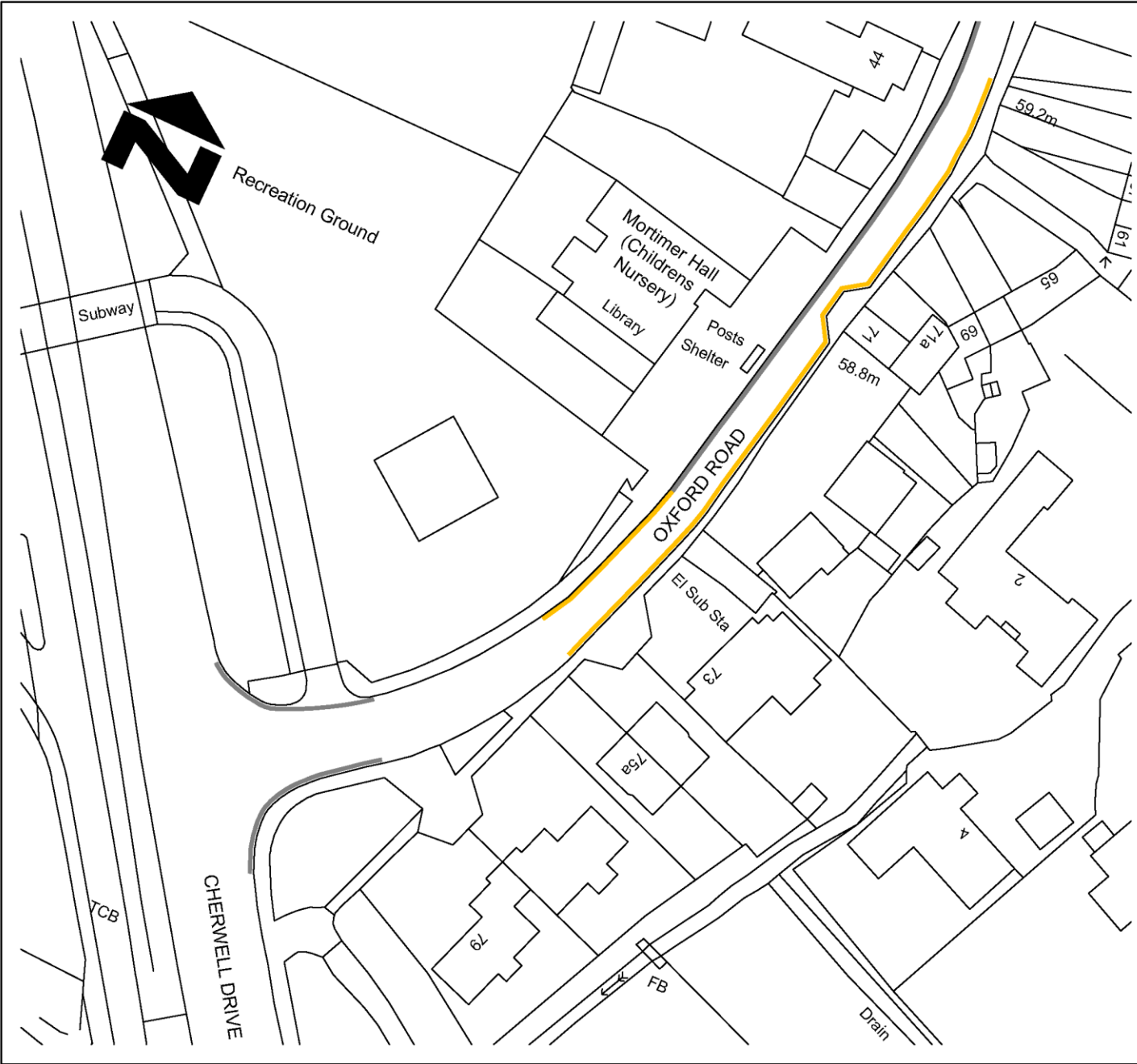
Title

**Leckford Road
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 06.05.26	Date	Date

Drawing Number: **Leckford Road 001-26**

Rev
-



Notes

— Existing No Waiting at any time to remain unchanged.

— Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

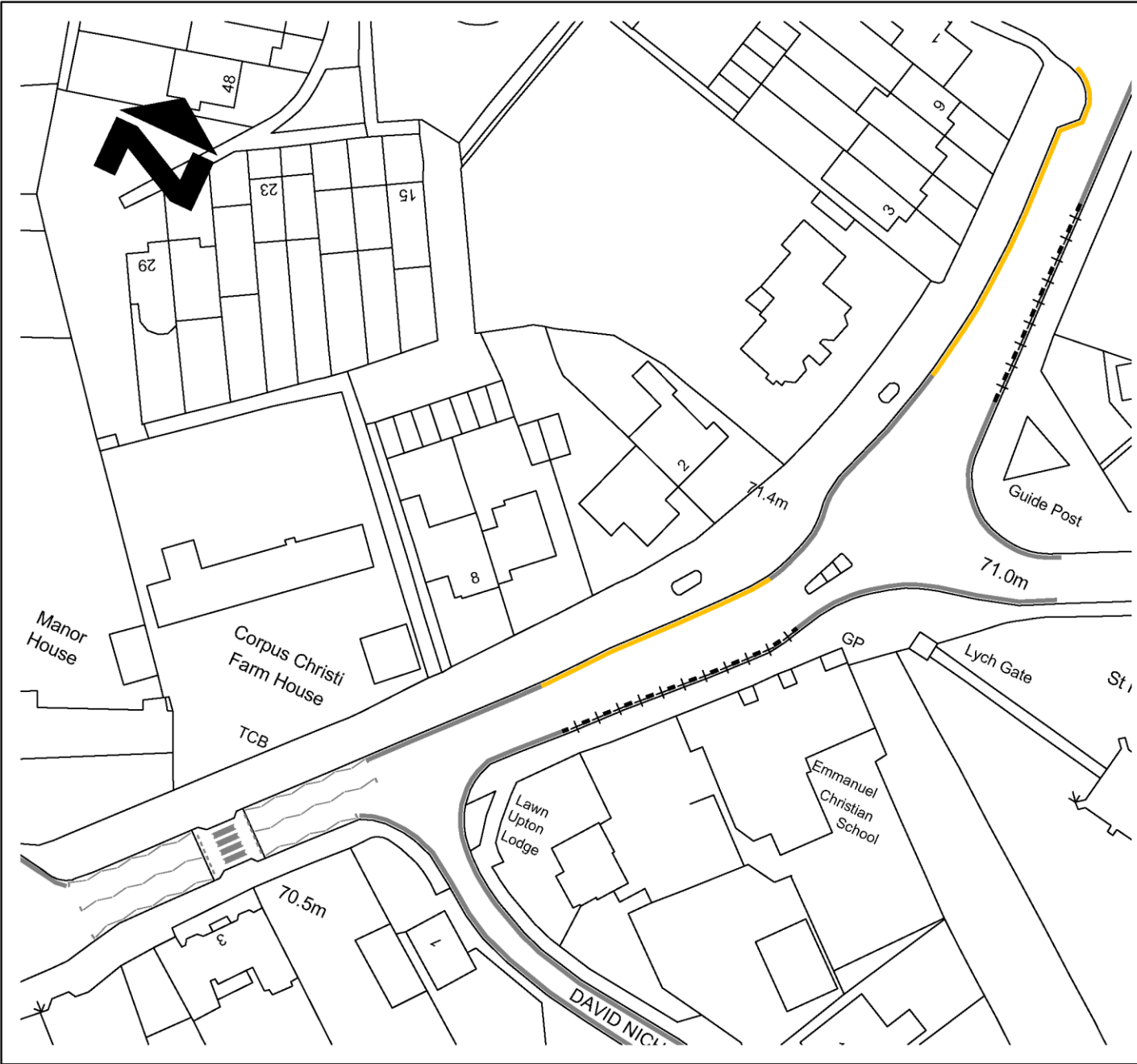
Title

**Oxford Road (Old Marston)
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 06.05.26	Date	Date

Drawing Number: Oxford Road OM 001-26

Rev
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Notes

- Existing No Waiting at any time to remain unchanged.
- Proposed No Waiting at any time.
- Proposed No Waiting Mon-Fri 8am-6.30pm.

Any existing restrictions or controls not shown are to remain unchanged.

The existing Zebra Crossing to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Client

Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

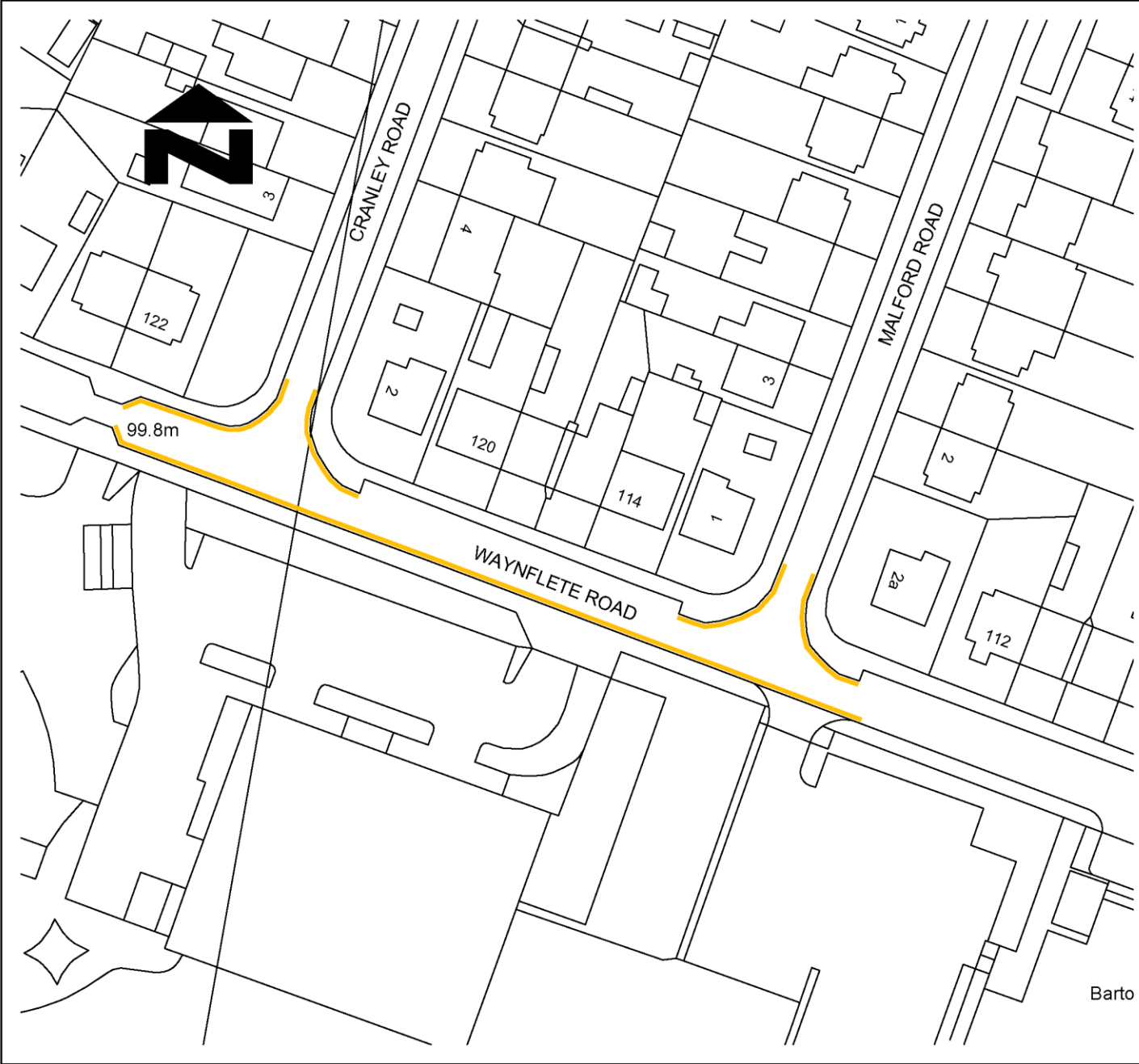
**Sandford Road
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 06.05.26	Date	Date

Drawing Number

Sandford Road 001-26

Rev



Notes

— Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

OXFORDSHIRE COUNTY COUNCIL

Paul Farmer
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Client

Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Wayneflete Road Junction
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 06.05.26	Date	Date

Drawing Number

Wayneflete Road 001-26

Rev
—



Notes

— Proposed No Waiting at any time.

Any existing restrictions or controls not shown are to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

 **OXFORDSHIRE COUNTY COUNCIL**

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Client

Project

**Oxford
Various Streets
Proposed Amendments to
Parking Controls 2026**

Title

**Williamson Way
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 06.05.26	Date	Date

Drawing Number

Williamson Way 001-26

Rev

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ANNEX 18

Proposal	Object	Object - with reason*	Object - no reason given*	Partial support / concerns	Support	No objection / No opinion	Overall view*
Ashurst Way area (1)	31	21	10	2	24	65	Support
Ashurst Way area (2)	26	19	7	3	23	67	Support
Ashurst Way area (3)	27	19	8	6	25	65	Support
Ashurst Way area (4)	26	20	6	4	24	66	Support
Barton Village Road area (1)	27	19	8	5	25	64	Support
Barton Village Road area (2)	28	22	6	5	25	62	Support
Cranmer Road area	29	21	8	1	20	68	Neutral
Cuddesdon Way area	28	23	5	1	24	65	Support
Fettiplace Road area	33	26	7	6	19	61	Against
Hollow Way area (1)	33	24	9	3	25	60	Support
Hollow Way area (2)	32	23	9	2	25	60	Support
Knights Road area	28	20	8	1	18	71	Against
Leckford Road area	21	14	7	2	19	74	Support
Oxford Road area	35	19	16	3	25	57	Support
Sandford Road area	49	44	5	4	21	48	Against
Waynelete Road area	26	22	4	3	21	70	Support
Willaimson Way area	25	18	7	1	17	74	Neutral

* based on Officer interpretation of comments provided

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Managing Director, (Oxford Bus Company)	Support – We support the proposed changes on Hollow Way, Knights Road, Waynefflete Road, Fettiplace Road, Cuddesdon Way, Barton Village Road and Sandford Road. All of the proposed "no waiting at any time" sections proposed on these roads will, in our view be beneficial to helping buses operate more reliably, with on average faster journey times, along these sections.
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	Support – We support all of these changes. They are straightforward safety measures, restricting parking on bends, at junctions, etc. where it would be dangerous or could obstruct refuse lorries and emergency vehicles. Given the lack of police enforcement against this kind of parking, it is essential to empower action by civil enforcement.
(e4) Local resident, (Oxford, Oxford Road)	Partially support/concerns – that I have no firm objection to the proposals either for double yellow lines or for no waiting signs. This is because I have private parking at the back of my home and in 40+ years here I have never parked on the road. However 1) If no-one parks on the double yellow lines or on the pavement where they will be, there may not be enough room on the highway for my visitors (during the day time, some spaces are already taken by Ellison employees, and this is likely to increase.) 2) residents of 1,3,5, 7 and 9 Oxford Road all park on the pavement: double yellow lines will make this illegal.

	Unless they park on both sides of Oxford Road further north (and I think they should, so as to prove that the road is unfit for purpose) there will not be enough room for them on the highway. Some are likely to park in Blewitt Court car park, though it is a private space. 3) Parents of Emanuel Christian school pupils already drive on the pavement, block the pavement by parking three deep, park on the pavement where there are double yellow lines, park on the double yellow lines (I make a plea to Mrs Nesbitt at ECS every so often about this and can supply lots of photos) Cllr Anna Railton describes them as feral, and it is apt. Extending the lines is unlikely to change this, and may make them more aggressive 4) residents of 1 Oxford Road, which is an HMO (Kings Liegh) already park on the pavement. One has used the pavement where there are double yellow lines to store an unroadworthy car long term. I've been reporting this for a year now, and County and the Police seem powerless. The 'dead car' owner has bought a new car, and simply parks it alongside. So I think all these new lines will serve to create a crime hotspot. If it isn't adequately policed, it will make Littlemore feel even more disrespected than it is already.
(e5) Local resident, (Oxford, Hollow Way)	Object – I strongly object to the extension of double yellows in Cranmer Road. 10 metres is too much. This will force people to park right up close to my dropped kerb. Which will make it dangerous and difficult for me to see when coming out of my driveway. Also, what is dangerous about the current situation? I'm not aware of any accidents on Cranmer Road caused by the lack of double yellows? I assume you can show me evidence of accidents caused by the current situation? In fact the parked cars improve safety because they slow traffic down as it turns into Cranmer Road. If you extend the double yellow lines then cars will go around the corner even faster. I already have problems getting into my driveway due to people coming round the corner too fast. Currently, when I pull out/position my car to turn into my driveway the road is clear and then in a second or two there is a car right up near me as they come round the corner too fast. So extending the double yellows will make it more dangerous, not less dangerous.

	A lot of the cars parked at the end of Cranmer Road are students from the nearby halls of residence. Why can't monitoring of that be increased. We didn't ask for the halls of residence and their cars, why do we have to be the ones to suffer the consequences of extra double yellow lines? I need parking space in the road for visitors. The extra double yellows will make it more difficult for my visitors to park. No, they are not visitors that live close by. So can't take the bus. My visitors are relatives that live in Somerset and Wales. On the other hand, I am aware of accidents on Hollow Way itself and despite me asking for several years you still haven't dealt with this, eg putting a speed camera on Hollow Way. I was in my front garden for about 30 minutes yesterday evening and there were 2 cars I noticed speeding. If you absolutely must extend the double yellows, then perhaps Instead of 10 metres, you could try extending the double yellows 5 metres and see if that suffices?
(e6) Local resident, (Oxford, Leckford Road)	Object – My comments relate to Leckford Road. We oppose your proposal on the grounds that there is a shortage of parking in our area and we can see no clear reason for the proposed double yellow lines. It would make much better sense to enforce observation of the existing double yellow lines at the western end of Leckford Road and round into Kingston Road, which are frequently trespassed upon so that the view for those approaching the junction with Kingston Road and Longworth Road is severely restricted. I cycle across this junction several times a week on my way to Cripsey Meadow allotments and I am at risk if people are parked on the double yellow lines adjacent to this junction.
(e7) Local resident, (Oxford, Bernwood Road)	Concerns – I'm highly concerned over the Barton ones. I live on Bernwood Road Barton and have previously made contact with various people as we already have major issues for resident parking in our road. We have no drive way although there is available parking off road outside properties 40 Bernwood to about number 54 Bernwood.

	Already non residents park here and we have watched them disappear to the bus stop at the bottom of Isley or they head up the hill. So given the proposed restrictions it's going to have an even bigger impact on our street. I've written to various people asking for the area outside our properties to be made permit only as Northway. When Northway was made permit only and an x3 direct to the jr was introduced to Barton vehicles to the estate went crazy. Maybe this is something you can help with.
(e8) Local resident, (Oxford, Oxford Road)	Partially support – With regard to the proposed yellow lincs on Oxford Road, Old Marston, East side, may I suggest that this is nded to the point north of the entrance to 77/79 Oxtord Road. This would then complete the restricted area to join up with lines marked from Cherwell Drive to south of the entrance to 77/79 Oxford Road. Probably means only another 50 or 60 feet of yellow marking. This would then ensure that parking is only allowed on the West side of the Road which would enable buses and lorries , and indeed all traffic between 8.00 and 9.00 and 2.45 and 4.00. to avoid a blockage. This will only work if there is a presence noticeably in view to fine and deter illegal parking. This does not seem to happen at present and adds to the confusion and chaos.
(e9) Local resident, (Oxford, Oxford Road)	Partially support – Continuous double yellow lines are needed from Bolts Lane to Marston Ferry Rd/Cherwell Drive junction, on BOTH sides of the road for safety reasons. At present, vehicles parked on both sides of the road and pavement: 1. Obstruct visibility of the road/junction. 2. Obstruct use of the narrow pavement by residents, and by parents/prams/young children accessing/leaving the recreation grounds, Mortimer Hall (Turnpike school library) and St Nicholas School, forcing pedestrians into the road. 3. Obstruct and cause gridlock on occasion of vehicles using Oxford Rd — sometimes causing heated arguments.

	4. Obstruct passage of No. 14 buses and use of bus stops. 5. Cause serious pollution — early arrival to ensure a parking place at the end of the school day is often followed by engines left running, affecting local residents. NB: The proposal, as worded, would leave a gap outside Nos. 77 & 79 for pavement parking in particular Enforcement is crucial, as existing double lines are regularly ignored.
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B. Online responses:

(Note – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

RESPONDENT	COMMENTS	
(o1) County Cllr, (Barton, Sandhills & Risinghurst)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Partially support/concerns	Oxford Road area –
	Barton Village Road (2) area – Partially support/concerns	Sandford Road area –
	Cranmer Road area –	Waynefflete Road area – Partially support/concerns
	Cuddesdon Way area –	Willaimson Way area –

	<table><tr><td>Fettiplace Road area – Partially support/concerns</td><td></td></tr></table> My concern is about displacement parking. While there is need to stop parking on the junctions of busy roads and bus routes e.g. Fettiplace Road and Waynflete Road a better option would be a informal consultation on the option of Barton, Sandhills and Risinghurst becoming CPZs. This is a better strategic approach to the problem. So while supportive of the aim of stopping parking on the junctions of main roads I would support an informal consultation on all of this division becoming a CPZ. Barton Park is already a CPZ and there is evidence of those residents parking on Barton Village Road, Fettiplace Road and Bernwood Road. I would welcome a meeting with officers to progress this issue.	Fettiplace Road area – Partially support/concerns																	
Fettiplace Road area – Partially support/concerns																			
(o2) County Cllr, (Oxford)	<table><tr><td>Ashurst Way (1) area – Object</td><td>Hollow Way (1) area – Object</td></tr><tr><td>Ashurst Way (2) area –</td><td>Hollow Way (2) area – Object</td></tr><tr><td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr><tr><td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr><tr><td>Barton Village Road (1) area –</td><td>Oxford Road area –</td></tr><tr><td>Barton Village Road (2) area –</td><td>Sandford Road area –</td></tr><tr><td>Cranmer Road area –</td><td>Wayneflete Road area –</td></tr><tr><td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr><tr><td>Fettiplace Road area –</td><td></td></tr></table> I as a City and County Councillor conducted a survey with the residents and the businesses at holloway road. large majority opposed the double yellow scheme. The residents raised concerns about this could have negative effect on local independent Businesses. The local Businesses raised serious concerns about the scheme would kill the local trade and they will be driven out of Business.	Ashurst Way (1) area – Object	Hollow Way (1) area – Object	Ashurst Way (2) area –	Hollow Way (2) area – Object	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area –	Barton Village Road (2) area –	Sandford Road area –	Cranmer Road area –	Wayneflete Road area –	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area –	
Ashurst Way (1) area – Object	Hollow Way (1) area – Object																		
Ashurst Way (2) area –	Hollow Way (2) area – Object																		
Ashurst Way (3) area –	Knights Road area –																		
Ashurst Way (4) area –	Leckford Road area –																		
Barton Village Road (1) area –	Oxford Road area –																		
Barton Village Road (2) area –	Sandford Road area –																		
Cranmer Road area –	Wayneflete Road area –																		
Cuddesdon Way area –	Willaimson Way area –																		
Fettiplace Road area –																			

	I as a local councillor for the area over 22 Years would like to request not too proceed with this scheme as this will be disastor for local economy which i already struggling after the implementation of the Ltns and the Bus filters.	
(o3) County Cllr, (Oxford, New Road)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Waynefflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	Adding Double Yellow Lines improves visibility and makes walking and cycling and safer, so supporting the County's Vision Zero goals. Additionally on bus routes it makes buses faster.	
(o4) Local resident, (Cowley, Ashhurst Way)	Ashurst Way (1) area – Support	Hollow Way (1) area – Object
	Ashurst Way (2) area – Support	Hollow Way (2) area – Object
	Ashurst Way (3) area – Partially support/concerns	Knights Road area – Object
	Ashurst Way (4) area – Support	Leckford Road area –

	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	The corners off of Ashhurst need double yellow lines. I object to double yellows being continued all down one side of Fiennes rd. This removes visitor parking.	
(o5) Local resident, (Oxford, Ashhurst Way)	Ashurst Way (1) area – Support	Hollow Way (1) area –
	Ashurst Way (2) area – Support	Hollow Way (2) area –
	Ashurst Way (3) area – Support	Knights Road area –
	Ashurst Way (4) area – Support	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Ashhurst Way is a busy road into the estate	

(o6) Local resident, (Oxford, Ashhurst Way)	Ashurst Way (1) area – Object		Hollow Way (1) area –
	Ashurst Way (2) area – Object		Hollow Way (2) area –
	Ashurst Way (3) area – Object		Knights Road area –
	Ashurst Way (4) area – Object		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –
	Barton Village Road (2) area –		Sandford Road area –
	Cranmer Road area –		Waynefflete Road area –
	Cuddesdon Way area –		Willaimson Way area –
	Fettiplace Road area –		
	I believe they are not required on Ashhurst way as they will not improve visibility or safety.		
(o7) Local resident, (Rose Hill / Littlemore, Ashurst Way)	Ashurst Way (1) area – Object		Hollow Way (1) area – Object
	Ashurst Way (2) area – Object		Hollow Way (2) area – Object
	Ashurst Way (3) area – Object		Knights Road area – Object
	Ashurst Way (4) area – Object		Leckford Road area – Object
	Barton Village Road (1) area – Object		Oxford Road area – Object
	Barton Village Road (2) area – Object		Sandford Road area – Object
	Cranmer Road area – Support		Waynefflete Road area – Object

	Cuddesdon Way area – Object		Willaimson Way area – Object
	Fettiplace Road area – Object		
	The parking restrictions do not improve the flow of traffic. Removing the blocks to traffic flows (like LTNs, congestion gates, permanently on hold projects are the real culprits that divert the heavy flow of traffic to these places.		
(o8) Local resident, (Rosehill, Asquith Road)	Ashurst Way (1) area – Object		Hollow Way (1) area – Object
	Ashurst Way (2) area – Object		Hollow Way (2) area – Object
	Ashurst Way (3) area – Object		Knights Road area – Object
	Ashurst Way (4) area – Object		Leckford Road area – Object
	Barton Village Road (1) area – Object		Oxford Road area – Object
	Barton Village Road (2) area – Object		Sandford Road area – Object
	Cranmer Road area – Object		Waynelete Road area – Object
	Cuddesdon Way area – Object		Willaimson Way area – Object
	Fettiplace Road area – Object		
	There will be no parking for me to park I strongly object this scheme		
(o9) Local resident, (Headington, Atkinson close)	Ashurst Way (1) area –		Hollow Way (1) area – Object
	Ashurst Way (2) area –		Hollow Way (2) area – Object

	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Object	Oxford Road area –
	Barton Village Road (2) area – Object	Sandford Road area –
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	Placing restrictions in parking in these areas will increase congestion in side roads leading to residents being unable to park near their houses and reduce child safety in side roads due to congestion and excessive parking.	
(o10) Local resident, (Oxford Barton Atkinson Close, Atkinson close)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Object	

	I live on Atkinson Close, off Fettiplace Road. It's a small street, and many of us don't have access to a driveway. As a small neighborhood, we try to avoid conflicts, but people living on Fettiplace Road, because they can only park on one side, park on our street, not considering that parking is allowed without blocking a single car's space where two can park. We don't have a problem with people walking on the pavement, and these double lines won't help, but they could definitely be detrimental, as conflicts will arise between us who live here. We live here and want to live in harmony! I should add that the problem is usually vans, of which there are too many here. I always drive to work in my car and leave my van at work. We live on the outskirts of town because we don't want the disruptions that come with the city center. Please understand that we live here because it's a village, not a city!	
(o11) Local resident, (Barton, Atkinson close)	Ashurst Way (1) area –	Hollow Way (1) area – Object
	Ashurst Way (2) area –	Hollow Way (2) area – Object
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area – Object	Sandford Road area –
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area –
	Fettiplace Road area – Object	
	I am objecting as all this will do will move traffic onto the side roads, closes, and cul-de-sac's that are adjacent and filter off these roads. No doubt then you will try and enforce parking restrictions on those streets and we will be expected to pay to park outside of our own homes.	
(o12) Local resident, (Barton, Headington,		
Ashurst Way (1) area –	Hollow Way (1) area –	

Atkinson Close, Fettiplace Road)	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Partially support/concerns	
	Live on corner of Atkinson Close. Agree that there are too many cars for crossing road safely and pulling out of the close. However, having parking permits and painting spaces would be a much better addition that just double yellow line. We currently often have to park quite a distance from our house and this will cause more strain on spaces all around the area. Houses with driveways should be incentivised to use them so that those (like us) that don't have driveways have space to park. Permits would naturally do this. There are also plenty of cars that do not move regularly dotted around which will likely move if permits come in. Why not allow better use of the land to the rear (Shaftesbury) for driveways?	
(o13) Local resident, (Headington, Barton Fields Road)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support

	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Waynefleete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	VEHICLE speeding control is the most concerns and very dangerous both sides car parking. Especially Barton Fields Road, most of the vehicle are very fast (over 30 mphs) and having kindergarten school. I also ask for speed bump too	
(o14) Local resident, (Barton, Headington, Barton Village Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynefleete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Buses find it very hard to get around the tight bend at the top of Barton Village Road when there are cars parked on the corner. The cars are not from residents - they are people finding free parking to attend their work locally (e.g. JR). Double-yellow lines are needed!	

(o15) Local resident, (Barton, Barton Village Road)		
	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Partially support/concerns	Oxford Road area –
	Barton Village Road (2) area – Support	Sandford Road area –
	Cranmer Road area –	Waynefflete Road area – Support
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
I live at 7 Barton Village Road (just around the corner from the Barton Village Road 1 proposal). I voted to support the yellow lines proposed for the corner on North Way and Barton Village Road with some concerns. They are that the yellow lines should continue approximately 10 - 15 meters more. Cars, vans and other vehicles constantly park there which makes it very difficult to see any oncoming traffic when leaving my driveway. This is particularly dangerous when a cyclist (like myself) is approaching as they are impossible to see behind the parked vehicles. There is also the issue that buses frequently can't get around the corner and jams and hold ups occur on an hourly basis. If the yellow lines don't extend to my driveway (and beyond preferably as my neighbours have the same issues) then the problems will still be there.		
(o16) Local resident, (Oxford, Barton Village Road)		
	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –

	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area –
	Barton Village Road (2) area – Support	Sandford Road area –
	Cranmer Road area –	Waynelete Road area – Support
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Support	
	I am supporting the road in my area, I was willing to go ahead with the permit plans but this fell through. The road are unsafe especially with the buses. You can struggle to see around corners because of the way the cars are parked. I do not know the other areas well enough to support/argue.	
(o17) Local resident, (Barton, Barton Village Road)	Ashurst Way (1) area –	Hollow Way (1) area – Support
	Ashurst Way (2) area –	Hollow Way (2) area – Support
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area –	Waynelete Road area –

	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Support	
	For Barton Village Road, there are 3 bus routes using this road and traffic is very heavy on both directions. The no parking zone should actually cover all the Barton Village Road, especially the sharp bend near 78 Barton Village Road, and areas near bus stops. There are many school children crossing the road at these areas and cars stationed on the road side will block their views and could easily lead to serious accidents.	
(o18) Local resident, (Cowley, Beauchamp Lane)	Ashurst Way (1) area –	Hollow Way (1) area – Support
	Ashurst Way (2) area –	Hollow Way (2) area – Partially support/concerns
	Ashurst Way (3) area –	Knights Road area – Support
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area –
	Cranmer Road area – Support	Waynelete Road area –
	Cuddesdon Way area – Support	Willaimson Way area –
	Fettiplace Road area –	
	Generally, these proposals look like they will make the roads safer for all users. However, I have concerns that the proposals for Hollow Way (2) do not go far enough. On-street parking in this area creates a major bottleneck, increasing congestion and consequently both pollution and aggressive driving. There should be far more restrictions on parking along the Cowley end of Hollow Way.	

(o19) Local Cllr (i.e. Town/Parish/District), (Oxford, Benson Road)		
	Ashurst Way (1) area –	Hollow Way (1) area – Partially support/concerns
	Ashurst Way (2) area –	Hollow Way (2) area – Support
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
Regarding the proposals in Lye Valley ward: Hollow Way outside numbers 138-142 is making an existing restriction more clear, so support. Cranmer Road is already a CPZ in the proposed area so better enforcement of that might alleviate the need for new markings. However no specific objections. Hollow Way outside 224/St Francis Court: support with the comment that there are frequently cars parked in the bike lane to the north of this point towards the Corner roundabout so would suggest extending the restriction to there.		
(o20) Local resident, (Old Marston, Boults Lane)		
	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –

	Ashurst Way (4) area –	Leckford Road area – Support
	Barton Village Road (1) area –	Oxford Road area – Support
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area – Support
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Old Marston is being unfairly punished by the implementation of the congestion charges on Marston Ferry Road. Even though I am supportive of the restrictions, it has worsened school run traffic and is also creating serious congestion issues at the end of Oxford Road between 8 and 9am and after 2.30pm, to the extent that I often find myself having to cycle on the pavement to avoid being knocked over. In the afternoons, parents park on both sides, sometimes on the pavement adjacent to the playground while they wait for their children or leave the car to pick them up from Saint Nicholas Primary. In my view, it is dangerous for the children walking and cycling to school, even for teenagers like my youngest. Old Marston could really do with a retractable bollard on Elsfield Road, adjacent to the Saint Nicholas Church Hall. At the moment there's too much traffic at rush hour, also HGVs. Some of these vehicles, and the bus, make our house shake as they pass by, partly due to the state of disrepair of Oxford Road (Old Marston). My youngest son participates in County Music Service activities at the Centre for Music. The stretch of road indicated in your drawing is dangerous for cyclists, many of them children. Having used Leckford Rd for commuting to work for several years, I can attest that it can be hazardous for cyclists.	
(o21) Local resident, (Old Marston, Boults lane)	Ashurst Way (1) area –	Hollow Way (1) area –

	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Support
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Parking here is so bad that vehicles cannot get through or can only get through with difficulty. On one occasion the bus got stuck and the whole village of Old Marston was impassable by car for 2 hours. I complained to my local councillor about this. It's simply not safe to have unrestricted parking along this stretch as it is a busy road and parking restricts it to one lane, when 2-way traffic and double decker buses need to get through. I cannot image why it was ever unrestricted parking in the first place. I feel sorry for the bus drivers with 2 bus stops on this stretch of road. It must be a nightmare for them.	
(o22) Local resident, (Littlemore, Chapel Lane)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Support

	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I support the proposed new parking restrictions on Sanford Road as there is often problem parking, particularly at school pick up and drop of times. ThThe proximity of parking to the busy mini roundabout also creates problems.	
(o23) Member of public, (Oxford, Chestnut ave)	Ashurst Way (1) area –	Hollow Way (1) area – Object
	Ashurst Way (2) area –	Hollow Way (2) area – Object
	Ashurst Way (3) area –	Knights Road area – Partially support/concerns
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Partially support/concerns
	Barton Village Road (2) area – Partially support/concerns	Sandford Road area – Object
	Cranmer Road area – Partially support/concerns	Waynefflete Road area – Partially support/concerns
	Cuddesdon Way area – Partially support/concerns	Willaimson Way area –
	Fettiplace Road area – Partially support/concerns	
	Some people need to use a car for a variety of reasons and it looks like they are being penalised. Parking spaces are shrinking all around Oxford and people with limited mobility but not enough to have a blue badge will struggle to get from a to b . Senior citizens who use their car , (not everyone get to a bus stop and then stand waiting for a bus.) to maintain their independence will struggle to go out and will be isolated from their community.	

(o24) Local resident, (Oxford, Cowley road)	Ashurst Way (1) area – Object		Hollow Way (1) area – Object
	Ashurst Way (2) area – Object		Hollow Way (2) area – Object
	Ashurst Way (3) area – Object		Knights Road area – Object
	Ashurst Way (4) area – Object		Leckford Road area – Object
	Barton Village Road (1) area – Object		Oxford Road area – Object
	Barton Village Road (2) area – Object		Sandford Road area – Object
	Cranmer Road area – Object		Waynefflete Road area – Object
	Cuddesdon Way area – Object		Willaimson Way area – Object
	Fettiplace Road area – Object		
	There's not enough parking spaces in Oxford.		
(o25) Local resident, (Oxford, Cranley Road)	Ashurst Way (1) area –		Hollow Way (1) area –
	Ashurst Way (2) area –		Hollow Way (2) area –
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area – Support		Oxford Road area –
	Barton Village Road (2) area – Support		Sandford Road area –
	Cranmer Road area –		Waynefflete Road area – Support

	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Support	
	Parking on the corner of Cranley Road, restricts the view when pulling out onto Waynfleet Road. Parking outside Bayards Hill School is dangerous and puts the children in danger when leaving school. It also impacts bus access. Will these new restrictions be policed as currently parents park on the zigzags and the pavement. Support the restrictions at the top of Barton Village Road due to cars parking and buses needed cars reverse as they are unable to turn the corner	
(o26) Local resident, (Oxford, Cranley Road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Wayneffete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	I believe parking is already a serious issue the proposals will make the situation unbearable	
(o27) Local resident, (Oxford, Cranmer Road)	Ashurst Way (1) area –	Hollow Way (1) area – Support

	Ashurst Way (2) area –	Hollow Way (2) area – Support
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area – Object	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
I object on Cranmer Road as cars at the end of the road do slow down speeding drivers. Pulling yellow lines in will just displace cars currently not parked outside anyones home to outside our homes. Resident permits has done two things on our road. It has meant more paving over of driveways and a clearer road of car so there are no obstacles to slow down speeding traffic. Cranmer Road needs speed calming measures. Pet cats have been killed and with lots of children and cyclists there is a risk of someone getting hurt or worse. It is commonly used as a rat run for local residents who live on other streets or trying to avoid hollow way when busy. If this is brought in and cars with no permits then park further down I suspect it won't be enforced as so far parking restrictions are not enforced as much as they should be.		
(o28) Local resident, (Oxford, Cranmer Road)	Ashurst Way (1) area –	Hollow Way (1) area – Support
	Ashurst Way (2) area –	Hollow Way (2) area – Support
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –

	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area – Object	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	About Cranmer Road, if that happened, other people are going to start parking in front of my house, avoiding me to park there	
(o29) Local resident, (Black bird leys, Cuddesdon way)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	I mostly care about the balfour road , cuddesdon way , people always parking out side my house along cuddesdon way , for hours on end , on the drop curb early hours of the morning , causing worry for my children , and disturbing with noise. Opposite number 2 cuddesdon way that bit of road BMW workers always parking along there making noise early hours of the morning wish there was yellow lines there , if ur coming out of balfour	

	road always a van in the way and you can not see what is coming down the road so blocks the view , dangerous. That should be parking permit for residents only opposite but yellow lines along the drop curb 100% needed	
(o30) Local resident, (Cuddesdon way bbleys, Cuddesdon way)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area – Partially support/concerns	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynefleete Road area –
	Cuddesdon Way area – Support	Willaimson Way area –
	Fettiplace Road area –	
	You see 2a cuddesdon way , can you put the lines abit further along , in front of my house. Because people actually park right out side my house at night. Where you have put the yellow lines its not gone as far as my house . And it makes me and my 2 disabled children feel really un easy , when a car parks out side at midnight and is still there with people in it at 4am. Been going on since January this car. Please put the yellow lines right along here. , and opposite permit holders only. Maybe put some cameras up to monitor people with the new double yellow lines.	
(o31) Local resident, (Oxford, Cuddesdon way)	Ashurst Way (1) area –	Hollow Way (1) area – Object
	Ashurst Way (2) area –	Hollow Way (2) area – Object
	Ashurst Way (3) area –	Knights Road area – Object

	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area – Object	Wayneflete Road area –
	Cuddesdon Way area – Object	Willaimson Way area –
	Fettiplace Road area –	
	I live on cuddesdon way right where you are proposing to put in restrictions and there is very very rarely (usually only the visitors for 93 Cuddesdon way) any cars parked on the road. I feel like oxford city council is trying to penalise all drivers with restrictions and regulations stopping them from parking around or near their place of residence. I think it's stupid that you are planning to put all these restrictions in place when there are much much bigger concerns that you need to be looking at like ALL OF THE POT HOLES that are on all of the roads around Oxford.	
(o32) Local resident, (Blackbird Leys, Oxford, Cuddesdon Way, Blackbird Leys, Oxford)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area – Support
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –

	Cuddesdon Way area – Support	Willaimson Way area –
	Fettiplace Road area –	
	Cuddesdon Way in Blackbird Leys - Make one side double yellow lines from one end to the other. Parking on football match days is both sides with no consideration for passing traffic	
(o33) Local resident, (Rose hill, Dashwood)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Waynelete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	Again the council just trying to control the residents there is no need for these parking restrictions as per all the other road restrictions that you put in place complete waste of time and money it's just to inconvenience the local residents. There's no point in filling out these surveys because you ignore the local residents and do what you want anyway shocking council need to get you out as soon as possible	
(o34) Local resident, (Oxford, Dashwood rd)	Ashurst Way (1) area – Object	Hollow Way (1) area –

	Ashurst Way (2) area – Object	Hollow Way (2) area –
	Ashurst Way (3) area – Object	Knights Road area –
	Ashurst Way (4) area – Object	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Rose Hill (Ashhurst way) is entirely a residential area with no through traffic. People drive in and need to park near their houses. We don't want the roads so clear of obstacles to allow the few drivers who drive fast to have a open road to speed. At the moment the parked cars have a calming effect on the speeding. It will become more dangerous with the proposed changes. An example of similar recent local changes making the road more dangerous increasing crashes is in Radley near our lady and st edmond church. We do not want similar increases of accidents to take place here.	
(o35) Local resident, (Oxford, Dashwood Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area – Partially support/concerns	Hollow Way (2) area –
	Ashurst Way (3) area – Partially support/concerns	Knights Road area –
	Ashurst Way (4) area – Partially support/concerns	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –

	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I have concerns about the proposed no waiting areas because while potentially improving visibility for drivers turning onto and off Ashurst Way and Dashwood Road this will result in people driving faster and less cautiously, bringing greater risk of serious injury or death to to others. Not having the obstruction of parked cars will allow the significant number of drivers who like to drive fast to speed down Ashurst Way and around it's junction corners making the area more dangerous for pedestrians, cyclists, children playing in the street, and other road users. Another concern is that the proposed restrictions will cause other problems elsewhere in the area as the residents who currently park near the corners will still need to park their cars in the area.	
(o36) Member of public, (Oxford, David Nicholls Close)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Support
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	The school parking on Sandford Road is completely feral and really dangerous , including a bunch of double pavement parking on the north side. These plans look better than the status quo.	

(o37) Local resident, (Oxford, Delbush Avenue)	<table><tr><td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr><tr><td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr><tr><td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr><tr><td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr><tr><td>Barton Village Road (1) area –</td><td>Oxford Road area – Object</td></tr><tr><td>Barton Village Road (2) area –</td><td>Sandford Road area – Object</td></tr><tr><td>Cranmer Road area –</td><td>Waynefleete Road area –</td></tr><tr><td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr><tr><td>Fettiplace Road area –</td><td></td></tr></table>	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area – Object	Barton Village Road (2) area –	Sandford Road area – Object	Cranmer Road area –	Waynefleete Road area –	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area –	
	Ashurst Way (1) area –	Hollow Way (1) area –																	
	Ashurst Way (2) area –	Hollow Way (2) area –																	
	Ashurst Way (3) area –	Knights Road area –																	
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	Cranmer Road area –	Waynefleete Road area –																	
	Cuddesdon Way area –	Willaimson Way area –																	
	Fettiplace Road area –																		
Whilst I appreciate and understand the need for safety for school children and other road users, I object to the proposed parking restrictions on Sandford road near Emmanuel Christian School which is one of the few of that type in Oxfordshire. My main concerns are: 1. Loss of safe drop-off and pick-up space: The spaces earmarked for restriction are currently used by parents for brief, supervised drop-off and pick-up of children. Removing this capacity will force vehicles to stop further away or double-park elsewhere, increasing the distance children must walk unaccompanied near traffic and reducing, not improving, safety around the school. 2. Displacement into residential streets: Restricting parking here is likely to push the same volume of school-run traffic into neighbouring residential streets, which are narrower, and already used by residents. This risks simply																			

	relocating the congestion and safety issues rather than resolving them, while creating new problems for residents on those streets. I would ask the council to consider alternative measures - such as a timed drop-off zone or improved signage/enforcement - that address the underlying safety concern without removing essential capacity or displacing the problem onto residential streets. I would welcome the opportunity to discuss this further before the proposals are finalised.	
(o38) Local resident, (Lye Valley Ward, Dene Rd)	Ashurst Way (1) area –	Hollow Way (1) area – Partially support/concerns
	Ashurst Way (2) area –	Hollow Way (2) area – Partially support/concerns
	Ashurst Way (3) area – Support	Knights Road area –
	Ashurst Way (4) area – Support	Leckford Road area – Partially support/concerns
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Waynelete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	All decisions about parking should be made with the safety of wheelchair users, pedestrians and cyclists as top priority. Drivers should not be allowed to block roads and pavements.	
(o39) Local resident, (Oxford, Desborough Crescent)	Ashurst Way (1) area – Object	Hollow Way (1) area –
	Ashurst Way (2) area – Object	Hollow Way (2) area –

	Ashurst Way (3) area – Object	Knights Road area –
	Ashurst Way (4) area – Object	Leckford Road area –
	Barton Village Road (1) area – Object	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	The current situation of obstruction and parking on Ashhurst way is largely caused due to the local place of worship. The permission for which is still pending. In absence of the place of worship external traffic will be reduced and these parking restrictions will not be needed. By letting the place of worship stay the council is letting the parking become a problem so that they can push their agenda. As parking on Ashhurst way becomes restricted, the vehicles will flow into Desborough Crescent, and other adjoining roads. This will create complaints from residents there, allowing the council to push forward their plan from 2 years ago to convert all of Rosehill into permit parking and turn it into a money making scheme	
(o40) Local resident, (Oxford, East Field Close)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object

	Cranmer Road area – Object		Waynefflete Road area – Object
	Cuddesdon Way area – Object		Willaimson Way area – Object
	Fettiplace Road area – Object		
	Yellow lines do not prevent a driver stopping and allowing passengers to alight. Reda your Highway Code!		
(o41) Local resident, (Littlemore, Eastern Avenue)	Ashurst Way (1) area –		Hollow Way (1) area –
	Ashurst Way (2) area –		Hollow Way (2) area –
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –
	Barton Village Road (2) area –		Sandford Road area – Partially support/concerns
	Cranmer Road area –		Waynefflete Road area –
	Cuddesdon Way area –		Willaimson Way area –
	Fettiplace Road area –		
	Danger of primary children not having a clear and easy place to cross to school. Parents of children in Emanuel Christian School should have permission to park at the school when dropping off and picking up the children.		
(o42) Local resident, (HEADINGTON, Fettiplace road)	Ashurst Way (1) area –		Hollow Way (1) area –
	Ashurst Way (2) area –		Hollow Way (2) area –

	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Object	Oxford Road area –
	Barton Village Road (2) area – Object	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Object	
	It's hard enough for my son to park his car by our house. 2 houses 25 fettiplace and 27 fettiplace have 9 cars/vans between them!! We need permit parking. We would happily pay £80 for permits	
(o43) Local resident, (Barton, Fettiplace road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area –
	Barton Village Road (2) area – Support	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Partially support/concerns	

	Fettiplace road problems are primarily caused by delivery drivers who are "just stopping for a minute" and not by residents who on the whole parks sensibly. Unless the proposed restrictions are enforced they will have little effect other than to reduce availability of parking for residents.	
(o44) Member of public, (Barton, fettiplace road)	Ashurst Way (1) area – Support	Hollow Way (1) area – Object
	Ashurst Way (2) area – Support	Hollow Way (2) area – Object
	Ashurst Way (3) area – Support	Knights Road area – Object
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Support	Waynefflete Road area – Object
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Object	
	Because i dont think the places i have said need it	
(o45) Local resident, (Oxford, Fettiplace Road)	Ashurst Way (1) area – Object	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –

	Barton Village Road (2) area – Object	Sandford Road area –
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Object	
	I object because your proposal will curtail the ability for residents of Fettiplace Road, Atkinson Close and Barton Village Road to park their vehicle within a reasonable walking distance from their homes, and may result in residents not being able to park at all. There simply will not be space for everyone to park. This area of Oxford contains houses which have a smaller frontage than those in other parts of the city for example Summertown, Cowley and Marston to name a few. This means there are more individual dwellings per linear metre of road. It seems rather discriminatory against those of us who live in smaller houses to ration our parking opportunities. Your proposal will also make it particularly difficult for people with disabilities and reduced mobility as they will have a reduced chance of parking near their home or having someone collect them for example a relative or a taxi. This's could be considered to be discrimination. My late husband was frequently collected by hospital transport for dialysis sessions and your proposal will make it very difficult for hospital transport to collect patients. This will have an impact on the hospital transport service and on the dignity and wellbeing of patients. The parking on Fettiplace Road works very well as drivers are very patient with each other, giving way to oncoming traffic and particularly buses. Your proposal would make life very difficult for residents, particularly those with reduced mobility.	
(o46) Local resident, (Barton, Fettiplace road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Support

	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area –
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area –
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	It's worked for so long and has not been failing in anyway, as a resident without a driveway and there are a lot more, it's gonna make life especially challenging for me to park my car further away from my house which will make my insurance go up in price and make more likely my car could be broken into and I won't be able to hear it if it's further away from me. Aswell as putting these double yellows in it's gonna make it so much more busier since the people that used to park there have to find somewhere and it's gonna become toxic area fighting for parking spaces. Overall a silly decision, I object to all new proposed double yellow lines.	
(o47) Local resident, (Barton, Fettiplace Road)	Ashurst Way (1) area – Object	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –

	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Object	
	I object to the proposed double yellow lines outside my property. My family and I have lived at this address for over 20 years, and parking has never been an issue during that time. The introduction of double yellow lines would remove the limited parking currently available to residents and create significant difficulties for those who live here on a daily basis. The justification for these restrictions appears to be linked to the new residential development on Barton. However, it is unfair for existing residents to be penalised as a consequence of a new development. Long-standing residents should not lose access to parking outside their homes to accommodate changes elsewhere. I do not believe the proposed double yellow lines are necessary to allow buses to pass. Vehicles and buses have been able to access the road without issue for many years, and there is no evidence that parking by existing residents has caused a significant obstruction. The proposal will have a disproportionate impact on local residents, reducing parking availability and causing inconvenience for households that have relied on this parking for decades. Rather than introducing blanket restrictions, the council should explore alternative solutions that address any concerns arising from the new development without removing parking opportunities for established residents. For these reasons, I strongly object to the proposed double yellow lines and ask that the proposal be reconsidered.	
(o48) Local resident, (Blackbird Leys, Field Ave)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area –

	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area – Object	Wayneflete Road area –
	Cuddesdon Way area – Object	Willaimson Way area –
	Fettiplace Road area –	
	why is the county council just making life harder for drivers. As long as people are parking within the rules and reg, taxing and insuring their cars, not parking illegally cant you guys just give us a blooming break!	
(o49) Local resident, (Rose Hill, Fiennes Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area – Partially support/concerns	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Who is going to enforce these yellow lines? Have never seen a traffic warden in Rose Hill.	

	At least make our road/area a Residents parking only and enforce it. Our road (Fiennes Road) is used as a car park when people leave their cars here and take a bus into Town, the drug dealers parking to do their deals or especially on a Friday afternoon when its prayer time at the Rose Hill islamic centre. They park everywhere and anywhere, on corners, across driveways. If you want to improve safety, you need to do something about Ashhurst way being treated like a racetrack/dragstrip.																		
(o50) Local resident, (Littlemore, Giles Road)	<table border="1"> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area –</td></tr> <tr> <td>Barton Village Road (2) area –</td><td>Sandford Road area – Object</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynelete Road area –</td></tr> <tr> <td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area –</td><td></td></tr> </table> As a local resident in Littlemore (Giles Road), I drive through the area often en route to other places, and it is simply a fact of life that at times parked cars mean we have to wait a bit longer to go through roads, especially the roads around the corner of St Mary and St Nicholas Church and Emmanuel Christian School. There are events at the church like weddings and funerals, to which people often need to drive and park, and I don't want any parking restrictions on Sandford Road or other roads that will make this more difficult for people to take part in community events. Equally, my children attend Emmanuel Christian School and while we live very locally and usually walk to school, every three to four weeks it is necessary to drive to school for me or my partner to be able to go on to work	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area –	Barton Village Road (2) area –	Sandford Road area – Object	Cranmer Road area –	Waynelete Road area –	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area –	
Ashurst Way (1) area –	Hollow Way (1) area –																		
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Cranmer Road area –	Waynelete Road area –																		
Cuddesdon Way area –	Willaimson Way area –																		
Fettiplace Road area –																			

	afterwards. I anticipate this to increase next year because of a planned change in my work, and I will need to be able to park for about five minutes at school drop-off time before going on to work, a couple of days a week. I think it is very reasonable to facilitate parents parking in order to get access to their children's place of education. Even if there were suitable public transport links from homes (which there aren't for the vast majority of families), most parents would still need to drive so as to get to work on time after drop-off. Please, please don't put the proposed parking restrictions in on Sandford Road. It will make daily life so much harder for working families.	
(o51) Local Cllr (i.e. Town/Parish/District), (Sandford-On-Thames, Oxford, Henley road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Support
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettilplace Road area –	
	Parking around the junctions with Armstrong road, Heyford hill lane and the hospital entrance creates hazards for other road users, especially bicycles.	
(o52) Local resident, (Dorchester on Thames, High street)	Ashurst Way (1) area – Object	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –

	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I drop off my children at Emmanuel Christian school each morning. I have a new born and two children. I often also have my disabled mother that I need to help to a bus stop. She is blind. Parking outside the school is essential for me . Parking elsewhere would be quite dangerous for us all as a family.	
(o53) Local resident, (Oxford, Hollow Way)	Ashurst Way (1) area –	Hollow Way (1) area – Partially support/concerns
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	

	I support the introduction of the proposed restrictions where they improve road safety, pedestrian visibility, and access for emergency vehicles. In particular, measures to reduce dangerous parking near schools are welcome. However, I would ask the Council to carefully consider the impact on local residents and visitors who rely on on-street parking. Where possible, restrictions should be limited to locations where there is clear evidence of safety or obstruction issues. I would be grateful if the Council could consider any alternative measures that would achieve the same safety benefits while minimising the loss of available parking.	
(o54) Local resident, (Oxford, Hollow Way)	Ashurst Way (1) area –	Hollow Way (1) area – Support
	Ashurst Way (2) area –	Hollow Way (2) area – Support
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Support
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area – Support	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I am fully supporting the proposal fro Hollow Way and the side roads, as the parking harms visibility. especially exciting St Francis Court onto Hollow way is often difficult. The council should also consider traffic reduction as the speed is often over 30mph, there could be speed bumps. Also the double yellow lines ned repainted in St Francis Court.	

(o55) Local resident, (Oxford, Hollow Way)	Ashurst Way (1) area –		Hollow Way (1) area – Support
	Ashurst Way (2) area –		Hollow Way (2) area – Support
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –
	Barton Village Road (2) area –		Sandford Road area –
	Cranmer Road area –		Waynefflete Road area –
	Cuddesdon Way area –		Willaimson Way area –
	Fettiplace Road area –		
	n/a		
(o56) Local resident, (Oxford, Hollow way.)	Ashurst Way (1) area – Support		Hollow Way (1) area – Support
	Ashurst Way (2) area –		Hollow Way (2) area – Support
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –
	Barton Village Road (2) area –		Sandford Road area –
	Cranmer Road area –		Waynefflete Road area –

	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	The exit from my property in Hollow way is compromised by vehicles parking up to exit. Unable to see traffic approaching from right.	
(o57) Local resident, (Oxford, Hubble Close)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area –
	Barton Village Road (2) area – Support	Sandford Road area –
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Partially support/concerns	
	Hubble Close - I know that there is already not enough road parking space for residents, so restricting parking around the entrance of Hubble Close will cause issues and leave people with nowhere to park. I am lucky to have a garage and drive in Hubble Close, but I worry that people will resort to parking on/in front of my drive which will block my access. On a related note, there is a nice newly paved parking area at the top of Shaftesbury Road that rarely has a lot of cars on it. Could this be used as overflow space by residents/visitors affected by the yellow lines, if the lines do go ahead? It would be great to get some clarity on that as it might provide reassurance to people who have concerns.	

(o58) Local resident, (Oxford, Barton, Hubble close)	Ashurst Way (1) area – Object		Hollow Way (1) area – Object	
	Ashurst Way (2) area – Object		Hollow Way (2) area – Object	
	Ashurst Way (3) area – Object		Knights Road area – Object	
	Ashurst Way (4) area – Object		Leckford Road area – Object	
	Barton Village Road (1) area – Object		Oxford Road area – Object	
	Barton Village Road (2) area – Object		Sandford Road area – Object	
	Cranmer Road area – Object		Wayneflete Road area – Object	
	Cuddesdon Way area – Object		Willaimson Way area – Object	
	Fettiplace Road area – Object			
	Because it will cause disruption / loss of available parking on all of the nearby roads if the double yellow lines were introduced. I wholly object to this proposition.			
(o59) Local resident, (Barton, Hubble close)	Ashurst Way (1) area – Object		Hollow Way (1) area – Object	
	Ashurst Way (2) area – Object		Hollow Way (2) area – Object	
	Ashurst Way (3) area – Object		Knights Road area – Object	
	Ashurst Way (4) area – Object		Leckford Road area – Object	
	Barton Village Road (1) area – Object		Oxford Road area – Object	
	Barton Village Road (2) area – Object		Sandford Road area – Object	
	Cranmer Road area – Object		Wayneflete Road area – Object	

	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	I am objecting because there would be no where for a lot of residents to park which would when then push them on to nearby roads and effect their parking	
(o60) Member of public, (Barton, Hubble Close)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Waynelete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	Because this will lead to greta disruption to local residents as there will be overflow of cars parking in neighbouring streets and causing hazards and havoc due to these plans. It is important that the issue isn't solved with a new and bigger problem for residents.	
(o61) Local resident, (Oxford, John Parker close)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support

	Ashurst Way (3) area – Support	Knights Road area –
	Ashurst Way (4) area – Support	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area –
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area –	
	Roads belong to people not cars	
(o62) Member of public, (Wheatley, Kelham Hall Drive)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	

	The proposal to impose "No waiting Mon-Fri 8am-6:30 pm" restrictions along the section of Sandford Road outside Emmanuel Christian school is unduly restrictive on parents who use that stretch of road for dropping children off and collecting them from the school. On the overwhelming majority of school days, parking on that section of road is completely safe and does not impede the flow of traffic in both directions. Traffic bottlenecks in that area of not usually caused by school parking - much bigger factors are the pinch points along Oxford Road, road works, and site traffic. The school attracts families who choose it because of its Christian theological commitments over and above its location, and therefore for many of whom driving is the only practical way to get there. If these parking restrictions are imposed, driving to school will be noticeably affected; instead, school parking will be displaced elsewhere in the area, potentially creating other problems without (as I said) affecting the flow of traffic along that stretch of Sandford Road.	
(o63) Member of public, (Wheatley, Kelham Hall Drive)		
	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
I object to the proposal for Sandford Road because my children attend Emmanuel Christian School. It is already difficult to park at the school, and restricting parking in front of the school will only make it more difficult. We live in Wheatley, and it is not possible to travel to school by public transport. It is too far to cycle and there is no direct bus. In addition, my husband or I need to go on to work after dropping off the children. We chose this school for faith reasons. Restricting parking here will do nothing to ease congestion in the area, which is mainly caused by the chicanes on the section of Oxford Road leading to the ring road.		

(o64) Local resident, (Blackbird Leys, Knights Road)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area – Object</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area –</td></tr> <tr> <td>Barton Village Road (2) area –</td><td>Sandford Road area –</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynefleete Road area –</td></tr> <tr> <td>Cuddesdon Way area – Object</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area –</td><td></td></tr> </table> Hardly any parking in Knights Road & Cuddesdon Wayand when the new shops and parks are built a lot of people will need parking and there are a lot of people with blue badgesat the moment there is one parking space for blue badge cars it's a disgrace	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area – Object	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area –	Barton Village Road (2) area –	Sandford Road area –	Cranmer Road area –	Waynefleete Road area –	Cuddesdon Way area – Object	Willaimson Way area –	Fettiplace Road area –	
Ashurst Way (1) area –	Hollow Way (1) area –																		
Ashurst Way (2) area –	Hollow Way (2) area –																		
Ashurst Way (3) area –	Knights Road area – Object																		
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Barton Village Road (1) area –	Oxford Road area –																		
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Cranmer Road area –	Waynefleete Road area –																		
Cuddesdon Way area – Object	Willaimson Way area –																		
Fettiplace Road area –																			
(o65) Local resident, (Oxford, Leckford Road)	<table> <tr> <td>Ashurst Way (1) area – Partially support/concerns</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area – Partially support/concerns</td></tr> </table>	Ashurst Way (1) area – Partially support/concerns	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area – Partially support/concerns										
Ashurst Way (1) area – Partially support/concerns	Hollow Way (1) area –																		
Ashurst Way (2) area –	Hollow Way (2) area –																		
Ashurst Way (3) area –	Knights Road area –																		
Ashurst Way (4) area –	Leckford Road area – Partially support/concerns																		

	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I would be in favour of removing the 2 hour no return bays either side of the no waiting at any time proposal. If the aim is to stop parking for the school drop off and pick up then all three bays need to be no waiting at any time.	
(o66) Local resident, (Marston, Lewell Avenue)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	People clogging up roads with their vehicles is an increasing problem in Oxford. Particularly at school pick-up/drop-off times.	

(o67) Member of public, (Dorchester on Thames, Littlemore)	Ashurst Way (1) area –		Hollow Way (1) area –
	Ashurst Way (2) area –		Hollow Way (2) area –
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –
	Barton Village Road (2) area –		Sandford Road area – Object
	Cranmer Road area –		Wayneflete Road area –
	Cuddesdon Way area –		Willaimson Way area –
	Fettiplace Road area –		
	I'm a parent at the Emmanuel Christian school , We try very hard to not upset the locals and park considerably. Drop off and pick up is about 20 minutes in total each day and with small children and babies it would be really hard to walk from elsewhere. We live in Dorchester on Thames and can't access the school any other way.		
(o68) Local resident, (Littlemore, Dudgeon Drive)	Ashurst Way (1) area –		Hollow Way (1) area –
	Ashurst Way (2) area –		Hollow Way (2) area –
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area – Partially support/concerns
	Barton Village Road (2) area –		Sandford Road area – Object

	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Oxford Road (Old Marston) - proposal for no waiting at any time. This causes problems for those dropping off and picking up from the Mortimer Hall (Library and Children's Nursery). Parents/carers need to be able to park close by for safety. A better solution would be to have parking either only for 20 minutes at a time, or to have it restricted to certain hours (e.g. parking allowed 6-8am, 3-5pm). Sandford Road - Objection to "No waiting Mon-Fri 8am-6:30pm" on the South & East side. This stretch of road is used regularly for drop off and collection for those attending Emmanuel Christian School. It is crucial there is somewhere for parents who travel far to safely drop off their children. Parents who live further away and not on a bus route aren't going to stop having to bring their children to school, and preventing parking here during drop off (8-8:45am) and collection hours (12-1pm, 2:45-4:15pm) will only push cars to clogging up residential roads and negatively affect neighbourly relations. Parents also rarely park for a long period of time, but drop off their children and then travel on to work. A better solution would be to restrict parking e.g. between 10am-12pm which would ensure that no-one can park on either side of the road continuously throughout the day. There is a perception within the local community that not all parents have parked 'safely or legally' outside schools (was a resident I have never witnessed bad or illegal parking) but it is also the case that parking and roadworks this year have been extremely challenging and made parking very difficult. Whilst I recognise that the creation of new infrastructure this year and the increased volume of traffic in the future that the Ellison Institute will bring, will make traffic through Littlemore even more challenging, without the bottle neck caused by single file traffic at the top of Oxford Road being addressed removing cars from Sandford Road will make no difference to the ease of traffic flow.	
(o69) Local resident, (Barton, Malford Road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object

	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	My partner and I are both working in the emergency services and work various shift patterns. There is not enough parking on MALFORD ROAD as it is for the cars that are currently owned by residents. We both need cars to commute quite significant distances. Whilst I understand the school have raised concerns regarding parents parking inconsiderately whilst dropping off children, it would make more financial and civic sense to use parking enforcement officers and local policing teams to deal with the relevant parking and road traffic offences. Parking restrictions are not favoured by local residents nor were there any mentioned by local councillors in the latest round of elections. These restrictions are wholly objected.	
(o70) Local resident, (Barton, Malford Road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object

	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Waynelete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	Parking in Barton is dreadful enough without more double yellow lines	
(o71) Local resident, (Oxford, Marston Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I need to be able to park outside Emmanuel Christian School on Sandford Road and drop my two children (3yo and 8yo). I live in Marston. The reason I chose this school for my children is because it is a small private school with relatively low fees which has small class sizes. My children are likely high-functioning autistic like me and they benefit from the small class sizes. I also chose it because of the Christian ethos because I and my wife are practicing Christians. My children are too little to cycle the distance to school safely and it takes two bus journeys to get to the school. I really appreciate being able to park outside it and drop off my children at school.	

	It is my perception that the creation of new infrastructure this year and the increased volume of traffic in the future that the Ellison Institute will bring will make traffic through Littlemore even more challenging but without the bottleneck caused by single-file traffic at the top of Oxford Road being addressed, removing cars from Sandford Road will make no difference to the ease of traffic flow.	
(o72) Local resident, (Oxford, Marston Road)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Waynelete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	I cycle daily with my son to school along Oxford Road. This should theoretically be a very safe ride between the Marston Road and Marston Ferry Road cycle paths, but in fact we frequently encounter dangerous and threatening behaviour from drivers, mainly caused by conflicts that the on-street parking creates. The problems lie especially around the Co-op, where traffic is reduced to a single lane and drivers also frequently park on double lines; and on the section with the split road, where again traffic is a single lane but is being used to handle school dropoffs in both directions. Drivers frequently block the cycle and footpaths by parking on them.	
(o73) Local resident, (Oxford, Marston road)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support

	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	No reason	
(o74) Member of public, (Oxford, Murdoch Place)	Ashurst Way (1) area –	Hollow Way (1) area – Support
	Ashurst Way (2) area –	Hollow Way (2) area – Support
	Ashurst Way (3) area –	Knights Road area – Support
	Ashurst Way (4) area –	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	

	As a retired teacher, I know how dangerous it is for children who are walking and cycling to school to be faced with parents parking near the school. Most children live within easy distance of their school and enjoy walking, cycling and scooting to school. I believe that no car should be allowed to park near a school unless the child is disabled.	
(o75) Local resident, (Headington, New High Street)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Waynelete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	Pavement parking is a huge mobility issue for pedestrians. It forces walking out into the road and may inhibit the movement of the less-able altogether.	
(o76) Local resident, (Oxford, Nowell rd)	Ashurst Way (1) area – Support	Hollow Way (1) area –
	Ashurst Way (2) area – Support	Hollow Way (2) area –
	Ashurst Way (3) area – Support	Knights Road area –

	Ashurst Way (4) area – Support	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneplete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Parking around Ashurst way has become extremely dangerous- especially during school time Friday's prayer time. However cars are already on double yellows so not sure if more restriction will help if not enforced	
(o77) Local resident, (Headington, Overdale close)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Wayneplete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
Objecting due to personal reason		

(o78) Local resident, (Barton, Overdale close)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area – Object</td><td>Oxford Road area –</td></tr> <tr> <td>Barton Village Road (2) area – Object</td><td>Sandford Road area –</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynefleete Road area – Object</td></tr> <tr> <td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area – Object</td><td></td></tr> </table> I feel these parking restrictions and double yellow lines will lead to people parking in the smaller closes and roads off these main routes leading to access problems . I feel a better solution would be resident parking permits as the majority of the cars in Barton are commuters parking then bussing into headington.	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area – Object	Oxford Road area –	Barton Village Road (2) area – Object	Sandford Road area –	Cranmer Road area –	Waynefleete Road area – Object	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area – Object	
Ashurst Way (1) area –	Hollow Way (1) area –																		
Ashurst Way (2) area –	Hollow Way (2) area –																		
Ashurst Way (3) area –	Knights Road area –																		
Ashurst Way (4) area –	Leckford Road area –																		
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Fettiplace Road area – Object																			
(o79) Local resident, (Barton, Overdale close)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> </table>	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –										
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Ashurst Way (4) area –	Leckford Road area –																		

	Barton Village Road (1) area – Partially support/concerns	Oxford Road area –
	Barton Village Road (2) area – Partially support/concerns	Sandford Road area –
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I support the addition of double yellow lines down Barton village road and northway however the concern I have is Overdale close , burnwood road , alderbarton drive will need either double yellow lines / permit parking as those streets will be overwhelmed by the cars that won't be able to park down Barton village rd . There is already a problem with multiple houses on that road that have 5 or more cars already so where will they go? So please consider the other streets as they will be affected too. There have been multiple incidents where people have blocked and parked opposite people's driveways making it very difficult for them to get in and out of the street and driveways.	
(o80) Local resident, (Oxford, Overdale close)	Ashurst Way (1) area –	Hollow Way (1) area – Object
	Ashurst Way (2) area –	Hollow Way (2) area – Object
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area –
	Cranmer Road area – Object	Waynelete Road area – Object
	Cuddesdon Way area –	Willaimson Way area – Object

	<table> <tr> <td>Fettiplace Road area – Object</td><td></td></tr> </table> By putting double yellow lines on Barton village Road, will make drivers park in small closes nearby. Overdale close for example, this close is very small, and we struggle with parked cars as it is, sometimes I can't even get off my own driveway. Unless you are going to give us parking permits. It's going to cause issues for the tenants.	Fettiplace Road area – Object																	
Fettiplace Road area – Object																			
(o81) Local resident, (Barton, Overdale close)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area –</td></tr> <tr> <td>Barton Village Road (2) area – Partially support/concerns</td><td>Sandford Road area –</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynefflete Road area –</td></tr> <tr> <td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area – Object</td><td></td></tr> </table> My concerns for Barton village road is if double yellow lines are put there, then vehicles will clog up nearby closes. I think if double lines are put in - nearby closes need to be permit holders to park.	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area –	Barton Village Road (2) area – Partially support/concerns	Sandford Road area –	Cranmer Road area –	Waynefflete Road area –	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area – Object	
Ashurst Way (1) area –	Hollow Way (1) area –																		
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Ashurst Way (4) area –	Leckford Road area –																		
Barton Village Road (1) area –	Oxford Road area –																		
Barton Village Road (2) area – Partially support/concerns	Sandford Road area –																		
Cranmer Road area –	Waynefflete Road area –																		
Cuddesdon Way area –	Willaimson Way area –																		
Fettiplace Road area – Object																			
(o82) Local resident, (Barton, Overdale xlose)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> </table>	Ashurst Way (1) area –	Hollow Way (1) area –																
Ashurst Way (1) area –	Hollow Way (1) area –																		

	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area – Partially support/concerns	Leckford Road area –
	Barton Village Road (1) area – Partially support/concerns	Oxford Road area –
	Barton Village Road (2) area – Partially support/concerns	Sandford Road area –
	Cranmer Road area –	Wayneffete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Partially support/concerns	
	For Barton village road- if there's double yellows, more people are going to park in the nearby closes. E.g overdale close. Then you have issues where residents are struggling to get into their close because of cars parked. We already have this issue. I think if you are going to introduce double yellows, there needs to be parking permits for all the closes that lead off Barton village road. This will make it fair for everyone and will cause less build up for those resident and create smoother access for all	
(o83) Local resident, (oxfordshire, Owens way)	Ashurst Way (1) area –	Hollow Way (1) area – Object
	Ashurst Way (2) area –	Hollow Way (2) area – Object
	Ashurst Way (3) area –	Knights Road area – Object
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –

	Cranmer Road area –	Waynefleete Road area –
	Cuddesdon Way area – Object	Willaimson Way area –
	Fettiplace Road area –	
	Consultations with people leaving around the area would be of better guidance.to you all.	
(o84) Local resident, (Littlemore, Oxford)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynefleete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I object to the proposal to have further restrictions on parking on Oxford Road and in particular the restrictions on Sandford Road which will not remove the volume of parking in Littlemore but place it on roads which have less capacity to bear it. Over the past few months, the increase of traffic in Littlemore has made it more challenging for people to park at any time in Littlemore as workers at the Ellison Institute, and people who are using the 15 minute bus service into town, are parking for prolonged periods in Littlemore, despite a concerted campaign to prevent this. The solution to this is not restrictions on parking which restrict parking all day, but restricting parking for certain hours of the	

	day which prevent cars parking all day, e.g. Where there are single yellow lines, a restriction that people cannot park there between 10 - 11 a.m., would ensure that no-one would park there all day, and use Littlemore as a convenient park and ride. Placing restrictions outside a local school which ensures that families cannot park there at drop off or pick up times appears excessively punitive to young families who are not the primary cause of the traffic challenges within Littlemore. Over the past few years, we have noticed increasing numbers of cracks in our house as the volume of heavy traffic coming down Oxford Road, especially construction traffic has increased and causes the house to 'shake'. Restricting parking on a road which is increasingly treated as an 'arterial road' when it was never designed to be one, deflects attention from the lack of infrastructure to support the increased number of houses and workers travelling into Littlemore. When speaking with David Henwood, he shared that the stated aim of removing traffic from outside Sandford Road was to enable the increased volume of traffic to move more smoothly through Littlemore. Given the single lane nature of traffic on Oxford Road, close to the Littlemore roundabout, this objective cannot be achieved by restricting parking on Sandford Road as this is not where bottlenecks occur on the road. I object to the proposals because they are excessively punitive to families parking on Sandford Road for school drop off, effectively preventing families with young children parking close to the school and I object to the proposals because they cannot achieve the underlying aim of increasing traffic flow through Littlemore, and have been disingenuously introduced under the guise of 'making parking outside schools safe and legal' while making it less safe and less legal for families to park there.												
(o85) Local resident, (Littlemore, Oxford)	<table> <tr> <td>Ashurst Way (1) area – Object</td><td>Hollow Way (1) area – Object</td></tr> <tr> <td>Ashurst Way (2) area – Object</td><td>Hollow Way (2) area – Object</td></tr> <tr> <td>Ashurst Way (3) area – Object</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area – Object</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area – Object</td></tr> <tr> <td>Barton Village Road (2) area –</td><td>Sandford Road area – Object</td></tr> </table>	Ashurst Way (1) area – Object	Hollow Way (1) area – Object	Ashurst Way (2) area – Object	Hollow Way (2) area – Object	Ashurst Way (3) area – Object	Knights Road area –	Ashurst Way (4) area – Object	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area – Object	Barton Village Road (2) area –	Sandford Road area – Object
Ashurst Way (1) area – Object	Hollow Way (1) area – Object												
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Ashurst Way (4) area – Object	Leckford Road area –												
Barton Village Road (1) area –	Oxford Road area – Object												
Barton Village Road (2) area –	Sandford Road area – Object												

	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area – Partially support/concerns
	Fettiplace Road area –	
	The restrictions in Oxford Road / sandford Road will only push the vehicles to the other parts of the road whilst taking residents parking away	
(o86) Local resident, (Old Marston, Oxford rd)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
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	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	It's hard enough driving I don't want more restrictions. I cycle everywhere I can. But seriously no more restrictions!!	
(o87) Local resident, (Littlemore, Oxford Rd, Littlemore)	Ashurst Way (1) area –	Hollow Way (1) area –

	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Support
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	School drop off vehicles park on the road and (worse) the pavement causing obstructions to pedestrians and a higher risk to vulnerable road users such as cyclists.	
(o88) Local resident, (Old Marston, Oxford, Oxford road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Support
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –

	<table> <tr> <td>Fettiplace Road area –</td><td></td></tr> </table> People parking up, dropping children off for the swan and at Nicholas schools, and waiting to pick them up regularly block the whole road, causing traffic congestion right through old Marston and onto Marston ferry road, and sometimes make it impossible to get out of my driveway. No waiting restrictions would be in line with, she would help enforce, the swan schools documented policies which are just ignored by many parents.	Fettiplace Road area –																	
Fettiplace Road area –																			
(o89) Local resident, (Old Marston, Oxford Road)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area – Object</td></tr> <tr> <td>Barton Village Road (2) area –</td><td>Sandford Road area –</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynelete Road area –</td></tr> <tr> <td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area –</td><td></td></tr> </table> As a resident of Oxford Road I feel the parking issues are much more serious on the other side of the Oxford Road . The issues are not only the village side. When the bus stop adjacent to the slip road is in use the whole road becomes blocked. If finance is a concern then the money would be much better spent putting double yellow lines from the old marston cemetery to the end of road as this has become an unofficial park and ride and is an accident waiting to happen. One further point Not once has any traffic warden or police officer has been seen when cars are parked up on yellow lines at the end of Oxford Road adjacent to pathway to St Nicholas / Swan school.	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area – Object	Barton Village Road (2) area –	Sandford Road area –	Cranmer Road area –	Waynelete Road area –	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area –	
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Barton Village Road (1) area –	Oxford Road area – Object																		
Barton Village Road (2) area –	Sandford Road area –																		
Cranmer Road area –	Waynelete Road area –																		
Cuddesdon Way area –	Willaimson Way area –																		
Fettiplace Road area –																			

(o90) Local resident, (Littlemore, Oxford Road)	Ashurst Way (1) area –		Hollow Way (1) area –
	Ashurst Way (2) area –		Hollow Way (2) area –
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –
	Barton Village Road (2) area –		Sandford Road area – Partially support/concerns
	Cranmer Road area –		Waynelete Road area –
	Cuddesdon Way area –		Willaimson Way area –
	Fettiplace Road area –		
	I have lived at 4 Oxford Rd for 40+ years, and am at home all day. There is parking on the pavement where you propose new double yellow lines, and I suspect this will not change, so you will simply create a crime hotspot. Unless it is adequately policed it will make Littlemore feel even less respected than it is already, but adequate policing is likely to cause a deal of resentment among local residents who know that Oxford/Sandford roads are already unfit for purpose, and who will have to suffer restrictions in order to allow heavy traffic to go through.		
(o91) Local resident, (Old Marston, Oxford Road)	Ashurst Way (1) area –		Hollow Way (1) area –
	Ashurst Way (2) area –		Hollow Way (2) area –
	Ashurst Way (3) area –		Knights Road area –
	Ashurst Way (4) area –		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area – Support

	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Oxford Road, Old Marston: cars parked in the relevant area cause a danger to pedestrians, including school children. Cars typically park along both sides of the road impeding traffic flow. The issue is particularly acute for buses and other large vehicles that try to pass. I have witnessed, on many occasions, instances of road rage from drives stuck for extended periods of time due to inconsiderate parking in this area. I have seen cars mount the pavement (already narrow) to pass and narrowly miss school children in an attempt to pass. I have also witnessed cars mount the pavement at the bus stop on Oxford Road where children are waiting. Cats also regularly park wholly on the pavement at the end of Oxford Road impeding passers by completely.	
(o92) Local resident, (Old Marston, Oxford Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Support
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	

	Oxford Road, Old Marston: There is nothing to prevent *stopping* at school pick up / drop-off times, therefore I expect this will not mitigate the risks to road users. Please could you consider Oxford Road, Old Marston as a trial for the Quiet Lanes, which would restrict the traffic waiting if implemented appropriately.	
(o93) Local resident, (Oxford, Oxford Road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	The parking is already very difficult and limited as it is and I do not feel like waiting Ubers are obstructive. Also, I do not think they can be circumvented without significant inconvenience.	
(o94) Local resident, (Old Marston, Oxford Road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object

	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	Oxford is already far too much car parking restricted and incredibly expensive for inner city parking. I do not support this direction in any way.	
(o95) Local resident, (Old Marston Village, Oxford Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Support
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	

	I live opposite mortimer hall and I am fed up with parents from both mortimer hall and swan school parking partially or blocking our shared driveway.	
(o96) Local resident, (Oxford, Oxford road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area – Support
	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	The Sanford Road proposal places primary school children at risk and is extremely dangerous.	
(o97) Local resident, (Littlemore, Oxford Road (Littlemore))	Ashurst Way (1) area – Partially support/concerns	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –

Barton Village Road (2) area –	Sandford Road area – Partially support/concerns
Cranmer Road area –	Waynefflete Road area –
Cuddesdon Way area –	Willaimson Way area –
Fettiplace Road area –	

The restrictions outside 3-9 Oxford Road, Littlemore, OX44PF are unnecessary and would remove suitable and safe parking opportunities for the local church. The church does not have any parking facilities and the space immediately outside on Cowley Road is not sufficient to provide for the need of users of the church. The timings of the proposed restrictions on the east side of the road would mean this parking is unavailable at the time of key church events. I have seen users of the church with restricted mobility using this parking successfully and I have never seen parking here be dangerous or cause an obstruction for buses. Therefore, I believe it should remain unchanged and should allow users to park here as is currently used.

On the west side of Oxford Road, outside numbers 3-9, there is no need to add double yellow lines - there has never been an issue with parking here and it is used simply for delivery drivers and other short term stops with no issues at all. The parking on the pavement here has not been dangerous as it is always single abreast and there remains a good amount of room for pushchairs and wheelchairs to still get by without obstruction and with good visibility of pedestrians. Removing this safe parking here will cause more pressure on the parking further along Oxford Road (which is already congested with parking which can cause bottlenecks) and into Sandford Road in a potentially more difficult place by the roundabout.

However, I support the proposal for the part to the south of the mini-roundabout on Sandford Road. On the western side outside 2-8 Sandford Road, the increased width of the pavement here means that cars regularly park two abreast, but along with the flower bed and vegetation this does not leave sufficient room for pushchairs or wheelchairs. It also reduces visibility for other drivers mounting the pavement to park of pedestrians who are using the path, and I have seen some near-misses with small children coming out between cars here. On the eastern side of the road, I regularly see cars parked too close to the traffic island/crossing point of the mini-roundabout which means it is hard for the 3A to get through, so the double yellow lines need extending here to ensure there is more room for the buses.

I have no knowledge or experience of the other sites included in the consultation and so I make no comment on those proposals.

(o98) Local resident, (Littlemore, Oxford Road, Littlemore, Oxford)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area –</td></tr> <tr> <td>Barton Village Road (2) area –</td><td>Sandford Road area – Object</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynelete Road area –</td></tr> <tr> <td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area –</td><td></td></tr> </table> The yellow lines will adversely affect parents when they drop off and collect their children at Emmanuel Christian School. Where will they park? They will have to park further away which will make it less safe for the children to get to school. Parking further away will lead to congestion on other roads.	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area –	Barton Village Road (2) area –	Sandford Road area – Object	Cranmer Road area –	Waynelete Road area –	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area –	
Ashurst Way (1) area –	Hollow Way (1) area –																		
Ashurst Way (2) area –	Hollow Way (2) area –																		
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Barton Village Road (2) area –	Sandford Road area – Object																		
Cranmer Road area –	Waynelete Road area –																		
Cuddesdon Way area –	Willaimson Way area –																		
Fettiplace Road area –																			
(o99) Local resident, (Oxford, Pauling Road)	<table> <tr> <td>Ashurst Way (1) area – Support</td><td>Hollow Way (1) area – Support</td></tr> <tr> <td>Ashurst Way (2) area – Support</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area – Support</td><td>Knights Road area – Support</td></tr> <tr> <td>Ashurst Way (4) area – Support</td><td>Leckford Road area – Support</td></tr> </table>	Ashurst Way (1) area – Support	Hollow Way (1) area – Support	Ashurst Way (2) area – Support	Hollow Way (2) area –	Ashurst Way (3) area – Support	Knights Road area – Support	Ashurst Way (4) area – Support	Leckford Road area – Support										
Ashurst Way (1) area – Support	Hollow Way (1) area – Support																		
Ashurst Way (2) area – Support	Hollow Way (2) area –																		
Ashurst Way (3) area – Support	Knights Road area – Support																		
Ashurst Way (4) area – Support	Leckford Road area – Support																		

	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Waynelete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	I pass through Cranmer Road and Hollow Way each morning when cycling together with my daughter to her school. The traffic in front of Woodfarm School is abhorrent and should ideally be managed not only with parking restrictions (which are already partially in place) but also by making Cranmer Road a School Street and introducing Low Traffic Neighbourhoods in Headington Quarry.	
(o100) Local resident, (Oxford, Pegasus Road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area –
	Cranmer Road area – Object	Waynelete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	no more restrictions on cars please.	

(o101) Local resident, (Oxford, Pegasus road)	<table> <tr> <td>Ashurst Way (1) area – Object</td><td>Hollow Way (1) area – Object</td></tr> <tr> <td>Ashurst Way (2) area – Partially support/concerns</td><td>Hollow Way (2) area – Object</td></tr> <tr> <td>Ashurst Way (3) area – Partially support/concerns</td><td>Knights Road area – Object</td></tr> <tr> <td>Ashurst Way (4) area – Partially support/concerns</td><td>Leckford Road area – Object</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area – Object</td></tr> <tr> <td>Barton Village Road (2) area –</td><td>Sandford Road area – Object</td></tr> <tr> <td>Cranmer Road area – Object</td><td>Waynefleete Road area –</td></tr> <tr> <td>Cuddesdon Way area – Object</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area – Object</td><td></td></tr> </table> I live in Oxford and sometimes I need to these roads and park around there.	Ashurst Way (1) area – Object	Hollow Way (1) area – Object	Ashurst Way (2) area – Partially support/concerns	Hollow Way (2) area – Object	Ashurst Way (3) area – Partially support/concerns	Knights Road area – Object	Ashurst Way (4) area – Partially support/concerns	Leckford Road area – Object	Barton Village Road (1) area –	Oxford Road area – Object	Barton Village Road (2) area –	Sandford Road area – Object	Cranmer Road area – Object	Waynefleete Road area –	Cuddesdon Way area – Object	Willaimson Way area –	Fettiplace Road area – Object	
Ashurst Way (1) area – Object	Hollow Way (1) area – Object																		
Ashurst Way (2) area – Partially support/concerns	Hollow Way (2) area – Object																		
Ashurst Way (3) area – Partially support/concerns	Knights Road area – Object																		
Ashurst Way (4) area – Partially support/concerns	Leckford Road area – Object																		
Barton Village Road (1) area –	Oxford Road area – Object																		
Barton Village Road (2) area –	Sandford Road area – Object																		
Cranmer Road area – Object	Waynefleete Road area –																		
Cuddesdon Way area – Object	Willaimson Way area –																		
Fettiplace Road area – Object																			
(o102) Local resident, (Oxford, Pegasus Road)	<table> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area – Support</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area –</td></tr> </table>	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area – Support	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area –								
Ashurst Way (1) area –	Hollow Way (1) area –																		
Ashurst Way (2) area –	Hollow Way (2) area –																		
Ashurst Way (3) area –	Knights Road area – Support																		
Ashurst Way (4) area –	Leckford Road area –																		
Barton Village Road (1) area –	Oxford Road area –																		

	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area – Support	Willaimson Way area –
	Fettiplace Road area –	
	Makes sense to not park in those areas.	
(o103) Local resident, (Blackbird leys, Pegasus road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	Instead of putting in restrictions put in parking for local residents we can still barely park near our homes as it is !! And then other residents take spots because they haven't got any parking spots for themselves near there homes. Keep any local car parks free	

(o104) Local resident, (Oxford, Rivermead rd)	Ashurst Way (1) area – Support		Hollow Way (1) area –
	Ashurst Way (2) area – Support		Hollow Way (2) area –
	Ashurst Way (3) area – Support		Knights Road area –
	Ashurst Way (4) area – Support		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –
	Barton Village Road (2) area –		Sandford Road area –
	Cranmer Road area –		Wayneflete Road area –
	Cuddesdon Way area –		Williamson Way area – Object
	Fettiplace Road area –		
	Ashhurst way, is a danger zone, with all the cars parked sometimes illegally on path in corners, at certain times of day, I was reversed into by a car causing damage. Williamson Way does not need restrictions in my opinion as its seems only to be residents not bus users park n ride.		
(o105) Local resident, (Rose Hill, Rivermead Road)	Ashurst Way (1) area – Support		Hollow Way (1) area –
	Ashurst Way (2) area – Support		Hollow Way (2) area –
	Ashurst Way (3) area – Support		Knights Road area –
	Ashurst Way (4) area – Support		Leckford Road area –
	Barton Village Road (1) area –		Oxford Road area –

	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Ashurst way needs to be kept clear as much as possible, it is the main artery in and out of rose hill	
(o106) Local resident, (Sandford on Thames, Riverview)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Support
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Our local residents are bearing the weight of heavy construction and ongoing traffic flows and demand on parking that is transforming our neighbourhood. Please take steps including this one to curb the excesses of this intensive development	

(o107) Local resident, (Oxford, Rosehill)		
	Ashurst Way (1) area – Object	Hollow Way (1) area – Object
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Object
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Wayneflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
In my 40 years living in oxford there has been no problem parking and o have lived all over oxford so I know what is out there. To the locals this is a scam to charge locals to park their cars so the people who came up with this idea can have a nice christmas bonus. First fix the pot holes and the pavements in strap of stealing money from the locals.		
(o108) Member of public, (Oxford, Rymers)		
	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support

	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	The parking restrictions will make it safer for pedestrians and cyclists	
(o109) Local resident, (Oxford, Rymers Lane)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	Tidy	
(o110) Local resident, (Littlemore, Sandford)	Ashurst Way (1) area –	Hollow Way (1) area –

	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
Parents travel far and wide to get to the school as there is no catchment boundary. Using public transport would be extremely impractical for some There are parents that do walk, bike and bus to the school if they are able. Restricting parking outside of the school is going to push parents to other local residential areas. The George pub used to allow parents to park there until the land got sold. It would also impact the local churches when they have events, especially funerals and weddings.If a solution was offered for adequate parking for both school and the churches instead of just taking the options away there wouldn't be a problem. Restricting parking in those areas is just moving the issue elsewhere. I am a local resident and I both drive and walk in that actual area. I understand why people have to park, where they park.		
(o111) Local resident, (Littlemore and Rose Hill, Sandford Road)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support

	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	I'm broadly in favour of all controls near schools. More specifically I live in Littlemore with a son at Rose Hill school and parking around Ashurst Way and Sandford Road is always a problem. I think more needs to be done than simple double yellows, however. Many people already think it's ok to ignore even the zig-zags by the zebra crossings so long as they're parked _entirely_ on the pavement. Without some additional bollards to prevent this (including the entrance to the parking area by 91 Ashurst Way) then any additional parking restrictions are going to be similarly ignored.	
(o112) Member of public, (Littlemore, Sandford Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	

	I am writing as a parent of children who attend Emmanuel Christian School on the Sandford Road. We live in Radley, and as there are no direct bus routes, we drive every day to school. We have, however, always chosen to park at the Heyford Hill Sainsburys and then walk to ECS, as do other parents at the school. There are only two situations in which I need the option of parking in front of school: (1) time-constraint at afternoon pick-up, either due to appointments (dentist, jabs) or to extra-curricular activities which we need to get to quickly (especially now the congestion charge has increased travel time by encouraging us to take longer routes); and (2) health, either due to having to pick up a sick child early from school (which happens a lot in the autumn/winter!) or, as more recently, due to the heatwave, particularly as the 10min walk to the Sainsburys car park has no shade and is therefore incredibly dangerous to small, exhausted children. Not to be able to park in front of school in these situations would be a real problem, not just from a logistical perspective for parents, but for young children in those situations where walking even for what seems like the smallest amount of time is too much (whether throwing up or in a heatwave). I am also concerned about the increased traffic flow through Littlemore, and believe that restricting parking along the Sandford Road will not only have little impact (the bottleneck is at the top of the Oxford Road), but will also just encourage cars to drive faster as they will not be naturally slowed down by parked cars. This is especially a problem along a road with not one, but two schools and lots of children.	
(o113) Local resident, (Littlemore, Sandford Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	

	The proposed restrictions in Sandford Road will make it very difficult for parents trying to safely drop off and pick up their children at Emmanuel Christian School in Sandford Road. It will mean that parents will be forced to park on side roads further away which are narrow and will become congested and that small children will be less safe getting to and from school. A better solution would be to restrict parking from 11-12 on weekdays so that people cannot park in Sandford Road all day in order too get the bus to town or work.	
(o114) Local resident, (Littlemore, Sandford Road)		
	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Object	Knights Road area –
	Ashurst Way (4) area – Support	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Object
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area – Support	Willaimson Way area –
	Fettiplace Road area –	
As a local resident of Littlemore my concerns are regarding the proposed ‘South & East side – new ‘No Waiting Mon-Fri 8am-6.30pm’ (Single Yellow Lines) restrictions to be introduced i) for approx.35 metres adjacent to the ‘Emmanuel Christian School’. My concern is if parents who live a long way from this school, for whom active travel is not an option are prevented from parking where this is currently no restrictions it will cause them to park on the pavement opposite the school adjacent to the bus stop. This is significantly more dangerous than parking on the same side as the school to both the children and those using the pavement and bus stop. The vast majority of parents who have to drive or chose to drive to the school currently use Sainsbury’s carpark and walk across the park to the school. For		

	those children will disabilities who currently have safe access to school, this small portion of parking is very valuable. My request is to put parking restrictions but use the ‘no return within 2 hours’ limitations. This will solve the problem of people parking there all day but won’t cause people to park on the opposite pavement which is so much more dangerous. I think the pavement should have bollards on to stop people parking on the large pavement. I would be grateful for the ‘no return with 1 or 2 hours’ approach to be considered along with bollards on the pavement to prevent parked cars simply moving from the road parking to the pavement. Thank you for reading this and considering it.			
(o115) As part of a group/organisation, (Wantage, Sandford road)	Ashurst Way (1) area – Object	Hollow Way (1) area – Object		
	Ashurst Way (2) area – Object	Hollow Way (2) area – Object		
	Ashurst Way (3) area – Object	Knights Road area – Object		
	Ashurst Way (4) area – Object	Leckford Road area – Object		
	Barton Village Road (1) area – Object	Oxford Road area – Object		
	Barton Village Road (2) area – Object	Sandford Road area – Object		
	Cranmer Road area – Object	Waynefflete Road area – Object		
	Cuddesdon Way area – Object	Willaimson Way area – Object		
	Fettiplace Road area – Object			
	It it’s important that parents and teachers at Emmanuel Christian school are allowed to park their cars safely outside the school to drop of children/teach. I commute to this school. Thank you			
(o116) As a business, (Littlemore, Sandford Road)	<table><tr><td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr></table>		Ashurst Way (1) area –	Hollow Way (1) area –
Ashurst Way (1) area –	Hollow Way (1) area –			

	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
The proposals to restrict parking outside Emmanuel Christian School for the hours when school is in process is the exact opposite of what the school requested when approached in October 2025 by David Henwood. At this point in the year, parents were able to access very few spaces outside school as these were all used by contractors working at EIT, including some who stayed in camper vans overnight. The assumption David Henwood brought to the conversation was that staff cars were parked on the road all day and 'blocking' Sandford Road. This was not the case and he was shown the staff parking area and the cars which are parked there. Over the course of the last academic year many families have parked at Sainsburys or at Dominic Barberi Church because there were so few places for families to park outside the school. Roadworks through the Autumn and Winter also compounded the lack of parking on the road. The school has regularly communicated with families about the need for safe and legal parking while also being sympathetic to the significant limitation of spaces on Sandford Road available to them to use. 30% of families at ECS regularly cycle to school and a further 15% walk. 5% use public transport although this is rare since for most families this would require taking two buses, one into town and one out of town to Littlemore. In these cases, most families lift share. Around 10% lift share. All of these metrics are on track with the government targets for 2035. For those families who come by car, the most significant factor is that families have young children and for the number and age of children they have, driving is the safest way to reach school. Drop off close to school is very		

	important for families, especially those with infants. Another significant factor is that some parents travel on to work after dropping off their children at school. Lastly, there are families for whom transport routes to school are not viable. One family who travel to Emmanuel Christian School have calculated that a 20 minute by car from their home would take over 5 hours if travelling by public transport. It is in the nature of the school that families come from wider than the local area and so parking next to school is very important to these families. The needs of the community to have a clearer road, particularly as transport increases through Littlemore, and the needs of families in the school do not need to be held in opposition to each other. If no waiting was allowed between 11 a.m. and 12 p.m. each day, this would mean that contractors and commuters would not use the space outside school and the road would be clear apart from drop off and pick up times at 8.30, 12.15 and 3 p.m. The increase of housing and businesses in Littlemore requires careful thought about how to manage the increase flow of traffic. This does not need to be done at the expense of making it harder for existing businesses to flourish and historic residents to access parking spaces.																		
(o117) Local resident, (Littlemore, Sandford Road)	<table border="1"> <tr> <td>Ashurst Way (1) area –</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area –</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area –</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area –</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area –</td><td>Oxford Road area –</td></tr> <tr> <td>Barton Village Road (2) area –</td><td>Sandford Road area – Object</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynelete Road area –</td></tr> <tr> <td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area –</td><td></td></tr> </table> A lot of students at Emmanuel Christian school on Sandford road, have to travel some distance to get to school. There isn't a catchment boundary so students come from far and wide to get to school, making the use of public transport impractical for some. Parents and students that are able to walk bus or ride do so. They are not parking	Ashurst Way (1) area –	Hollow Way (1) area –	Ashurst Way (2) area –	Hollow Way (2) area –	Ashurst Way (3) area –	Knights Road area –	Ashurst Way (4) area –	Leckford Road area –	Barton Village Road (1) area –	Oxford Road area –	Barton Village Road (2) area –	Sandford Road area – Object	Cranmer Road area –	Waynelete Road area –	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area –	
Ashurst Way (1) area –	Hollow Way (1) area –																		
Ashurst Way (2) area –	Hollow Way (2) area –																		
Ashurst Way (3) area –	Knights Road area –																		
Ashurst Way (4) area –	Leckford Road area –																		
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Barton Village Road (2) area –	Sandford Road area – Object																		
Cranmer Road area –	Waynelete Road area –																		
Cuddesdon Way area –	Willaimson Way area –																		
Fettiplace Road area –																			

	out of convenience but necessity The George pub used to allow parents to park in their car park before the land got sold which worked very well. If the double yellow lines get implemented, there won't be anywhere to park nearby without going into other residential areas, which i am sure is not wanted or needed.	
(o118) Member of public, (Littlemore, Sandford Road)		
	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I teach at Emmanuel Christian School, which draws on families from Littlemore and the surrounding areas. In order to allow for safe dropping off and picking up of children at the start and the end of the day, the school has benefitted from unrestricted parking outside the school. The proposed restrictions will mean that those families who do need to travel by car from further afield will now have to park further away from the school, causing both congestion elsewhere, the risk of injury and additional time needed for the school run. It would make sense to have restricted parking (eg maximum of 1-2 hours) or a restriction that called for no parking in this zone between 12 and 1 which would avoid cars being left for the duration of the day.	
(o119) Local resident, (Littlemore, Sandford Road)		
	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –

	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	I have 3 children attending a primary school on this road and the parking proposal will limit the ability for drop off. It will cause chaos for the entire school. Thank you for understanding!	
(o120) Member of public, (Littlemore, Sandford road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Partially support/concerns
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	

	Restrictions on Sandford road will make it more dangerous for parents dropping off their children at school. It does not contribute to traffic flow currently as Oxford Road is the bottleneck area.	
(o121) Local resident, (Littlemore Oxford, Sandford road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynefleete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Object	
	I am a local resident of littlemore. People from far and wide attend the school and public transport isn't practical for some. The churches host various events like weddings and funerals which also draw in people from outside of the area who would need somewhere to park. It would be impractical and could be detrimental to the local area .	
(o122) Local resident, (Oxford, Sawpit rd)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –

	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Wayneflete Road area –
	Cuddesdon Way area – Support	Willaimson Way area –
	Fettiplace Road area –	
	Cuddesdon way could be yellow double lines all the way along , as BMW workers park along there and on match days all along that road both sides they park. Cars also turning from Balfour rd into cuddesdon way cannot see on coming traffic with cars parked on both sides.	
(o123) Local resident, (Barton, Shaftesbury Road)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support
	Ashurst Way (3) area – Support	Knights Road area – Support
	Ashurst Way (4) area – Support	Leckford Road area – Support
	Barton Village Road (1) area – Support	Oxford Road area – Support
	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	The parking of nonessendents causing traffic congestion obstructing views Parking then taking busses or cycling out of the area	

(o124) Local resident, (HEADINGTON, Stowford Road)	<table> <tr> <td>Ashurst Way (1) area – Support</td><td>Hollow Way (1) area –</td></tr> <tr> <td>Ashurst Way (2) area – Support</td><td>Hollow Way (2) area –</td></tr> <tr> <td>Ashurst Way (3) area – Support</td><td>Knights Road area –</td></tr> <tr> <td>Ashurst Way (4) area – Support</td><td>Leckford Road area –</td></tr> <tr> <td>Barton Village Road (1) area – Support</td><td>Oxford Road area –</td></tr> <tr> <td>Barton Village Road (2) area – Support</td><td>Sandford Road area –</td></tr> <tr> <td>Cranmer Road area –</td><td>Waynelete Road area – Support</td></tr> <tr> <td>Cuddesdon Way area –</td><td>Willaimson Way area –</td></tr> <tr> <td>Fettiplace Road area –</td><td></td></tr> </table> Disruption for busses and dangerous for other road users and pedestrians	Ashurst Way (1) area – Support	Hollow Way (1) area –	Ashurst Way (2) area – Support	Hollow Way (2) area –	Ashurst Way (3) area – Support	Knights Road area –	Ashurst Way (4) area – Support	Leckford Road area –	Barton Village Road (1) area – Support	Oxford Road area –	Barton Village Road (2) area – Support	Sandford Road area –	Cranmer Road area –	Waynelete Road area – Support	Cuddesdon Way area –	Willaimson Way area –	Fettiplace Road area –	
Ashurst Way (1) area – Support	Hollow Way (1) area –																		
Ashurst Way (2) area – Support	Hollow Way (2) area –																		
Ashurst Way (3) area – Support	Knights Road area –																		
Ashurst Way (4) area – Support	Leckford Road area –																		
Barton Village Road (1) area – Support	Oxford Road area –																		
Barton Village Road (2) area – Support	Sandford Road area –																		
Cranmer Road area –	Waynelete Road area – Support																		
Cuddesdon Way area –	Willaimson Way area –																		
Fettiplace Road area –																			
(o125) Local resident, (Oxford, Stratfield)	<table> <tr> <td>Ashurst Way (1) area – Support</td><td>Hollow Way (1) area – Support</td></tr> <tr> <td>Ashurst Way (2) area – Support</td><td>Hollow Way (2) area – Support</td></tr> <tr> <td>Ashurst Way (3) area – Support</td><td>Knights Road area – Support</td></tr> <tr> <td>Ashurst Way (4) area – Support</td><td>Leckford Road area – Support</td></tr> <tr> <td>Barton Village Road (1) area – Partially support/concerns</td><td>Oxford Road area – Support</td></tr> </table>	Ashurst Way (1) area – Support	Hollow Way (1) area – Support	Ashurst Way (2) area – Support	Hollow Way (2) area – Support	Ashurst Way (3) area – Support	Knights Road area – Support	Ashurst Way (4) area – Support	Leckford Road area – Support	Barton Village Road (1) area – Partially support/concerns	Oxford Road area – Support								
Ashurst Way (1) area – Support	Hollow Way (1) area – Support																		
Ashurst Way (2) area – Support	Hollow Way (2) area – Support																		
Ashurst Way (3) area – Support	Knights Road area – Support																		
Ashurst Way (4) area – Support	Leckford Road area – Support																		
Barton Village Road (1) area – Partially support/concerns	Oxford Road area – Support																		

	Barton Village Road (2) area – Support	Sandford Road area – Support
	Cranmer Road area – Support	Wayneflete Road area – Support
	Cuddesdon Way area – Support	Willaimson Way area – Support
	Fettiplace Road area – Support	
	All of these seem straightforward safety measures.	
(o126) Local resident, (Iffley, Stratford Street)	Ashurst Way (1) area –	Hollow Way (1) area – Object
	Ashurst Way (2) area –	Hollow Way (2) area – Object
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area – Partially support/concerns	Leckford Road area – Object
	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area – Partially support/concerns
	Cranmer Road area – Object	Wayneflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	Just making life more difficult	
(o127) Local resident, (Oxford, Barton ox3 area, Turner View)	Ashurst Way (1) area –	Hollow Way (1) area –

	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area – Support	Oxford Road area –
	Barton Village Road (2) area – Support	Sandford Road area –
	Cranmer Road area –	Waynefflete Road area – Support
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area – Support	
I am living in this area and supporting this change. The road is not wide enough for cars and buses together. Something similar also should be done on Turner View, close to the junction on Waynefflete road. Lots of cars are regularly parking close to the junction and on the bend on Turner view. It's is restricting the drivers view and make it unsafe to drive down on Turner view.		
(o128) Local resident, (Oxford, Waynefflete Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –

	Cranmer Road area –	Wayneffete Road area – Partially support/concerns
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	'Parking on Wayneffete Road in the areas where double yellow lines are proposed can be awful, particularly in school drop-off and pickup times around Bayards Hill school, so I support the idea of trying to restrict this and move it out of the area around the school in order to improve children's safety. However, because people often park on the pavements and park thoughtlessly, regardless of the zig-zag lines, crossing points, junctions etc I don't think the kind of people who do this will be deterred by double yellow lines. I suggest that the only way to stop parking on pavements is to introduce some kind of physical barriers (street furniture, eg those metal bell-shaped objects, bollards or boulders) on the pavements which will physically prevent parking on the pavement. Bollards all along the south side of the area on Wayneffete Road might be needed, because despite the gateways and the bus stop, people might still park on the pavement. In general, I don't think people who park like this would really either think or care about inconveniencing others or the safety of the children crossing the road, just as they don't at the moment. Proper, consistent enforcement would also be a deterrent, but once people were to see that this doesn't happen every day, the problem would probably persist. Would you consider making the crossing point outside the school into a zebra crossing? This would come with its own zig-zags and hopefully deter people from parking there (best of luck with that, though!) If it were possible to negotiate an agreement with Barton Leisure Centre, this might be a better place to direct people to park. There is often quite a bit of capacity there. The effect of adding restrictions around the school will probably push people further out, towards the junction with Bayswater Road, which might be dangerous and restrict traffic turning into Bayswater Road, especially at busy times (particularly morning rush hour, which coincides with school drop-off); and towards houses further along Wayneffete Road past the Leisure Centre where we live. This would mean people parking in bays that we need as we come and go. I know that you can't stop people parking on an unrestricted road, but perhaps some kind of	

	permit system (which should be free, not paid-for – people in this area aren't well off enough to have to pay for permits) might be helpful. Or you could just try letting people's tyres down!...	
(o129) Local resident, (Blackbird Leys Oxford, Whitethorn Way)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area – Partially support/concerns	Knights Road area – Support
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area – Support	Willaimson Way area –
	Fettiplace Road area –	
	Parking in The Blackbird Leys Road / Knights Road area needs restrictions as vehicles are frequently parked on footpaths and corners and on existing double yellow lines. The proposal will only be effective if there is some enforcement of the new and existing regulations as current DYL outside the shops on Knights Road and Blackbird Leys Road are ignored daily. This affects traffic turning out of Knights Road as it is difficult to see oncoming traffic due to vehicles parked on existing DYL . on the path and on zigzags around the zebra crossing,	
(o130) Local resident, (Rose Hill, Williamson Way)	Ashurst Way (1) area – Support	Hollow Way (1) area – Support
	Ashurst Way (2) area – Support	Hollow Way (2) area – Support

	Ashurst Way (3) area – Support	Knights Road area –
	Ashurst Way (4) area – Support	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area –
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Williamson Way area – Object
	Fettiplace Road area –	
I have no opinion in areas I don't live in or travel through. Hollow Way restrictions would ease traffic flow. Williamson Way doesn't need yellow lines as there is no problem. And please spell Williamson correctly! I support the Ashhurst Way proposals for clearer visibility, although I don't understand why the junction at Lambourn Road is not included as it is usually hard to see clearly when turning right into Ashhurst Way.		
(o131) As part of a group/organisation, (Oxford, Wykeham Crescent)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object

	Cranmer Road area –	Waynefflete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	This measures will restrict temporary parking for children drop off at Emmanuel Christian School (ECS). Even though ECS is committed to encourage as many families as possible to cycle or walk to school, for some families with young children, this is not possible or safe. Also some kids are dropped off as their parents travel on to work. In addition, given the nature of the 'diverse catchment' of ECS, not all families are able to access the school by direct bus routes. For all these reasons, these measures will not help the reality of school drop off and pick up.	
(o132) Local resident, (Oxford,)	Ashurst Way (1) area – Object	Hollow Way (1) area – Support
	Ashurst Way (2) area – Object	Hollow Way (2) area – Support
	Ashurst Way (3) area – Object	Knights Road area – Object
	Ashurst Way (4) area – Object	Leckford Road area – Support
	Barton Village Road (1) area – Object	Oxford Road area – Object
	Barton Village Road (2) area – Object	Sandford Road area – Object
	Cranmer Road area – Object	Waynefflete Road area – Object
	Cuddesdon Way area – Object	Willaimson Way area – Object
	Fettiplace Road area – Object	
	The restrictions are not needed	

(o133) Member of public, (East Hanney,)

Ashurst Way (1) area –	Hollow Way (1) area –
Ashurst Way (2) area –	Hollow Way (2) area –
Ashurst Way (3) area –	Knights Road area –
Ashurst Way (4) area –	Leckford Road area –
Barton Village Road (1) area –	Oxford Road area –
Barton Village Road (2) area –	Sandford Road area – Object
Cranmer Road area –	Wayneflete Road area –
Cuddesdon Way area –	Willaimson Way area –
Fettiplace Road area –	

Whilst I support the need for improved flow along the road, I find that the greatest issue regarding traffic management is caused by the bottleneck as you enter into Sandford Road from Littlemore Roundabout. This frequently causes issues, particularly when the ring-road is congested, stopping the free-flow of traffic in and out of the road. Until this is improved, I don't believe the proposals for outside the school will have any significant effect to traffic flow.

As a parent of a child at Emmanuel Christian School, we are strongly encouraged to walk or cycle to school and to park considerably, which many families do. However not all are able to do that, due to health issues, limited public transport to Littlemore, or safety of young children. We live near Wantage and have chosen to enrol our child into ECS due to the uniquely strong Christian ethos of the school and the small class numbers, which enables our child to access education in a way that isn't possible at a more local school, due to the nature of his additional needs. The public transport to Littlemore is very limited and would involve a 2.5 hour round trip each drop off and each pick up (5 hours a day). This is not practically possible to fit this alongside employment, making travel by car essential. Therefore there must be some provision made for cars. If the area outside the school were to be made unavailable for parking, this would cause parking issues to be moved elsewhere - to less appropriate, narrower roads. When cars are parked outside the school, there is still plenty of roadway for free flow of two way traffic along Sandford Road. Perhaps a better solution would be to mark out suitable parking bays along the road,

	which would provide controlled parking options. Or for the parking measures that are in place to be enforced to dissuade the minority who may park unsafely.	
(o134) As part of a group/organisation, (Abingdon, Parklands Besselsleigh)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area – Partially support/concerns	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –
	Barton Village Road (1) area –	Oxford Road area – Object
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynefleete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
	It is dangerous for the primary children that go to Emmanuel Christian school to cross the road as a parent can't park on front of the school. I have two daughters aged 5 and 7 and i also give lifts to two other children aged 4 and 7 - one of these children is also autistic and needs special attention and support when crossing the road. This makes it difficult to look after the other 3 children it is essential to have a clear and easy place to cross to school.	
(o135) As part of a group/organisation, (Kidlington, Stratfield Road)	Ashurst Way (1) area –	Hollow Way (1) area –
	Ashurst Way (2) area –	Hollow Way (2) area –
	Ashurst Way (3) area –	Knights Road area –
	Ashurst Way (4) area –	Leckford Road area –

	Barton Village Road (1) area –	Oxford Road area –
	Barton Village Road (2) area –	Sandford Road area – Object
	Cranmer Road area –	Waynelete Road area –
	Cuddesdon Way area –	Willaimson Way area –
	Fettiplace Road area –	
I am a parent of Emmanuel Christian School. We are a very small community that doesn't cause chaos on this road but restricting parking on the road of the school will cause, in my opinion, much more chaos, when parents will try to park around the roundabouts, especially if people come close to the time. I think it will make the environment more dangerous for families and the relationship with the neighbours much harder.		