

Division(s) affected: *Henley*

## **CABINET MEMBER FOR TRANSPORT MANAGEMENT – 25 JANUARY 2023**

### **HENLEY-ON-THAMES: PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME**

Report by Corporate Director, Environment and Place

#### **Recommendation**

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the introduction of various parking controls in Henley-on-Thames as advertised.

#### **Executive summary**

2. Officers from the County Council have worked closely with a working group at Henley Town Council specifically set up to look into addressing parking problems within Henley.
3. The resulting package of measures that have been brought forward include a mixture of parking controls including no waiting restrictions and parking places restrictions better manage parking amenity for residents and local businesses.
4. No waiting restrictions (double yellow lines) have been promoted at various locations to help improve traffic movements and visibility at junctions, and access to local bus stops.
5. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Conduent as the town falls within the Civil Enforcement Area for South Oxfordshire.
6. The report presents responses to the statutory consultation on the proposed parking controls, as shown in **Annex 3**.

#### **Sustainability Implications**

7. The proposals would help facilitate the safe movement of traffic and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

## **Financial and Staff Implications (including Revenue)**

8. The scheme for Henley-on-Thames is being funded through Community Infrastructure Levy (CIL) contributions which have been secured to deliver parking improvement projects in South Oxfordshire. There are no implications for Oxfordshire County Council revenue or capital budgets.

## **Equalities and Inclusion Implications**

9. No equalities or inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on single and double yellow lines and in permit holder/time limited bays without restriction.

## **Formal Consultation**

10. A public notice was placed in the Henley Standard newspaper, and an email 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, Henley-on-Thames Parish Council, South Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Henley-on-Thames division.
11. A letter was sent directly to approximately 942 properties in the affected areas, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
12. A total of 88 responses were received via the online survey during the course of the formal consultation, and the summary tables shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.
13. Additionally, a further 37 emails were received, with the majority objecting to the proposals for Harpsden Road (14 emails). Further emails were received in response to the proposals for the Greys Road / Greys Hill / Church Road proposals with six objections. A lesser number were received for proposals in Orchard Close/ St. Andrews Road, Friday Street, Bell Street Reading Road, Market Place and Mill Lane.
14. A representative of Thames Valley police has responded to confirm that they have no objections to the proposals.

15. A representative of Thames Travel has raised concerns about the proposals for time limited bays on Hart Street which in their view could hinder bus services. However, in general they are supportive of the proposals, in particular the changes to Reading Road and access to bus stops in the area.
16. Henley on Thames Town Council has confirmed that they fully support the planned schemes, as they worked closely with Oxfordshire County Council to formulate the proposals.
17. The individual responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors.

## **Officer response to objections/concerns**

### **A. Proposed No Waiting restrictions:**

18. The proposals include the introduction of no waiting restrictions (double yellow lines) at a number of locations to ensure safety and access is maintained for all road users. For the majority of the sites, this includes restrictions around junctions in heavily parked areas, or extension of restrictions where it is felt allowing parking impacts of vehicle movements and road safety.
19. It should be noted that a standard drafting format has been used in the public notice for the proposals, that describes dimensions around junctions to include the length of carriageway across the junction itself. It is clear from some respondents either misinterpreted the extent of the proposals, or requested clarification as there was a perception that the loss of parking was greater than the extents being proposed.
20. The feedback from the consultation for this element of the proposal was a majority against restrictions being introduced. The main concerns were around the loss of parking for residents and the potential for displacement into other areas.
21. However, 5 comments were received that generally supported restricting parking around junctions to make it safer.

### **Harpden Road**

22. The highest number of objections/ comments (49) related to the proposals for Harpsden Road and adjoining roads. This is an area of mainly terraced housing with many properties not having access to off-street parking.
23. Many of the objectors highlighted that there was an existing problem in the area with parking capacity and the proposals would make the situation worse for residents trying to park near their properties. The justification for the proposals was also questioned as a number of respondents (3) felt that there wasn't a safety issue.

24. To counter the proposals, 8 comments were made that suggested the county council should be focusing on reducing speeding problems by considering traffic calming or speed limit changes.

25. A small number of respondents suggested that a resident's parking scheme was required in the area.

Officer response:

26. The proposals to restrict parking around junctions have been proposed to serve a number of purposes including increasing visibility at the junctions, ensuring pedestrian dropped kerbs are not obstructed at crossing points and to ensure access is maintained.

27. The lengths of restrictions have been kept to a minimum to limit the impact on parking amenity within the area, however it should be noted that there are rules for motorists within the highway code that give guidance to road users about parking close to junctions and hazards.

28. When consulted, the Town Council did not support the idea of plans for residents parking being included within the package of proposals. Although it would not be possible to consider further measures within this report, officers will monitor the impact of any changes and work with elected members to bring forward further amendments if required.

**Greys Road, Greys Hill / Church Street**

29. In response to the proposals the highest number of comments (13) related the loss of 2 parking spaces for residents and the justification of the proposals, which respondents felt was not needed.

30. A secondary point made by respondents related to the enforcement and maintenance of existing restrictions, which if acted upon would negate the need for further restrictions.

31. A total of 3 comments were received that supported the proposals, which saw the restrictions as being necessary at these locations.

32. There were further requests from a small number of respondents for a residents parking scheme to be introduced.

Officer response:

33. The extension of the restrictions at this location are required to ensure that larger vehicles including refuse lorries can safely manoeuvre around the junction and so vehicles can pass safely around the bend. Any existing maintenance of existing restrictions will be addressed as part of the package of works for the scheme.

34. Although it would not be possible to consider further measures within this report, officers will monitor the impact of any changes and work with elected members to bring forward further amendments if required.

### **Orchard Close / St. Andrews**

35. The proposal at this location includes no waiting restrictions around the access to Orchard Close to improve visibility and access. In response there were 3 comments in support of the changes.

36. Other comments included that the proposals would reduce parking for residents making existing issues worse, encourage speeding and rat running and the county council should be looking at other road safety measures.

#### Officer response:

37. The proposals are required at this location to ensure safe visibility around the junction and the extent of the restrictions has been kept to a minimum to limit impact on parking amenity within the area.

### **Mill Lane**

38. The proposals have been brought forward for no waiting restrictions in this area to ensure access is maintained along the road and to address existing reported problems of parking around accesses and on verges.

39. In response to the proposals 5 comments have been received that state that the proposals are either not required, or the extent of what has been proposed goes too far.

40. There were concerns raised that the loss of parking could cause problems in other areas and have a negative impact on local businesses and visitors to the area.

41. There has been 1 response in support of the proposals, which felt that parking in this area needed to be better regulated.

#### Officer response:

42. The proposed introduction of waiting restrictions in Mill Lane have been requested by the Henley Town Council parking working group who have cited problems with excessive parking within this area.

43. Some sections have been left unrestricted to allow parking for local businesses and visitors, but the areas identified are required to ensure that the road remains unobstructed and safe for all road users.

## **Reading Road**

44. A single response was received which specifically mentioned the proposals for the Reading Road. This was on the basis of loss of parking for residents and the potential for displacement in the vicinity.

### Officer response:

45. The proposed restrictions at this location are required to ensure the flow of traffic along the road is not obstructed and to aid the movement of buses into bus stops.

46. It should be noted that the proposals are supported by Thames Travel who operate bus services in this area.

## **Queen Street**

47. The minor amendments to waiting restrictions in this area include the change from a single yellow line restriction (Mon-Sat, 8am-6pm) to a no waiting anytime restriction in short sections around the conservative club.

48. Two responses have been received objecting to the proposals on the grounds that it presents as a loss of valuable parking spaces outside the hours of operation of the restrictions.

### Officer response:

49. The proposals for no waiting restrictions are being promoted to rectify an historic issue where single yellow lines are in place on sections of road where there are vehicular accesses to off-street parking areas. The objective of the change is to ensure these areas are kept clear for their use.

## **B. Proposed goods vehicle loading only bays – Bell Street:**

50. In discussions with the Town Council, the proposals include a change to existing loading only bays on Bell Street, to make them only available to Goods Vehicles only. This is in response to complaints about enforcement of the bays which is more difficult if they are available for use by any road user.

51. In response we have received 2 responses, with one in objection and another raising concerns that the same proposal should be applied to bays in Duke Street.

52. The single objector has raised that these bays are vital for dropping off supplies and pushchairs for their children at their residential dwelling. If the proposals go ahead, it would hinder their lives and make them worried about enforcement of their vehicle.

Officer response:

53. The proposals to introduce a goods-vehicles only element to the current restriction has been agreed with the Town Council. Other locations were not considered as part of these proposals, but they can be reviewed in the future where required.
54. Bell Street is on bus route, in a busy retail street, at the heart of Heney. The current loading bays service a high number of businesses and it is vitally important that the loading bays servicing local businesses operate effectively because if they cannot be accessed, goods vehicles are likely to try and load in the carriageway which obstructs the flow of traffic.
55. For smaller vehicles, including private cars there are potentially areas where vehicles could stop to load and unload within the vicinity without obstructing the flow of traffic (e.g. outside 29-31 Bell Street).

**C. Friday Street – Proposed resident only bays:**

56. The proposals for the introduction of permit holder bays in Friday Street were generally well supported within the responses and reflect that amendments are required to rectify a long-standing issue of residents parking in time limited bays and receiving Penalty Charge Notices.
57. One response was received that raised concerns about the proposal to retain 20-minute bays outside No.'s 3-9. This was due to the loss of parking in the vicinity for residents, and the respondent felt that residents should also be allowed to park in this bay as a permit holder.

Officer response:

58. With any proposal for parking restrictions in Town Centre locations, there needs to be balance between accommodating the needs of residents when parking in roads where they leave and meeting the needs of businesses and their customers. Overall, the proposals offer an improvement for residents over the current allocation of bays for permit holders.

**D. Hart Street – Proposed introduction of time limited bays:**

59. In response to the proposals to introduce a small number of 30-minute bays outside the entrance to the Relais Hotel on Hart Street, a representative of Thames Travel has responded to raise concerns about vehicles using these bays, and their movements causing delays at the junction.

Officer Response:

60. The proposals to introduce short stay parking in this area was in response to requests from the business and supported by the Town Council, in order to provide a drop off facility for their customers.

61. Currently there are no waiting restrictions in the area outside the hotel, which customers have used and on occasion received Penalty Charge Notices. This has led to complaints for parking provision to be provided.

62. The area in question is set back from the carriageway and vehicles have space to manoeuvre without interfering with the flow of traffic. Historically guests have always used this area, so the proposals are formalising an existing arrangement.

### **Monitoring and evaluation**

63. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

Bill Cotton  
Corporate Director, Environment and Place




Annexes                      Annex 1: Consultation plans  
                                    Annex 2: Summary of consultation responses  
                                    Annex 3: Individual consultation responses

Contact Officers:              Jim Whiting  
    (Parking Schemes and Traffic Orders Team Leader)

January 2024



Drawing No. HE/2023/?? Revision 0

-  Existing  
No Waiting at Any Time
-  No Loading at Any Time
-  Proposed Goods Vehicles Only Loading.  
10 mins  
No return for 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database right 10022943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall,  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

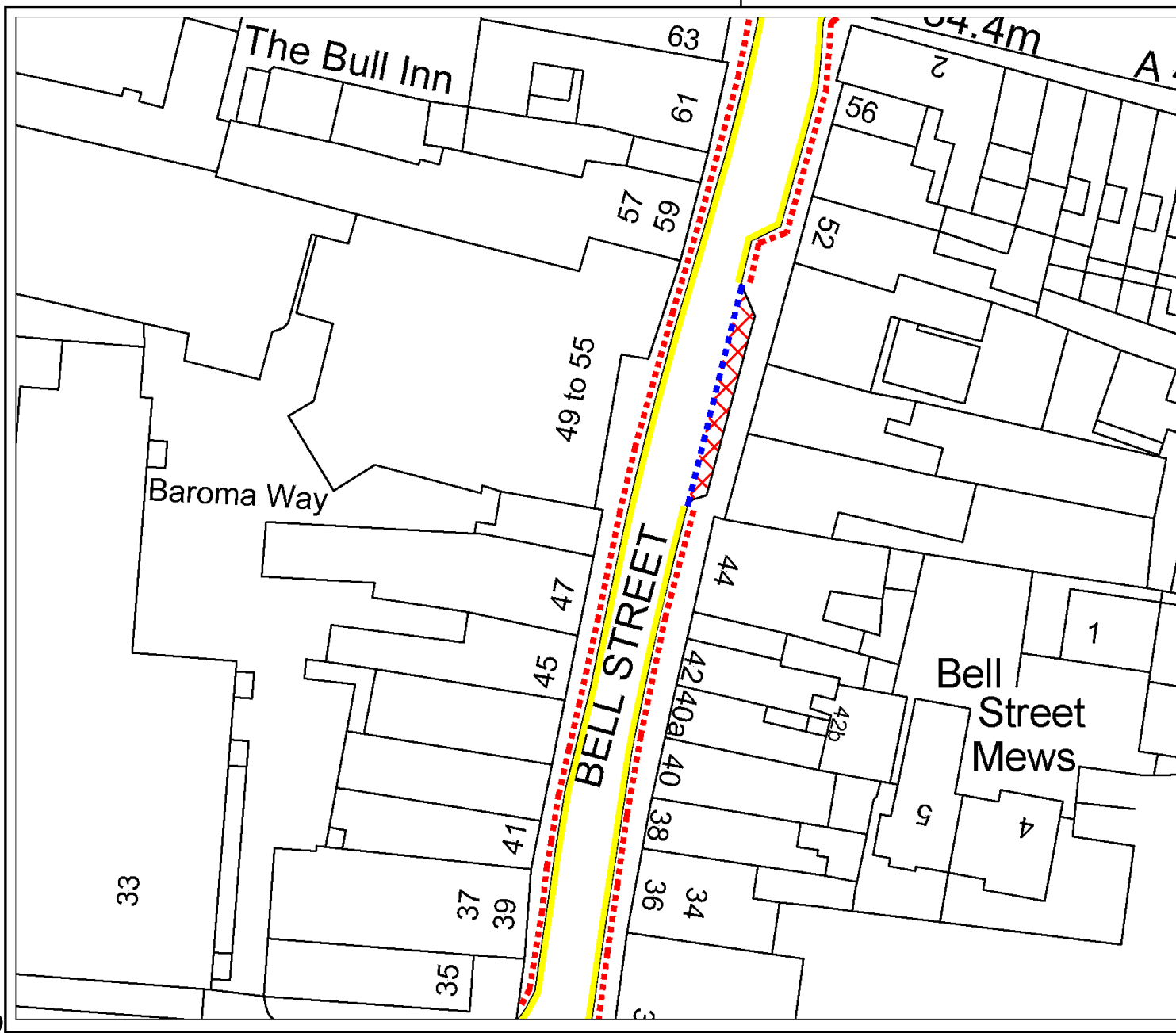
**Project title**  
Proposed Waiting Restrictions  
Henley

**Drawing title**  
Bell Street  
Proposed Goods Vehicle  
Loading Only




**Drawing Status**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JC	JC	JW
Date drawn	Date checked	Date approved	
6 Mar 2023		6 Mar 2023	

Oxfordshire Project No. & File Ref  
 Drawing No. HE/2023/?? Revision 0



Drawing No: HE/2023/?? Revision: 0

-  Existing No Waiting at Any Time
-  No Loading at Any Time
-  Proposed Goods Vehicles Only Loading. 10 mins No return for 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10022343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
**Director for Infrastructure Delivery**  
**OXFORDSHIRE COUNTY COUNCIL**  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

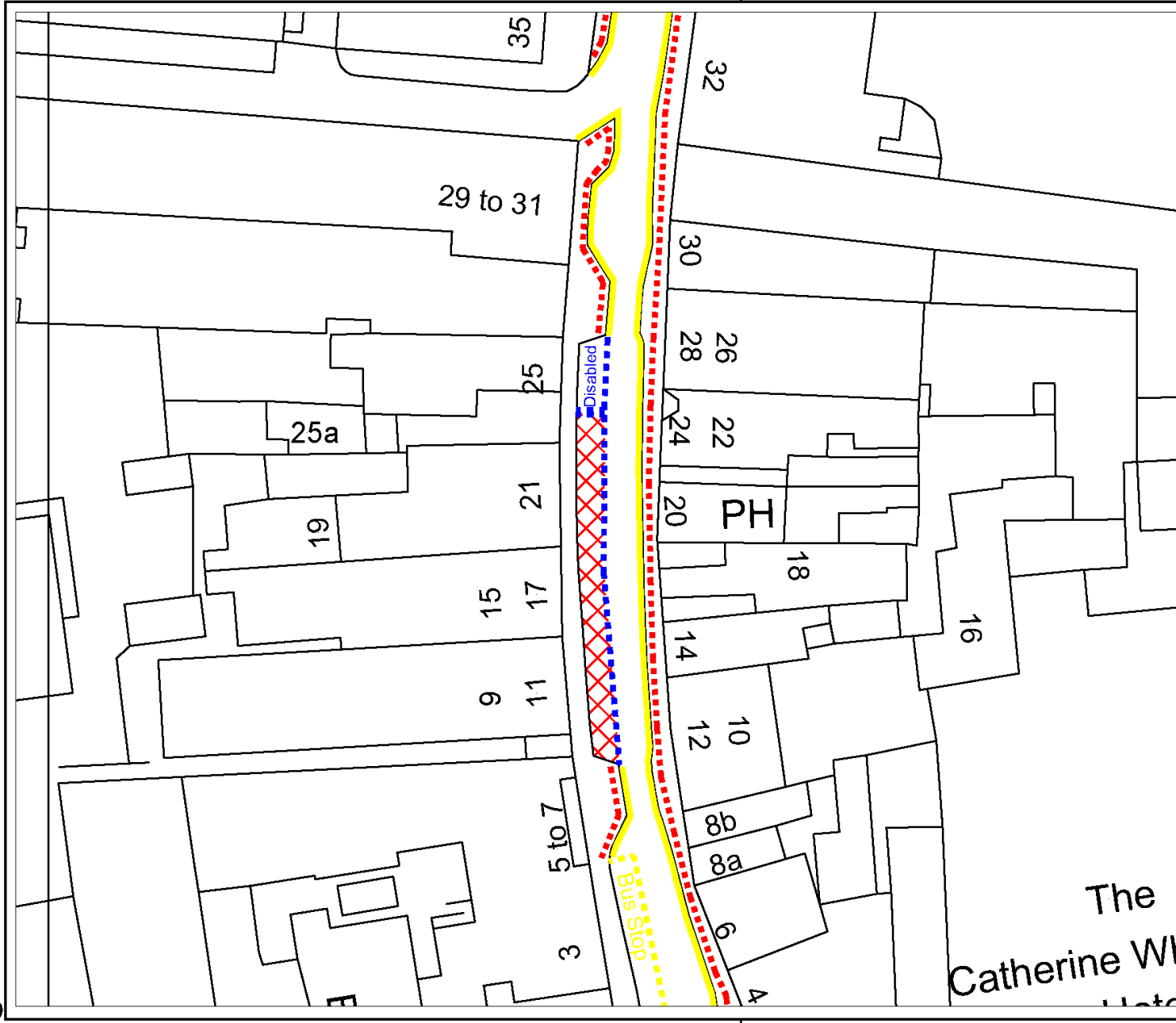
**Project title**  
 Proposed Waiting Restrictions  
 Henley

**Drawing title**  
 Bell Street  
 Proposed Goods Vehicle  
 Only Loading Bay





**Drawing Status**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JC	JCW	JCW
Date drawn	Date checked	Date approved	
6 Mar 2023		6 Mar 2023	

Oxfordshire Project No. 3 File Ref: HE/2023/?? Revision: 0



Drawing No. HE/2023/?? Revision 0

-  Existing  
No Waiting at Any Time
-  Resident Permits Holders Only
-  Proposed  
Limited waiting  
8am to 6pm  
20mins  
no return for  
1 hour
-  Resident Permit Holder Only

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
(ENTER 'NONE' IF APPLICABLE)

USE  
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

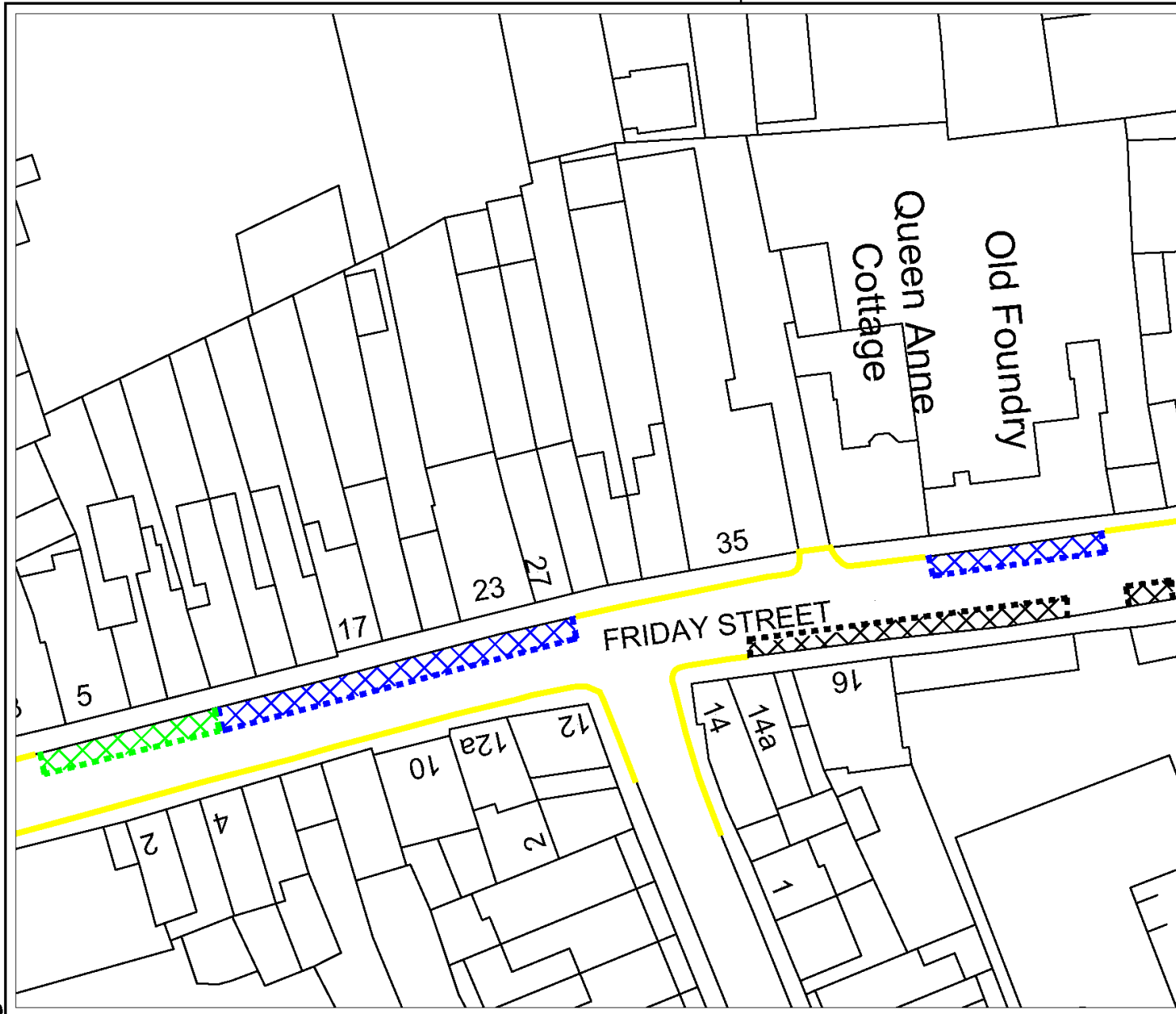
Project title  
Proposed Waiting Restrictions

Drawing title  
Friday Street  
Limited Waiting and  
Resident Permit Holders Only





Drawing Status

Scale @ A1	Drawn by	Checked by	Approved by
1:500	JC	JC	JW
	Date drawn	Date checked	Date approved
	6 Mar 2023		6 Mar 2023

Oxfordshire Project No. S/16/Rev  
 Drawing No. HE/2023/?? Revision 0



Drawing No: HE/2023/?? Revision: 0

-  **Proposed**  
No Waiting at Any Time
-  **Existing**  
Pay and Display  
Mon-Sat  
8am to 6pm
-  Resident Permit Holders Only
-  No Waiting At Any Time

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10022393 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
Director for  
**OXFORDSHIRE COUNTY COUNCIL**  
Infrastructure Delivery  
Committee  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0845 310 1111

**Project title**  
Proposed Waiting Restrictitons  
Henley

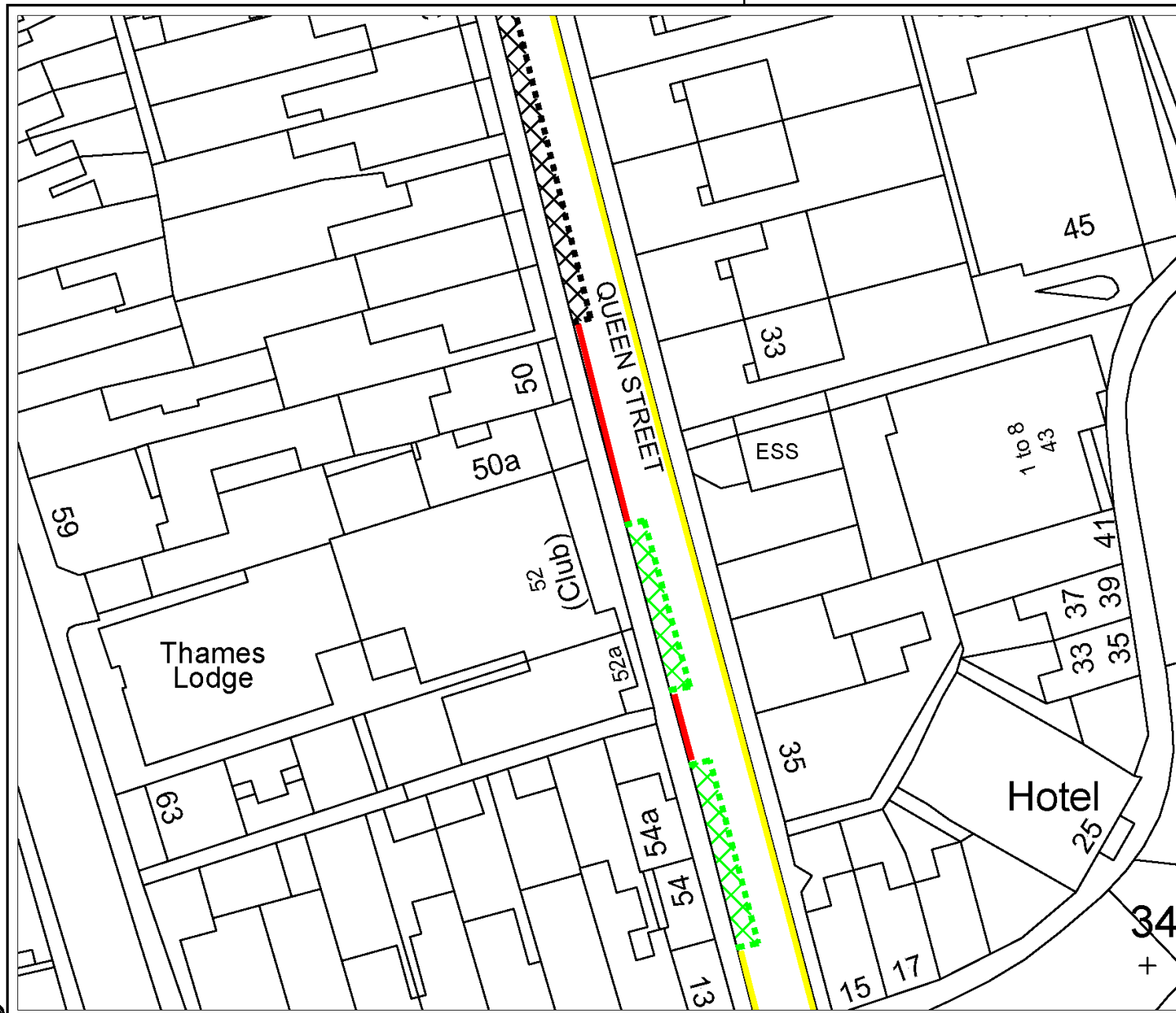
**Drawing title**  
Queen Street, Henley  
Proposed No Waiting at Any Time

**Drawing Status**

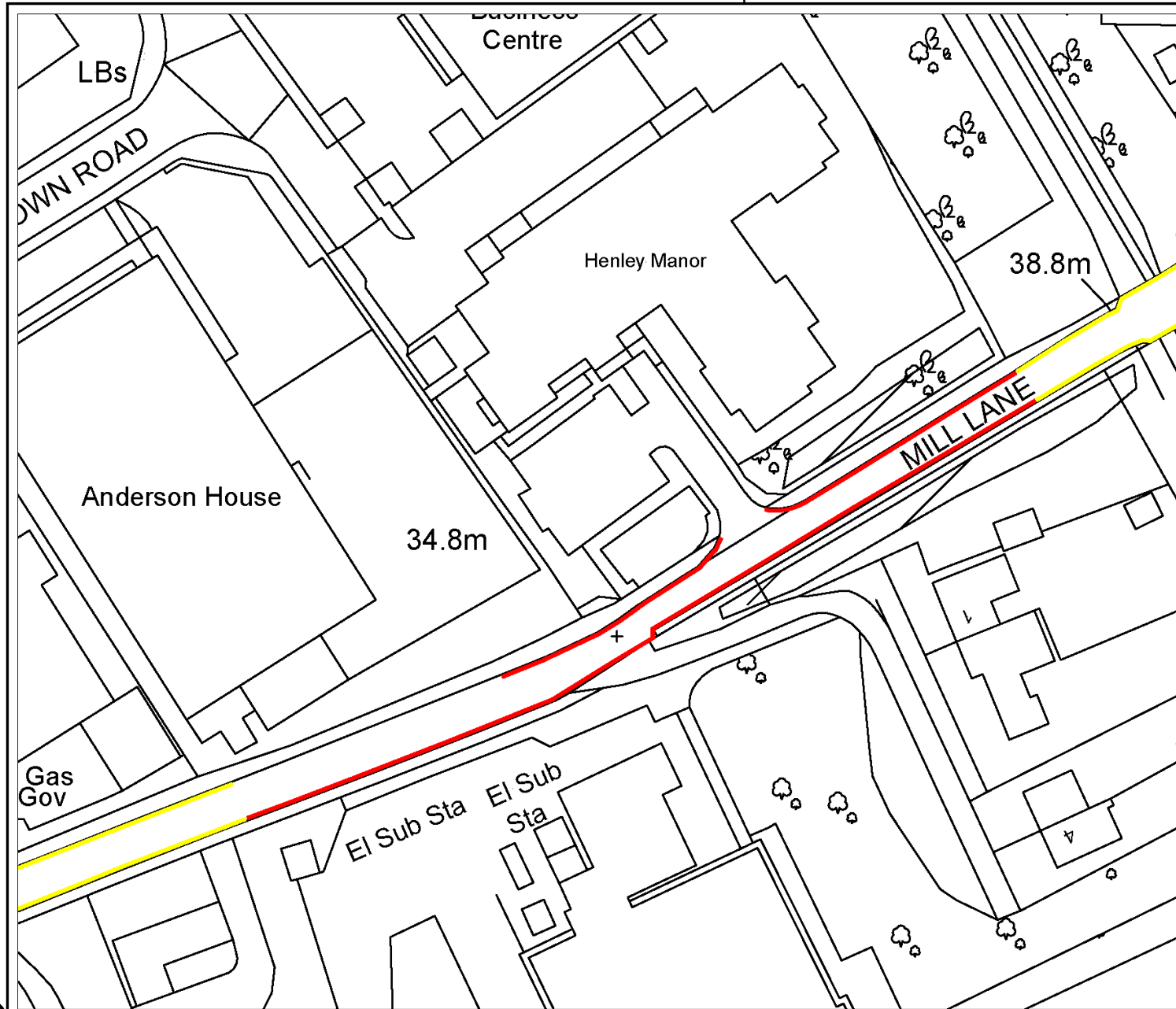
Scale @ A4	Drawn by	Checked by	Approved by
1:500	JC	JW	JW
Date drawn	Date checked	Date approved	
6 Mar 2023		6 Mar 2023	

Oxfordshire Project No. & File Ref

Drawing No: HE/2023/?? Revision: 0



Drawing No: HE/2023/?? Revision: 0



**Key**  
**Existing**  
 No Waiting at Any Time  
**Proposed**  
 No Waiting at Any Time

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
 Director for Infrastructure Delivery  
**OXFORDSHIRE COUNTY COUNCIL**  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

**Project title**  
 Proposed Waiting Restrictions Henley

**Drawing title**  
 Mill Lane  
 No Waiting at Any Time

**Drawing Status**

Scale @ A4	Drawn by	Checked by	Approved by
1:750	JC	JC	JW
Date drawn	Date checked	Date approved	
6 Mar 2023		6 Mar 2023	

Oxfordshire Project No. 8 File Ref  
 Drawing No: HE/2023/?? Revision: 0

Drawing No: HE/2023/?? Revision: 0



- Key**
- Existing**
  - No Waiting at Any Time
  - 
  - Proposed**
  - No Waiting at Any Time
  -

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023943 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
 Director for  
**INFRASTRUCTURE DELIVERY**  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

**Project title**

Proposed Waiting Restrictions  
 Henley

**Drawing title**

Reading Road  
 near Newtown Road  
 No Waiting at Any Time  
 Extension

**Drawing Status**

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JC	JC	JW
Date drawn	Date checked	Date approved	
6 Mar 2023		6 Mar 2023	

Oxfordshire Project No. & File Ref

Drawing No: HE/2023/?? Revision: 0

Drawing No: HE/2023/?? Revision: 0

- **Existing**  
No Waiting at Any Time
- **Proposed**  
No Waiting at Any Time

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)
USE (ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0945 310 1111

**Project title**  
Proposed Waiting Restrictions  
Henley

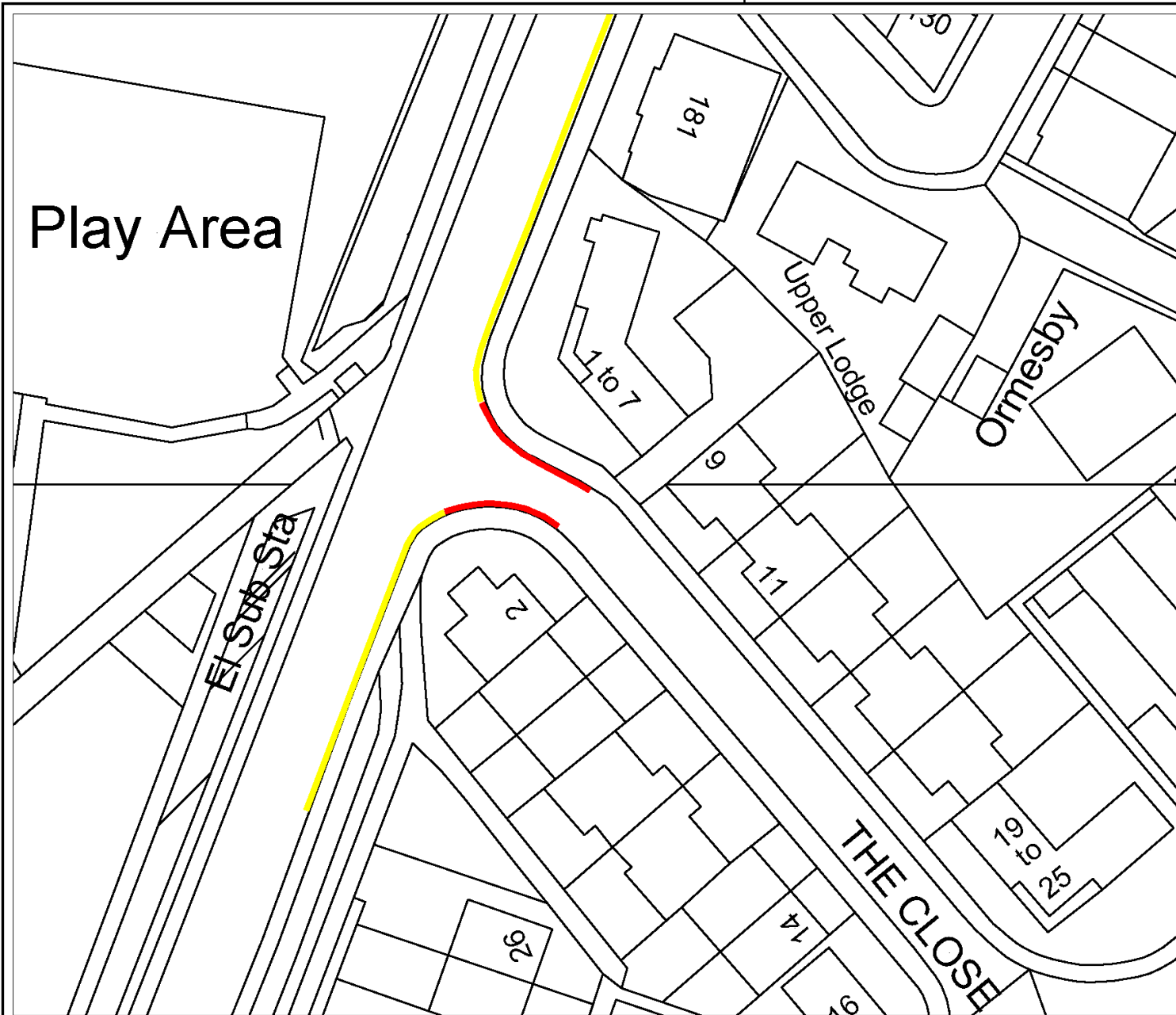
**Drawing title**  
The Close  
Extension to No Waiting  
At Any Time

**Drawing Status**

Scale @ A4 1:500	Drawn by J.C Date drawn 6 Mar 2023	Checked by  Date checked  	Approved by J.W Date approved 6 Mar 2023
---------------------	---	--	---

Oxfordshire Project No. & File Ref.

Drawing No. HE/2023/?? Revision: 0









Drawing No: HE/2023/?? Revision: 0

- Existing**  
 No Waiting  
 At Any Time
- Proposed**  
 No Waiting  
 At Any Time

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
 (ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
 (ENTER 'NONE' IF APPLICABLE)

USE  
 (ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
 (ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database right 10022393 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
 Director for  
**OXFORDSHIRE COUNTY COUNCIL**  
 Infrastructure Delivery  
 Committee  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

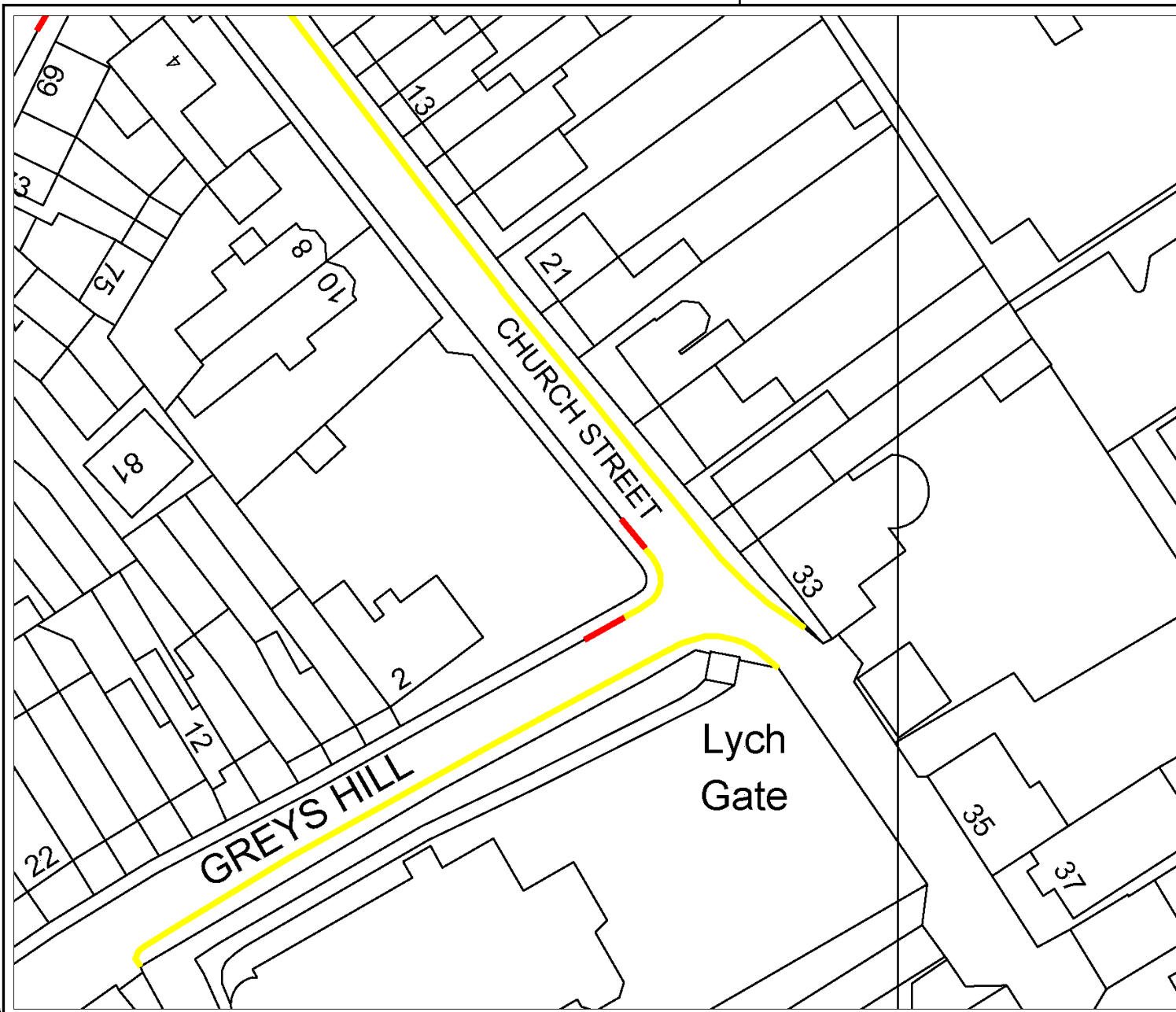
**Project title**  
 Proposed Waiting Restrictions  
 Henley

**Drawing title**  
 Church St and Greys Hill  
 Extension to No Waiting  
 At Any Time

**Drawing Status**


Scale @ A4	Drawn by	Checked by	Approved by
1:500	JC	JC	JW

Oxfordshire Project No. 8 File Ref  
 Drawing No: HE/2023/?? Revision: 0



Drawing No. HE/2023/?? Revision 0

**Proposed**  
No Waiting  
At Any Time



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
 (ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
 (ENTER 'NONE' IF APPLICABLE)

USE  
 (ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
 (ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**OXFORDSHIRE COUNTY COUNCIL**  
 Owen Jenkins  
 Director for  
 Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel 0845 310 1111

**Project title**  
Proposed Waiting Restrictions  
Henley

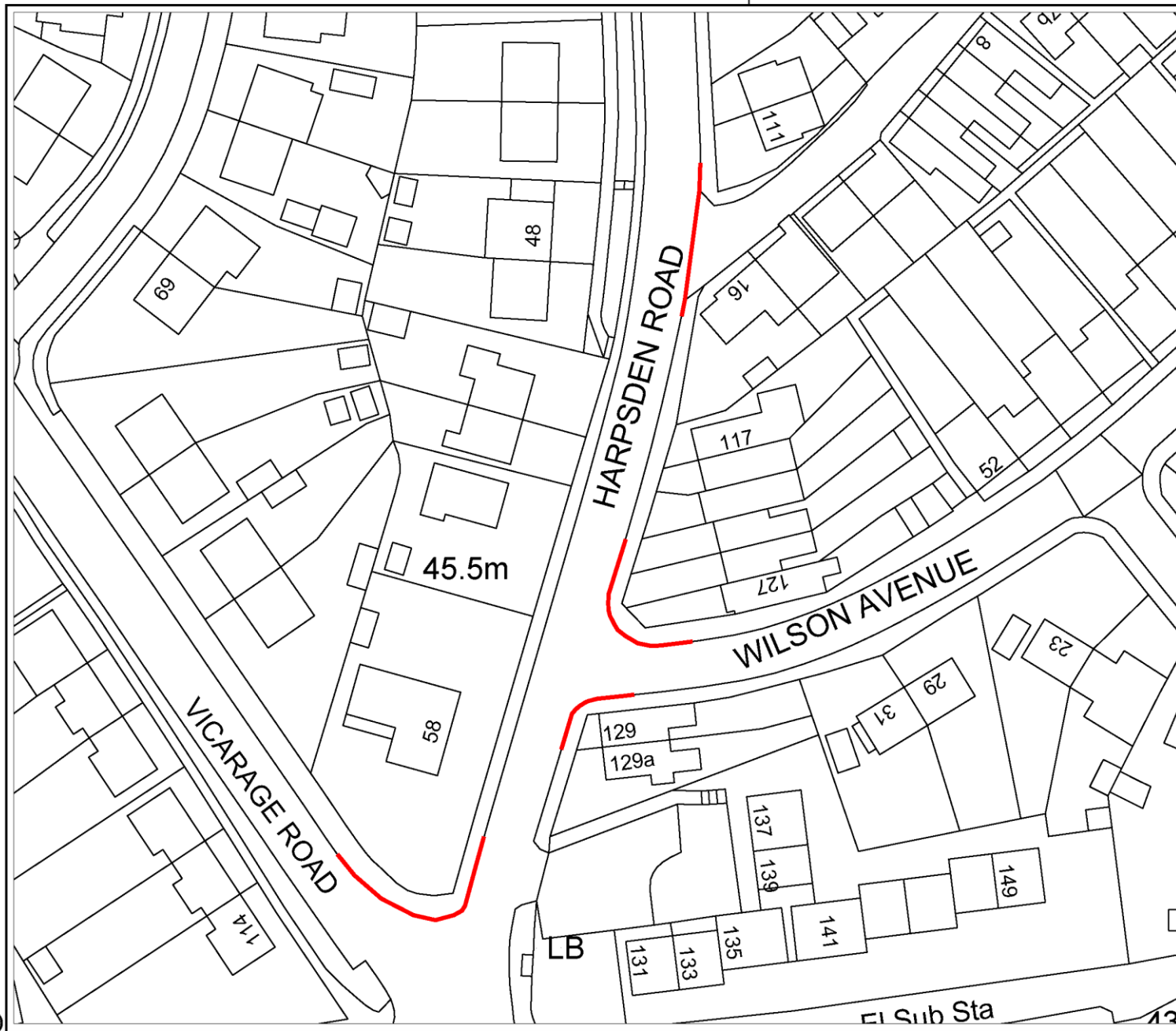
**Drawing title**  
Harpdsen Road  
No Waiting At Any Time

**Drawing Status**

Scale @ A3	Drawn by JC	Checked by	Approved by JWV
1:500	Date drawn 6 Mar 2023	Date checked	Date approved 6 Mar 2023

Oxfordshire Project No. & File Ref

Drawing No. HE/2023/?? Revision 0



Drawing No. HE/2023/?? Revision 0

**Proposed**  
No Waiting  
At Any Time

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK  
 DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:  
 CONSTRUCTION  
 (ENTER 'NONE' IF APPLICABLE)  
 MAINTENANCE/CLEANING  
 (ENTER 'NONE' IF APPLICABLE)  
 USE  
 (ENTER 'NONE' IF APPLICABLE)  
 DECOMMISSIONING/DEMOLITION  
 (ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 1002343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**Project title**  
Proposed Waiting Restrictions  
Henley

**Drawing title**  
Harpdsen Road  
No Waiting At Any Time  
Map 1

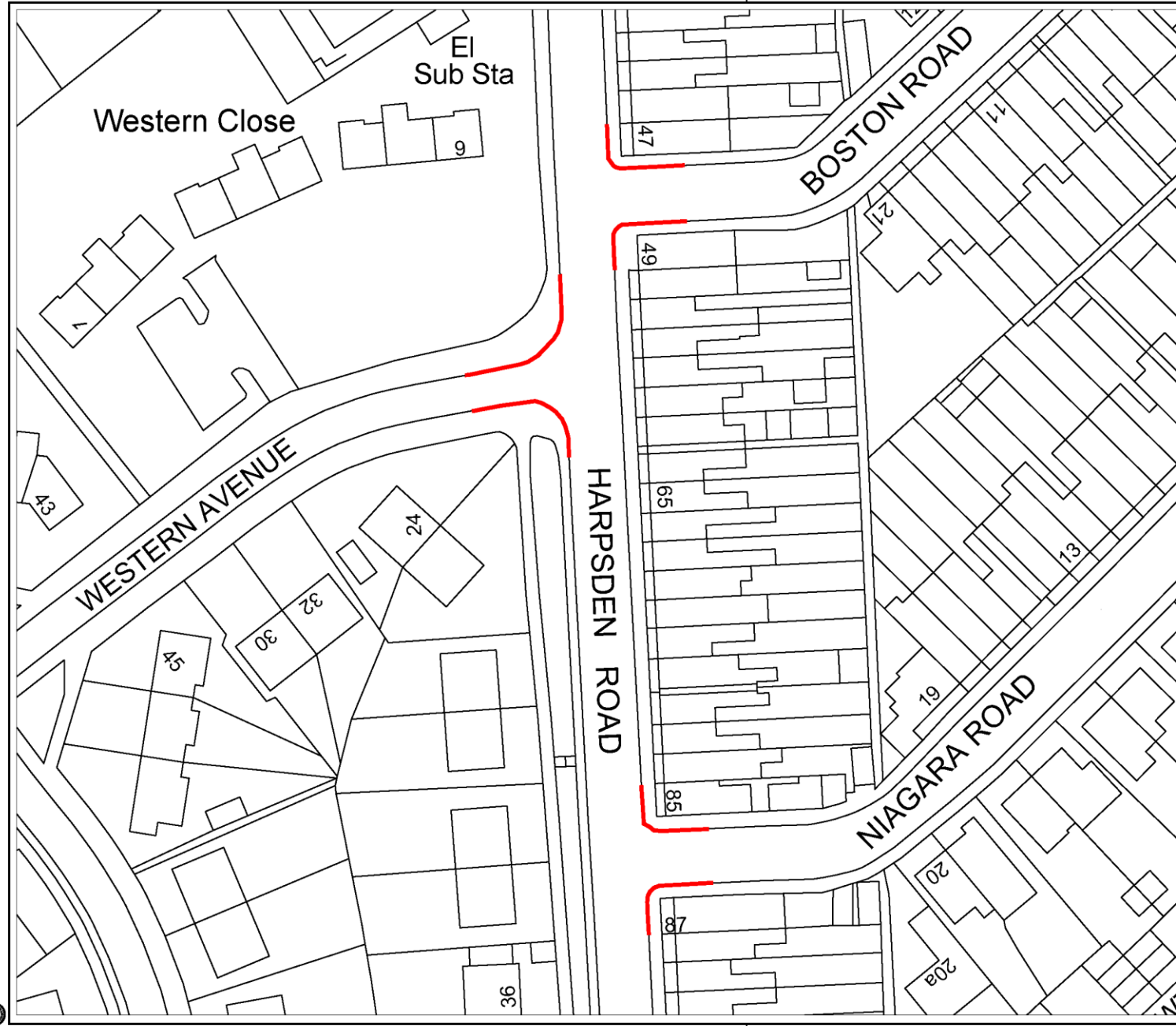
**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
1:500	JC	JC	JW
	Date drawn 6 Mar 2023	Date checked 6 Mar 2023	Date approved 6 Mar 2023

Oxfordshire Project No. & File Ref

Drawing No. HE/2023/?? Revision 0

P:\2. Network Management\Parking Control\John Charlton\Henley\Henley proposals.dwg



Drawing No. HE/2023/02 Revision 0

- Existing  
No Waiting  
at Any Time
- Proposed  
No Waiting  
at Any Time

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
(ENTER 'NONE' IF APPLICABLE)

USE  
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 100223942 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
Director for  
**INFRASTRUCTURE DELIVERY**  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0645 310 1111



**Project title**  
Proposed Waiting Restrictions  
Henley

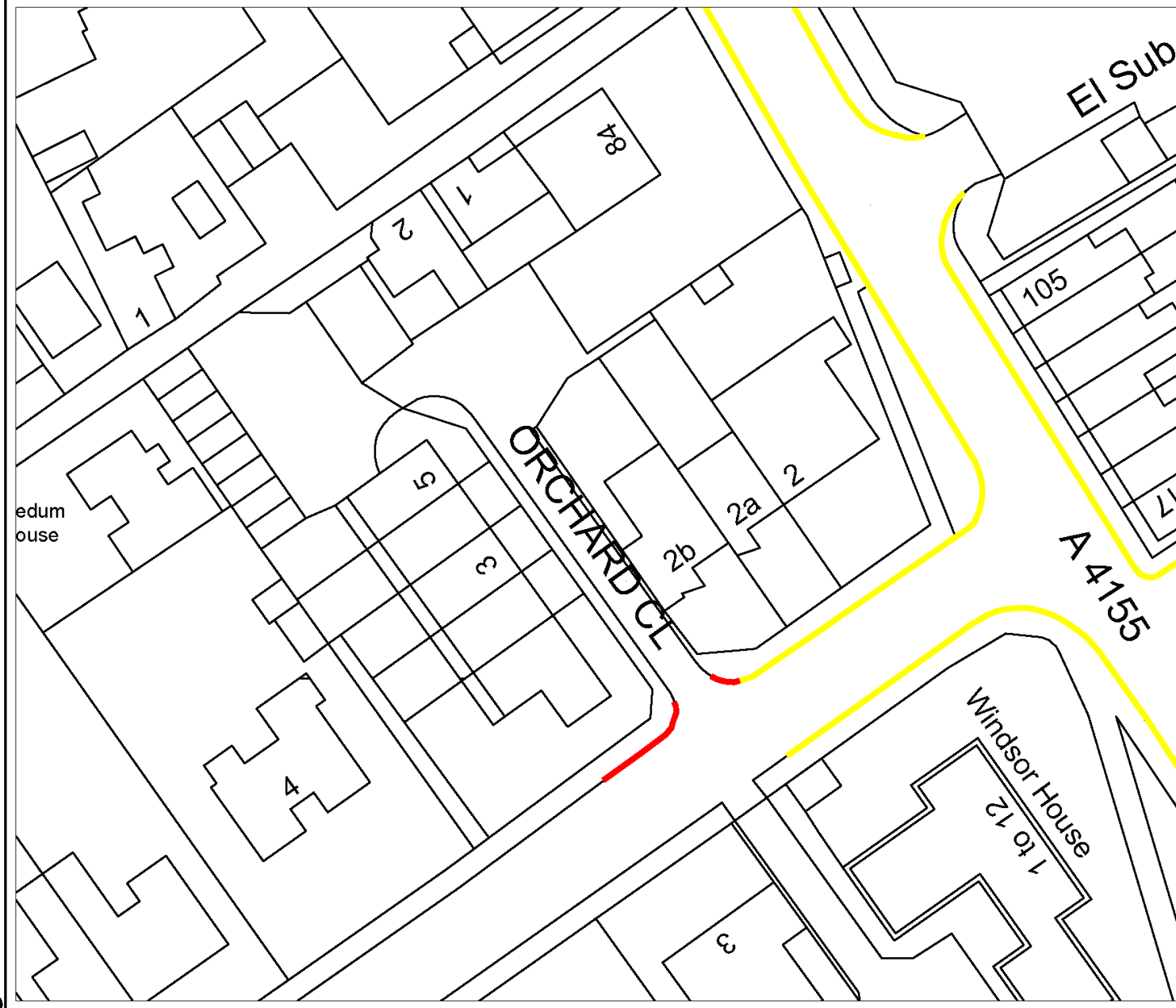
**Drawing title**  
Orchard Close  
Proposed No Waiting  
At Any Time

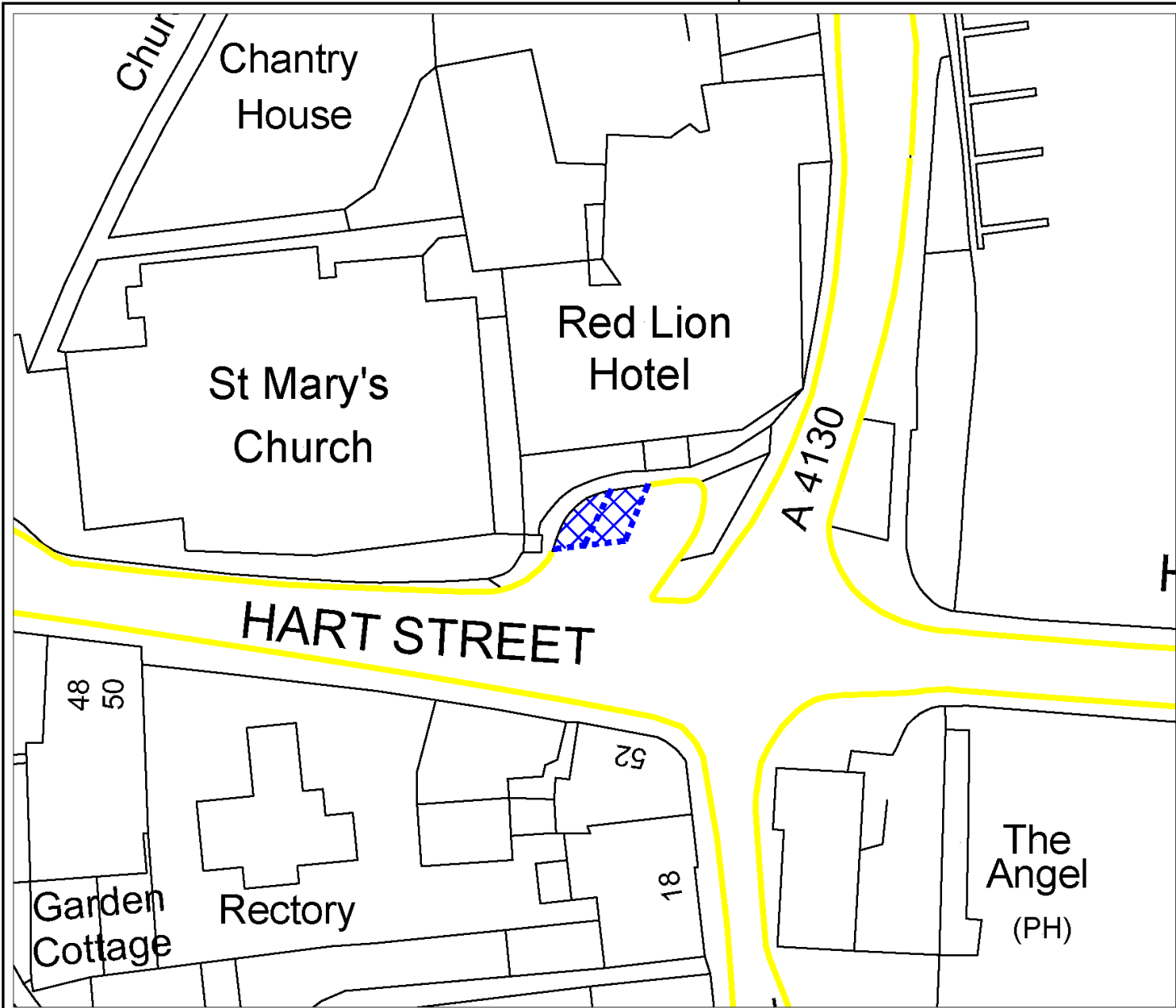
**Drawing Status**

Scale @ A1	Drawn by	Checked by	Approved by
1:500	JC	JW	JW



Oxfordshire Project No. & File Ref.

Drawing No. HE/2023/01 Revision 0





Drawing No. HE/2023/01 Revision 0

-  Existing No Waiting at Any Time
-  Proposed Limited Waiting Mon-Sat 9am to 5pm 30 minutes no return for 1 hour

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION  
 (ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
 (ENTER 'NONE' IF APPLICABLE)

USE  
 (ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
 (ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database right: 10022942 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
 Director for Infrastructure Delivery  
**OXFORDSHIRE COUNTY COUNCIL**  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0645 310 1111

**Project title**  
 Proposed Waiting Restrictions Henley

**Drawing title**  
 Hart Street  
 Proposed Limited Waiting

**Drawing Status**

Scale @ A1	Drawn by	Checked by	Approved by
1:500	JC	JW	JW

Date drawn	Date checked	Date approved
3 MAR 2023		3 MAR 2023

Oxfordshire Project No. & File Ref.  
 Drawing No. HE/2023/01 Revision 0

Drawing No. HW/2023/?? Revision 0

**Existing**  
No Waiting  
at Any Time



**Proposed**  
Limited Waiting  
Mon-Sat  
8am to 6pm  
20 minutes  
no return for  
1 hour



Disabled Parking  
Place

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

<b>CONSTRUCTION</b>	(ENTER 'NONE' IF APPLICABLE)
<b>MAINTENANCE/CLEANING</b>	(ENTER 'NONE' IF APPLICABLE)
<b>USE</b>	(ENTER 'NONE' IF APPLICABLE)
<b>DECOMMISSIONING/DEMOLITION</b>	(ENTER 'NONE' IF APPLICABLE)

© Crown Copyright and Database rights 10022343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Owen Jenkins  
Director for  
Infrastructure Delivery  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel: 0645 310 1111

**Project title**  
Waiting Restriction Proposals  
Henley

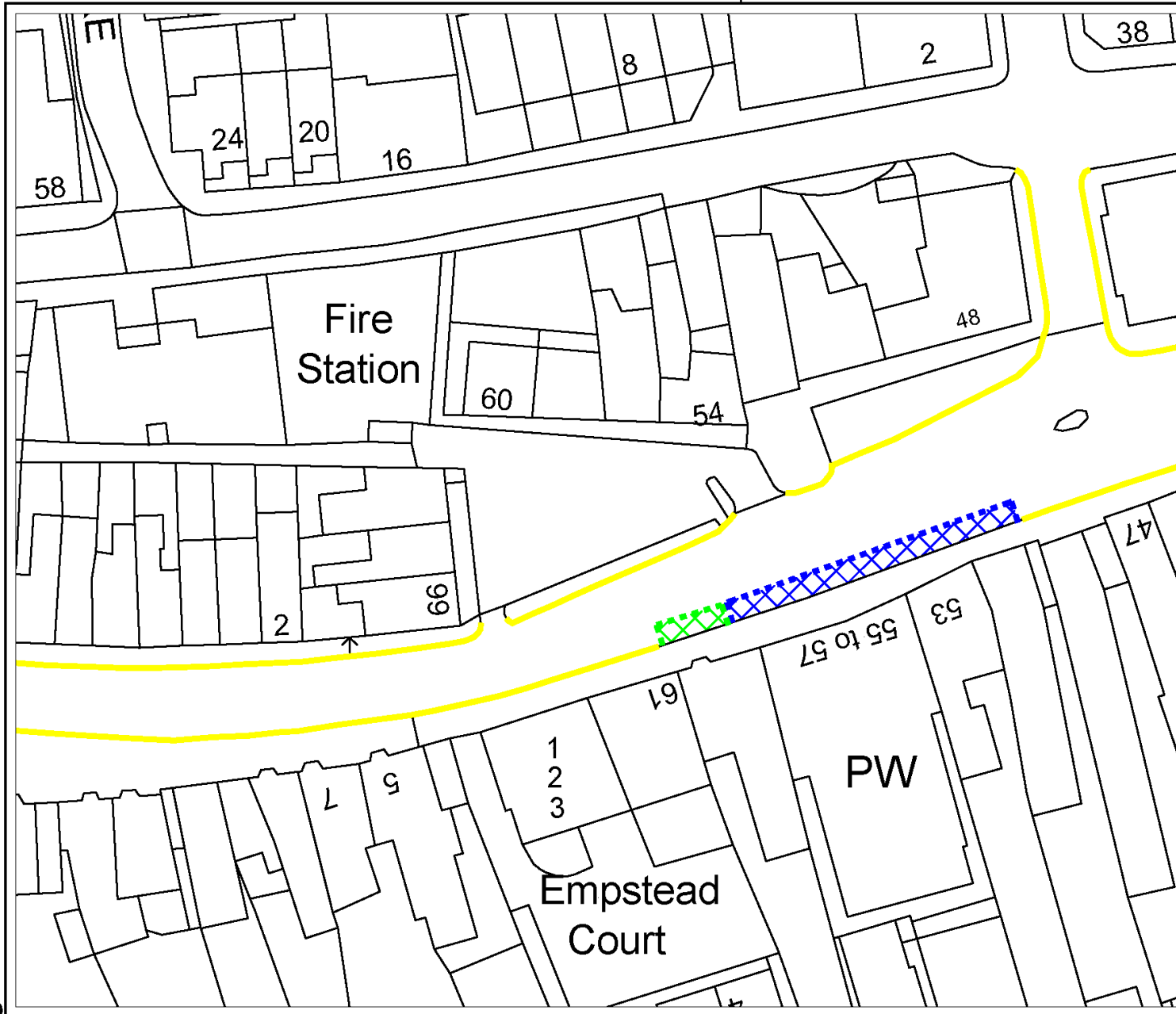
**Drawing title**  
Market Place  
Extension to Limited Waiting  
Map 1

**Drawing Status**

Scale @ A1	Drawn by	Checked by	Approved by
1:500	JC	JW	JW
	Date drawn	Date checked	Date approved
	8 Mar 2023		

Oxfordshire Project No. & File Ref.

Drawing No. HW/2023/?? Revision 0





## ANNEX 2

### A. 'No Waiting at Any Time' parking restrictions (double yellow lines):

Proposal	Object	Concerns	Support	No opinion	Total
Mill Lane	22 (25%)	9 (10%)	15 (17%)	42	88
Reading Road	27 (31%)	6 (7%)	20 (23%)	35	88
The Close	20 (23%)	6 (7%)	13 (15%)	49	88
Greys Road	23 (26%)	8 (9%)	21 (24%)	36	88
Church Street	28 (32%)	6 (7%)	16 (18%)	38	88
Greys Hill	29 (33%)	5 (6%)	17 (19%)	37	88
St Andrews Road	29 (33%)	6 (7%)	14 (16%)	39	88
Harpsden Road	42 (48%)	8 (9%)	12 (14%)	26	88
Boston Road	41 (47%)	7 (8%)	13 (15%)	27	88
Western Avenue	37 (42%)	6 (7%)	13 (15%)	32	88
Niagara Road	41 (47%)	7 (8%)	13 (15%)	27	88
Wilson Avenue	39 (44%)	8 (9%)	14 (16%)	27	88
Vicarage Road	34 (39%)	5 (6%)	14 (16%)	35	88
Queen Street	23 (26%)	2 (2%)	18 (21%)	45	88

### B. 'Limited Waiting' parking spaces:

Proposal	Object	Concerns	Support	No opinion	Total
Friday Street	15 (17%)	12 (14%)	25 (28%)	36	88
Hart Street	11 (13%)	12 (14%)	29 (33%)	36	88
Market Place	13 (15%)	11 (13%)	26 (30%)	38	88

### C. Parking and loading restrictions:

Proposal	Object	Concerns	Support	No opinion	Total
Amendment to existing 'Disabled Persons Parking Place' in Market Place	9 (10%)	6 (7%)	20 (23%)	53	88
Conversion of existing loading bays in Bell Street to 'Goods Vehicles only'	25 (28%)	12 (14%)	21 (24%)	30	88
New 'residents permit holders only' parking in Friday Street	13 (15%)	9 (10%)	28 (32%)	38	88

## A. Statutory consultee responses:

RESPONDENT	COMMENTS
(1) Local County Cllr, (Sonning Common division)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>I don't wish to comment on these aspects. My concern is about the loss of short-stay spaces on Friday Street and their change to 'Resident Only' parking.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>I don't wish to comment on these aspects. My concern is about the loss of short-stay spaces on Friday Street and their change to 'Resident Only' parking.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b></p> <p>I am very concerned about the loss of short-stay spaces on Friday Street and their change to 'Resident Only' parking and strongly object to this. Residents are already generously catered for while those wanting a quick visit have limited options.</p>
(2) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(3) Business Development and Partnerships Manager, (Go	<b>Concerns</b> – Thames Travel operate the 23 service from Henley on Thames to Didcot up to every hour Monday to Saturday. On Sunday an hourly service is provided from Henley to Wallingford where onward connections to Didcot are available on the 33 service.



<p>Ahead Group bus operator)</p>	<p>We have concerns about proposal to introduce a couple of limited waiting bays on Hart Street behind St Mary's Church. There is very little room at this location outside the hotel and very close to the traffic light junction with Thames Street and the bridge over the Thames. Cars arriving and departing these bays could lead to delays at the junction.</p> <p>Other than the above concern, we <b>support</b> the measures as they will improve traffic flow. In particular we very much support the introduction of a no waiting restriction at the northbound Newtown Road bus stop on Reading Road. This will enable buses to have unrestricted access to the stop. Whilst Thames Travel currently do not serve this stop, it is served by the Arriva service 800 between High Wycombe and Reading via Henley on Thames.</p>
<p>(4) Local District Cllr</p>	<p><b>Support</b> – I did with other Henley Town Councillors spend quite a considerable time in meetings with OCC, and I would just like to say what an excellent presentation of changes that we came up with, so a major thanks for this.</p> <p>I would just like to mention a few items.</p> <ol style="list-style-type: none"> <li>1. There is an area down by St Mary's Church between Hart Street and New Street, it is called Church Avenue, there are about a 10 properties. Up until OCC took complete control of Residents Parking Permits some two years ago, Henley Town Council used to issue them and Church Avenue was we thought part of the scheme, unfortunately it was never down in black and white. There has been one small issue that I have temporary resolved and I believe OCC are looking to add Church Avenue into the Residents Parking scheme. Will this need a traffic order or can someone just add the area in the future?</li> <li>2. There was talk of adding Greys Hill into the Resident Parking Scheme, the large majority of properties are terraced and they have no parking spaces other than parking on the road, is it to late to put this in or can it be added later?</li> <li>3. Item 13, Hart Street. The two spaces being provided outside the Relais (Red Lion) Hotel (shaded blue), were proposed to be put there basically for the hotel to have a 'dropping off zone', is there any chance of having similar wording to stop anyone just parking there and going off shopping?</li> <li>4. Item 14, Upper Market Place. By moving the shaded yellow area west, this could well cause problems with narrowing the width of the road. It is dangerous at the best of time with cars coming down. I think this should be reconsidered for safety reasons?</li> </ol>

(5) Local Town Cllr,  
(Henley-on-Thames,  
Greys Road)

A. 'No Waiting at Any Time' parking restrictions (double yellow lines):

Mill Lane – **Concerns**  
Reading Road – **Support**  
The Close – **Support**  
Greys Road – **Support**  
Church Street – **Support**  
Greys Hill – **Support**  
St Andrews Road – **Support**  
Harpsden Road – **Support**  
Boston Road – **Support**  
Western Avenue – **Support**  
Niagara Road – **Support**  
Wilson Avenue – **Support**  
Vicarage Road – **Support**  
Queen Street – **Support**

All these changes seem sensible, I only have concerns over Mill Lane because I wonder if the amount of removed waiting space might be excessive.

B. 'Limited Waiting' parking spaces:

Hart Street – **Support**  
Friday Street – **Support**  
Market Place – **Support**

Supportive. We need more limited waiting areas.

C. Parking and loading restrictions:

Residents permit holders only' parking – **Support**  
Disabled Persons Parking Place – **Support**  
Conversion of existing loading bays – **Concerns**

	These bays are very convenient for shoppers. They shouldn't use them, but they do, constantly. Without the ability to do so, I do worry about the effect on the businesses. That said, the congested nature of these bays for legitimate deliveries is also a problem.
(63) Henley Town Council	<b>Support</b> – Henley on Thames Town Council fully supports the planned schemes, as we worked closely with Oxfordshire County Council to formulate the proposals.

*B. Online survey responses:*

RESPONDENT	COMMENTS
(6) Local resident, (Henley-on-Thames, Adwell Square)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpsden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>Inconsiderate parking in many of these locations makes it difficult for a variety of car users to pass safely.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p>

	<p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Object</b></p> <p>Access is often impacted by careless parking in Market Place especially for emergency vehicles, cyclists, etc.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>Misuse of loading bays in Bell Street is very common.</p>
<p>(7) Local resident,  (Henley-on-Thames,  Baronsmead)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpsden Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>I have read the proposals and believe I agree with them, but can't be sure having seen your chosen method of questioning</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b></p>

	<p>Friday Street – <b>Support</b> Market Place – <b>Support</b></p> <p>read proposals, agree with them</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b> Disabled Persons Parking Place – <b>Support</b> Conversion of existing loading bays – <b>Support</b></p> <p>At Last! A commendably sensible and CLEAR FOR ALL proposal for the bays on Bell Street, now it would make sense to apply the same criteria to Duke Street, Come on officers, please wake up and be consistent</p>
<p>(8) Local resident, (Henley-on-Thames, Bell Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>No objections to these, mostly minor changes</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Friday Street – <b>Support</b> Market Place – <b>Support</b></p> <p>Some limited waiting spaces are beneficial to have</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b> Conversion of existing loading bays – <b>Object</b></p> <p>We live in 44a Bell Street, which is apparently ineligible for a Resident Permit. Given the central location of the flat on Bell Street, the closest non-Resident parking to us is well over 100m away outside 42 New St, so the loading bay on the East side of Bell St outside 46-50 Bell St is therefore the only close parking available to us. This has frequently</p>

	<p>proved invaluable for loading/unloading from our car, especially for larger or heavy loads which we would be unable to safely carry the distance from New St, so we are very keen to keep access to being able to use it.</p> <p>I appreciate that the loading bay outside 46-50 is frequently (and often heavily) abused, though from the many times that we have noticed vehicles parked there for over 10 minutes I can fairly say that this is down to a mix of both private and Goods vehicles, so I don't believe that simply restricting the space to Goods vehicles will solve the problem. Having said that, it does seem remarkably common that cars that have been left there a long time belong to someone having more than just a 10 minute lunch in Coppa Club... I would imagine that these private vehicles more-often-than-not belong to non-Residents given that Henley is a small town, though I may be wrong.</p> <p>If you really do feel that the restrictions on that bay need amending, then I would be in favour of the following two-part solution: 1) grant Resident Permits to 44a/b/c Bell St; this would give me and my neighbours the option of using closer resident's parking as an alternative should the loading bay be occupied, and 2) mark the bay as "Goods Vehicles and Residents only - 10 minutes no return 1 hour"; this will then maintain this as the only close option for our use, whilst simultaneously making it restricted parking for those who are unreasonably abusing it. Hopefully this is a fair balance and will have the desired impacts.</p>
<p>(9) Local resident, (Henley-on-Thames, Belle Vue Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>The double yellow line extension plans are simply another step in the OCC anti-motorist agenda which is very sinister.</p>

	<p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No comment</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No comment</p>
<p>(10) Local resident, (Henley-on-Thames, Church Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Greys Road – <b>Concerns</b> Church Street – <b>Concerns</b> Greys Hill – <b>Concerns</b></p> <p>Currently, parking on Church Street is a bit of a challenge, mainly due to the popularity of the area with visitors and those working in town taking the spaces of residents. I am worried the proposal to extend 'no waiting at any time' zones seems to further limit parking options for residents. I see this as a chance to rethink our parking strategy in a way that is more resident-friendly.</p> <p>To this end, I propose considering the establishment of a resident-only parking zone on Church Street. This approach would not only secure parking for those of us living here but could also contribute to a more organised and less congested street environment. By prioritising residents in our parking plan, we can create a more harmonious and efficient use of our shared spaces.</p> <p>I appreciate the council's efforts to make parking better for residents and look forward to seeing a plan that reflects our community's needs. My concern is that changing the parking on streets around grey rd, greys hill and greys rd will actually negatively affect residents.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b> Friday Street – <b>Support</b> Market Place – <b>Support</b></p> <p>N/A</p>

	<p><u>C. Parking and loading restrictions:</u></p> <p>N/A</p>
<p>(11) Local resident, (Henley-on-Thames, Church Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  Greys Road – <b>Concerns</b>  Church Street – <b>Object</b>  Greys Hill – <b>Concerns</b>  Queen Street – <b>Support</b></p> <p>As a resident of Church Street, I am writing to express my concerns regarding the proposed extension of 'no waiting at any time' restrictions in our area. While intending to regulate parking, the current proposal unfortunately leads to a significant reduction in available parking spaces for local residents. On Church Street, which is already burdened with heavy traffic, finding parking has become increasingly challenging for those living here.</p> <p>It's important to note that most of the existing parking spaces are frequently occupied by non-residents, including people working in or visiting the town. This situation leaves residents struggling to find suitable parking near their homes. The proposed plan, by eliminating current parking spaces to create no waiting zones, will exacerbate the issue on Church Street, Greys Rd and Greys Hill, rather than providing a solution.</p> <p>In light of these concerns, I propose an alternative approach: implementing a residents-only parking system on Church Street as it is on Albert Rd. Church Street is the closest street to the centre of town without any restrictions and visitors should be using the long stay or Greys Rd car parks which are only 500m down the road.</p> <p>This change would ensure parking availability for residents and potentially reduce the traffic volume on an already busy road. By prioritising resident parking, we can address the dual concerns of traffic congestion and parking scarcity, thereby improving the quality of life for the local community.</p> <p>I urge the council to reconsider the current proposal and adopt a more resident-focused approach to parking management on Church Street.nts in the area.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>N/A</p>



	<p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Concerns</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>I have concerns that the 'residents permit holders only' parking on Friday Street will push people further up grey road, church street and greys hill and push the parking problem onto residents of these roads.</p>
<p>(12) Local resident,  (Henley-on-Thames,  Church Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b></p> <p>Residents struggle to find parking spaces in the area and these plans will reduce the amount of spaces for local residents. There are no plans to mitigate or improve the parking availability for residents so I feel it will make the parking situation worse on an already busy road. I feel that these roads should be residents-only parking already and the council should consider implementing this. There are plenty of car parks in the vicinity but people use these roads as parking for going into town. Mon residents Park here all day and sometimes for days on end. I read in the Henley Standard this week that revenue from car parks is down this year, Sheridan Jacklin-Edward the town clerk confirmed. One of the reasons is people use free parking at the expense of local council tax payers being able to park.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>People should use car parks to pop into town.</p> <p><u>C. Parking and loading restrictions:</u></p>

	<p>Residents permit holders only' parking – <b>Concerns</b></p> <p>I'm worried that changing the parking restrictions on Friday street will push the problem down Greys Road to Church Street, and Greys Hill, which are already very busy.</p>
<p>(13) Local resident, (Henley-on-Thames, Church Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Greys Road – <b>Support</b> Church Street – <b>Object</b> Greys Hill – <b>Object</b></p> <p>We have recently moved into Church Street and have noticed that it is almost impossible to get any on street parking, not only on Church Street but also Greys Hill - the majority of people parking are leaving their cars and going to work and clearly there are a lot of residents on these two roads that are finding in increasingly difficult to ever park their cars</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b> Friday Street – <b>Support</b> Market Place – <b>Support</b></p> <p>These are busy traffic locations and very busy with pedestrians especially in Market Place</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b> Disabled Persons Parking Place – <b>Support</b> Conversion of existing loading bays – <b>Support</b></p> <p>These are all misused regularly especially in evenings</p>

(14) Local resident,  
(Henley-on-Thames,  
Church Street)

A. 'No Waiting at Any Time' parking restrictions (double yellow lines):

Greys Road – **Support**  
Church Street – **Support**  
Greys Hill – **Support**  
St Andrews Road – **Support**  
Harpsden Road – **Concerns**  
Boston Road – **Concerns**  
Western Avenue – **Concerns**  
Niagara Road – **Concerns**  
Wilson Avenue – **Concerns**  
Vicarage Road – **Concerns**

A. On the Church Street/Greys Road/Greys Hill proposals I generally agree. However I wonder whether extending double yellow lines will be sufficient to deter people from parking illegally as they do not do so now.

B. Re the new DYs, my concerns are for the residents' loss of parking in already congested areas. These roads are used as a rat run when Reading Road is congested and parked cars make it difficult to transit these roads, however I think a balance needs to be reached with provision of parking.

B. 'Limited Waiting' parking spaces:

Hart Street – **Support**  
Friday Street – **Support**  
Market Place – **Support**

These will be good for business, improving motorist access to shops.

C. Parking and loading restrictions:

Conversion of existing loading bays – **Concerns**

Bell Street businesses benefit from short term parking where motorists have convenient access to shops. Conversely trucks blocking Bell Street cause traffic jams. Can HGV deliveries not take place outside normal trading hours so parking spaces could be HGV centric at those times and motorist/shopper centric during trading hours?

<p>(15) Local resident, (Henley-on-Thames, Church Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Church Street – <b>Object</b> Greys Hill – <b>Object</b></p> <p>This will result in the loss of 2 parking spaces for local residents with very little benefit, if any in terms of improving traffic movement or visibility. There is an issue here but it is because the existing double yellow lines on Greys Hill are ignored. You can barely see them because they have faded and also because there are holes in the road that need filling. So please just fill the holes, repaint the yellow lines and enforce them!</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No comment</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No comment</p>
<p>(16) Local resident, (Henley-on-Thames, Church Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Support</b> Greys Road – <b>Support</b> Church Street – <b>Support</b> Greys Hill – <b>Support</b></p> <p>Vehicles parked on these street corners currently make them extremely dangerous, especially the Greys Road - Church Street intersection where there are regular incidents/accidents involving vehicles and pedestrians. These proposed restrictions will only work if they are monitored on a daily basis. Any vehicles not adhering to the proposed new regulations should be given a FPN. This will require additional resources to uphold, otherwise the proposed restrictions will be mainly ignored by road users, as is the case at the moment.</p>

	<p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>N/a</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>N/a</p>
<p>(17) Local resident,  (Henley-on-Thames,  Cromwell close)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Concerns</b>  Reading Road – <b>Concerns</b>  The Close – <b>Concerns</b>  Greys Road – <b>Concerns</b>  Church Street – <b>Concerns</b>  Greys Hill – <b>Concerns</b>  St Andrews Road – <b>Concerns</b>  Harpsden Road – <b>Concerns</b>  Boston Road – <b>Concerns</b>  Western Avenue – <b>Concerns</b>  Niagara Road – <b>Concerns</b>  Wilson Avenue – <b>Concerns</b>  Vicarage Road – <b>Concerns</b>  Queen Street – <b>Concerns</b></p> <p>Where are the people who live on these roads to put their cars?</p>

	<p>Why not make it a residential pass and anyone else pay an hourly fee?</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Concerns</b></p> <p>Locals should be given residential passes</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>Locals should be given residential passes</p>
<p>(18) Local resident,  (Henley-on-Thames,  Cromwell Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Support</b>  The Close – <b>Concerns</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Concerns</b>  Harpsden Road – <b>Concerns</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Concerns</b>  Vicarage Road – <b>Concerns</b>  Queen Street – <b>Support</b></p>

	<p>I oppose to Mill Lane as nowhere else to park when football is played.  Harpden Road yellow lines need not be as long. Residents must be able to park - Residents parking areas created ?</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Support</b>  Market Place – <b>Concerns</b></p> <p>Need spaces for emergency shopping and disabled</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Concerns</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>Disabled parking needed</p>
<p>(19) Local resident,  (Henley-on-Thames,  Deanfield)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b></p>

	<p>Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>Supporting due to many near misses with cars not being able to see safely before pulling out due to visibility being restricted by parked cars.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>Too many drivers thinking it's ok to just park whilst shopping.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>Fully support</p>
<p>(20) Local resident,  (Henley-on-Thames,  Deanfield Avenue)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Concerns</b>  Greys Hill – <b>Support</b></p> <p>Greys Road and Greys Hill need urgent attention as they block traffic which essentially become single file. Likewise Reading Road</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p>



	<p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>Think this will improve the flow of car parking for visitors</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>Bell Street parking is abused by many</p>
<p>(21) Local resident,  (Henley-on-Thames,  Elizabeth close)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>*</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p>

	<p>Hart Street – <b>Object</b>  Friday Street – <b>Object</b>  Market Place – <b>Object</b></p> <p>*</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Disabled Persons Parking Place – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p> <p>*</p>
<p>(22) Local resident,  (Henley-on-Thames,  Elizabeth Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>I don't believe there is a problem on Mill Lane and when the car park is full it allows more people to park and enjoy the river.</p>

	<p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>Will help with traffic movement in the centre of town</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>Bell street - hopefully this will stop the public in the 4x4 parking there and popping out to get a coffee!</p>
<p>(23) Local resident,  (Henley-on-Thames,  Friday Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>N/A</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Friday Street – <b>Object</b></p> <p>As a resident of Friday street, we already get non residents parking overnight in the current limited waiting restrictions. Allowing a 20min window will not stop this and is annoying to no be able to park outside where I live because people abuse the curr</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b></p>

	<p>I completely support the resident parking coming to Friday Street. I have to park quite far away from my address at times and knowing that I can have a space outside my home is perfect. Especially for safety and with potential car thefts.</p>
<p>(24) Local resident, (Henley-on-Thames, Grange road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Niagara Road – <b>Object</b></p> <p>You are shunting the problem by limiting where residents in these roads can park. The nearest and most obvious place these residents will park is around where I live and where parking is already a problem. I live on Grange road. We regularly cannot park if we return late at night or middle of the day, as despite there being less than 20 houses on our road the surrounding roads (park, Marmion, grove and Reading Road) spill out and people park there and travel into town/get the train. Our road regularly (almost daily) gets to unsafe levels of parking. We have had two serious house fires in the last two years where the fire engines were obstructed. And sadly have regular ambulances, which I have seen many times struggle to turn the corner into our street. It doesn't feel very safe. I fed these views into a local councillor review last year and nothing came of it. Please don't push the traffic problem into our street please find a longer term solution. I'd even be in favour of everyone in henley getting a residents parking permit for one car. And one car only. To try and make it fairer.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>Na</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No opinion</p>

<p>(25) Local resident, (Henley-on-Thames, Gravel Hill)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpsden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Support</b></p> <p>Support traffic flow. Vicarage Road is compact and resident parking prioritised.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>Henley shops need short pick up parking to encourage trade.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b></p>

	<p>Conversion of existing loading bays – <b>Object</b></p> <p>Bell street needs a quick parking solution. Usage of sainsburys/timpsons etc are reliant on being conveniently available to locals passing.</p>
<p>(26) Local resident, (Henley-on-Thames, Gravett close)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpsden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>Please enforce these double yellow lines and also ensure people don't park on pavements!</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>More parking restrictions needed all over. And enforcement</p> <p><u>C. Parking and loading restrictions:</u></p>

	<p>Residents permit holders only' parking – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>N/a</p>
<p>(27) Local resident,  (Henley-on-Thames,  Greys Hill)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Church Street – <b>Object</b>  Greys Hill – <b>Object</b></p> <p>There are existing yellow lines that have faded and there are pot holes. People ignore the existing yellow lines. Would be better to repaint, fix the road, put up a no parking sign for the existing yellow lines and enforce these by sending up the attendant once a week. There is currently a very difficult situation for residents in greys hill with a lack of parking. By extending the yellow lines this situation would just be made worse. If enforced, the current yellow lines already provide enough space for bin Lorrie's etc to get around. Extending them resolves nothing. Just adds to our woes. Although I understand the approach to try and fix the issue with the bend in the road, this will definitely not fix the issue. The solution already exists and simply needs to be enforced. Thank you</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>Need stopping places for quick drop offs pick ups in town</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Concerns</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>Friday street will have less parking but I'm sure residents know best.</p>

	<p>We need to be able to do quick loading and unloading/pick up in time. Instead I would support 5/10 minute stopping only</p>
<p>(28) Local resident, (Henley-on-Thames, Greys Hill)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Church Street – <b>Object</b> Greys Hill – <b>Object</b></p> <p>I am objecting vociferously - and with 30 years direct experience - to the extension of double yellow lines in Church Street and Greys Hill. This would result in the loss of two parking spaces for local residents on the roads concerned where parking is consistently an issue for residents.</p> <p>The proposed changes are of no benefit to residents and are unnecessary...</p> <p>Drivers ignore the current double yellow lines on the junction of Church Street and Greys Hill as they are worn away and cannot be seen. Serious deterioration to the road surface within the gutter next to the kerb makes the existing lines virtually invisible. Consequently, there are issues with drivers parking illegally on the double yellow lined corner which can cause difficulty for larger vehicles traversing Church Street and Greys Hill, and vice versa.</p> <p>The correct and sensible solution - which will not reduce available parking, will make it clear that parking is not allowed on double yellow lines on the corner and enable larger vehicles to traverse the corner - is to repair the said road surface (required anyway were the changes to be implemented) and simply repaint the double yellow lines on the existing no parking area on the corner, and not to extend it.</p> <p>I trust that you will consider this objection most carefully in the interests of residents and road users in Church Street and Greys Hill and agree that the proposal is removed.</p> <p>Yours Michael Hodges Greys Hill</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>I have no opinion</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Conversion of existing loading bays – <b>Object</b></p>



	<p>With albeit limited knowledge, the current regulation appears to work so why change it?...If goods vehicles delivering to local retailers in Bell Street report problems of access, look at how both can be accommodated in a 24 hour period. (The problem is more deep rooted as the pavement width was extended unnecessarily many years ago and were it not for that parking could be extended for very limited periods in further areas of Bell Street, aiding retailer in the street</p>
<p>(29) Local resident, (Henley-on-Thames, Greys Hill)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Church Street – <b>Object</b> Greys Hill – <b>Object</b></p> <p>There are existing yellow lines that have faded and there are pot holes. People ignore the existing yellow lines. Would be better to repaint, fix the road, put up a no parking sign for the existing yellow lines and enforce these by sending up the attendant once a week. There is currently a very difficult situation for residents in greys hill with a lack of parking. By extending the yellow lines this situation would just be made worse. If enforced, the current yellow lines already provide enough space for bin Lorrie's etc to get around. Extending them resolves nothing. Just adds to our woes. Although I understand the approach to try and fix the issue with the bend in the road, this will definitely not fix the issue. The solution already exists and simply needs to be enforced. Thank you</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b> Friday Street – <b>Support</b> Market Place – <b>Support</b></p> <p>Need stopping places for quick drop offs pick ups in town</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Concerns</b> Disabled Persons Parking Place – <b>Concerns</b> Conversion of existing loading bays – <b>Concerns</b></p>

	<p>Friday street will have less parking but I'm sure residents know best. We need to be able to do quick loading and unloading/pick up in time. Instead I would support 5/10 minute stopping only</p>
<p>(30) Local resident, (Henley-on-Thames, Greys Hill)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Greys Road – <b>Support</b> Church Street – <b>Support</b> Greys Hill – <b>Support</b></p> <p>It's very frustrating that currently bin lorries (and therefore emergency vehicles) cannot access greys hill due to non residents parking on the corner of greys hill and church st. I do think something needs to be done so that non residents cannot park on greys hill, whilst retaining the same number of spaces.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Na</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Conversion of existing loading bays – <b>Object</b></p> <p>We are losing further parking in the centre of town</p>
<p>(31) Local resident, (Henley-on-Thames, Greys Hill)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b> Reading Road – <b>Object</b> The Close – <b>Object</b> Greys Road – <b>Concerns</b> Church Street – <b>Object</b> Greys Hill – <b>Object</b></p>

	<p>St Andrews Road – <b>Object</b>  Harpden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>The double yellow lines are already taking two huge car park spaces what would be the need to increase it more? For what apparent purpose? Residents can already not park on the road like me often having to go round and round and park far away from my house. It's insane - who is reviewing what happens to residents parking? Are you introducing residents parking permit only?</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Object</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Object</b></p> <p>Same response think about residents first</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Residents parking is priority</p>
(32) Local resident, (Henley-on-Thames, Greys Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Object</b>  The Close – <b>Object</b></p>

	<p>Greys Road – <b>Object</b>  Greys Hill – <b>Object</b>  Boston Road – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b></p> <p>Some of these lengths of double yellows you propose are ridiculous. This is would put more pressure on residents under the guise of safety and seems like a money making exercise.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>I didn't see details of this so haven't any opinion as yet</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Disabled Persons Parking Place – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Very small businesses rely on passing trade that comes from those using these bays. I strongly object to this.</p>
<p>(33) Local resident,  (Henley-on-Thames,  Greys Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>The Close – <b>Concerns</b>  Greys Road – <b>Concerns</b>  Church Street – <b>Concerns</b>  Greys Hill – <b>Concerns</b></p> <p>Additional parking restrictions are needed around Greys Rd/Church St/Greys Hill. The concern is that the problem will be moved further up Greys Rd where there is already a significant problem with blocked driveways, dropped kerbs and blocked pavements. There is little or no enforcement and no agency wants to take responsibility. What will be done to prevent the parking problem simply being moved?</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p>

	<p>No opinion</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No opinion</p>
<p>(34) Local resident, (Henley-on-Thames, Greys Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Concerns</b>  Greys Road – <b>Object</b>  Greys Hill – <b>Object</b></p> <p>Totally unnecessary to extend the existing double yellow lines. Will cause more traffic problems, not less</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Object</b></p> <p>Will cause More traffic problems, not less</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Disabled Persons Parking Place – <b>Object</b>  Conversion of existing loading bays – <b>Support</b></p> <p>I have cause for concern but am amiable to a trial period</p>

(35) Local resident,  
(Henley-on-Thames,  
Harpsden Road)

A. 'No Waiting at Any Time' parking restrictions (double yellow lines):

Mill Lane – **Support**  
Reading Road – **Object**  
The Close – **Object**  
Greys Road – **Object**  
Church Street – **Object**  
Greys Hill – **Object**  
St Andrews Road – **Object**  
Harpsden Road – **Object**  
Boston Road – **Object**  
Western Avenue – **Object**  
Niagara Road – **Object**  
Wilson Avenue – **Object**  
Vicarage Road – **Object**  
Queen Street – **Object**

Support mill road as it is a way to walk down the river and there is a car park at the bottom. Object to the rest as it will push cars to park in other areas leading to them being over crowded then having parking restrictions leading to parking outside of Henley

B. 'Limited Waiting' parking spaces:

Hart Street – **Object**  
Friday Street – **Object**  
Market Place – **Object**

Car parks close by

C. Parking and loading restrictions:

Residents permit holders only' parking – **Support**  
Disabled Persons Parking Place – **Object**  
Conversion of existing loading bays – **Support**

	<p>Residents should have access to parking on their streets. Disabled parking in car park is enough .dosent matter people will still park there</p>
<p>(36) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Concerns</b>  The Close – <b>Object</b>  Greys Road – <b>Concerns</b>  Church Street – <b>Concerns</b>  St Andrews Road – <b>Concerns</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>Inappropriate and wholly against the needs of local residents.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Object</b>  Friday Street – <b>Object</b>  Market Place – <b>Object</b></p> <p>Unnecessary.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Object</b>  Conversion of existing loading bays – <b>Support</b></p>

	Appropriate
(37) Local resident, (Henley-on-Thames, Harpsden Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpsden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>There is too much on street parking in Henley - particularly on narrow roads. However at my last out we had less than 1,000 off road car park spaces - far too few for a population of 11K plus - and plus occupants from the 20 odd surrounding settlements/villages etc who drive to Henley to shop. However, it should be noted that illegal parking on the existing yellow lines is rarely penalised esp around Harpsden Rd and its junction with Reading Rd</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Object</b>  Market Place – <b>Concerns</b></p>



	<p>Friday Street is narrow and overcrowded now, Hart St a busy thoroughfare and Market Place too busy for more parking. (Due to our crazy road system the Fire Brigade often have to use Market Place (travelling in the wrong direction) to get to their intended)</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>Too much use is made of the loading bays by private motorists and should be stopped. I have a feeling incidentally that far more 'resident parking' permits have been issued by HTC than there are resident parking spaces. This is pure greed on their part.</p>
<p>(38) Local resident,  (Henley-on-Thames,  Harpden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Object</b>  Harpden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>Parking on Harpden Rd and surrounding areas is already under pressure and further restrictions will have a negative impact for residents. The proposed changes are unnecessary as traffic is forced to proceed with caution at these junctions and to my knowledge (20 yrs residence) accidents are extremely rare. Development of the community hub will increase parking pressure so please don't make these changes!</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>I have no opinion about town centre parking. I walk everywhere in Henley</p> <p><u>C. Parking and loading restrictions:</u></p>

	Same as my previous comment
(39) Local resident, (Henley-on-Thames, Harpsden Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>Too little parking already exists. Stop removing perfectly fine parking spaces.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Object</b>  Friday Street – <b>Object</b>  Market Place – <b>Object</b></p> <p>We need parking. Stop removing it.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Residents only parking is just a cash cow. We Need to be able to park briefly outside shops on bell street.</p>

<p>(40) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p>A. <u>'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>All of the proposals for double yellow lines on residential roads will do nothing but hinder the residents who live on those streets.  If any of the members putting forward these plans lived on say harpsden or boston road, they would understand the current struggle with parking, which double yellow lines will only compound. If safety is of a concern, perhaps a reduced speed limit would be of better result.  There is already a shortage of parking for residents, with people using their cars on a daily basis to commute to work etc and adding unnecessary double yellow lines will make already limited parking situation even worse, causing people to park in streets further away from their homes or areas which would be a nuisance. One of the benefits of choosing to live just outside the town centre is the marginally increased availability of parking (compared with say albert road) . These terraced houses that will be impacted do not have the luxury of driveway parking, but having a car in the household is a necessity and available parking for them should be maintained.</p> <p>B. <u>'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b></p> <p>Great to see additional short stay spaces on Hart Sreet.</p>
---	---

	<p>Friday / Market place already have similar offerings and cannot see these proposed changes having an impact either way.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>I see in these areas you are supporting residents parking, yet hindering other residents just outside of the center. Lack of consistency here, but I support making parking considerations for residents.  Loading bay restrictions = positive for the traffic on Bell Street.</p>
<p>(41) Local resident,  (Henley-on-Thames,  Harpden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>Where will residents be able to park ? It's hard enough to park already on Harpden road because people from out of town take spaces during the day. Introduce residents only parking please.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No opinion</p> <p><u>C. Parking and loading restrictions:</u></p>

	No opinion
(42) Local resident, (Henley-on-Thames, Harpsden Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Support</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>Ensure the length of the double yellow lines in the written letter is modified and reduced to match that depicted by the plans for Harpsden Road and its junctions with Niagra Road, Boston Road, and Western Avenue. Until this is clarified, I object to this.</p> <p>Mill Lane is a popular place to park for visitors to our town in the summer who are enjoying Marsh Medows. It is also an essential parking area, as the car parks that serve Marsh Medows are not large enough. Parking on this lane does need to be restricted to allow vehicles to pass; however, the proposed restrictions have gone too far. Restricting parking on one side of the road would suffice. I suggest revising the plans for Mill Lane; the traffic flow along Mill Lane would improve if the drainage is addressed.</p> <p>On Reading Road, heading towards Henley, the proposition is to double the yellow line at the bus stop, which should also be marked as a 'bus stop'; otherwise, buses will not be permitted to wait in the area.</p>

As observed on Google Maps, extending the double yellow lines on Greys Road is unnecessary. With the current road markings, vehicles can pass in each direction on the correct side of the road. Reducing valuable parking here will impact residents.

Having lived at 33 Church Street for many years, I know parking is a premium on this road. The current road markings are sufficient to ensure that the corner is navigable, so do not extend the restrictions on this road. However, please ensure the road is kept clean and clear of leaves so the current double yellow lines are visible.

The plan for double yellow lines on Harpsden Road Junctions with Boston, Western and Niagra Roads is a good idea. However, the length of the lines proposed into Niagra and Boston is about one car length too long. The buildings and narrow pavements already restrict the view for turning vehicles. Therefore, restricting parking further is superfluous. Align the termination of the proposed double yellow line in Boston and Niagra Road with the front of houses 47, 49, 85, and 87 Harpsden Road. The written public notice description of these new double yellow lines does not match the plan. Until the length of these proposed double yellow lines is drastically reduced, I object to this proposal.

The current double yellow lines on St Andrews Road are sufficient, and there is no need to extend them into Orchard Close or even further up St Andrews.

B. 'Limited Waiting' parking spaces:

Hart Street – **Concerns**

Friday Street – **Object**

Market Place – **Concerns**

Market Place - It looks like an additional single parking spot outside D:two! Plenty of available space could be utilised between Pavillion and The Three Tuns Public House.

Red Lion Hotel - It looks like there are only two new spaces. There is potential

C. Parking and loading restrictions:

Residents permit holders only' parking – **Concerns**

Disabled Persons Parking Place – **Concerns**

Conversion of existing loading bays – **Object**

	<p>There should be many more short-term parking spaces available in Market Place. Cars currently illegally park, wait, load, and drop off there without causing any traffic problems.</p> <p>Market Place - It looks like an additional single parking spot outside D:two! Plenty of available space could be utilised between Pavillion and The Three Tuns Public House.</p> <p>Bell Street - Proposed restrictions will help only a small number of goods vehicles. There is potential to place a short-term parking spot outside 29 to 31, add one more short-term parking spot in the area between 9 Bell Street and 25a, and limit the restriction to loading only for daytime hours outside 46 to 50 Bell Street, freeing up that slot for general parking overnight. I suggest splitting the area between 46 and 50 Bell Street to provide one short-term parking spot for general use and one for loading.</p>
<p>(43) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b></p> <p>Local residents will have no where to park with the proposed changes on Harpsden Road and the roads leading off. This will not make is safer - what Harpsden road needs is speed bumps not yellow lines. The danger is people speeding. You cannot put in yellow lines without considering the number of residents who park here.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>The proposed yellow lines show a lack of understanding of parking on Harpsden Road, and provides no solution for where residents should park. It also shows that you have misunderstood what the actual issue is - people speeding along the road which will o</p> <p><u>C. Parking and loading restrictions:</u></p>

	None
(44) Local resident, (Henley-on-Thames, Harpsden Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b></p> <p>There is not enough parking to invoke double yellow lines for 20m around junctions. Residents depend on these spaces for commuting, local traders/businesses etc. It would reduce parking significantly if 20m sections of road become double yellow.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>NA</p> <p><u>C. Parking and loading restrictions:</u></p> <p>NA</p>
(45) Local resident, (Henley-on-Thames, Harpsden Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b></p>



	<p>Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>"Improve traffic movement" - Your stated aim. What this will do is encourage more and faster traffic, making all the roads even more dangerous and increase noise and pollution levels. It will be harder to cross the road, already unsafe in peak periods, and also massively reduce residential parking in the area. The lack of parking will affect residents in and around Harpsden Road especially, as there are barely enough spaces now, and lead to more conflicts between neighbours. Harpsden road already suffers from dangerous speeding drivers, this will mean there are more of them. This is a very nasty plan for residents on every level.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Concerns</b></p> <p>I support more limited waiting spaces providing it does not come at the expense of local residents parking provision.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Concerns</b>  Disabled Persons Parking Place – <b>Concerns</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>This will probably have an impact on small shops that rely on passing trade. The chip shop in Friday street is one of these. We should really have more parking meters so that some income is raised and parking provision can be allocated by market forces.</p>
<p>(46) Local resident,  (Henley-on-Thames,  Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b></p>

	<p>Wilson Avenue – <b>Object</b></p> <p>As a resident and homeowner on Harpsden Road I am deeply concerned about the proposed parking measures being imposed by Oxford County Council. The introduction of the new yellow lines will significantly reduce access to parking for myself and my neighbours. We purchased our house with the understanding that we had access to convenient parking.</p> <p>I understand the need for traffic management and safety precautions. Traffic calming measures should be implemented rather than reduction of parking space.</p> <p>The speed at which some commuters transit through Harpsden Road is concerning. Therefore I formally object to the proposals and would like to see traffic calming considered.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>We try to walk into town or use the town car parks</p> <p><u>C. Parking and loading restrictions:</u></p> <p>n/a</p>
(47) Local resident, (Henley-on-Thames, Harpsden Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b></p> <p>As a resident of Harpsden Road I am very concerned about the double yellow line proposals. This will significantly restrict spaces for parking for not only our household but our neighbours too. One of the reasons we chose to buy in Harpsden Road over 20 years ago due to the availability of parking, especially as we are a two car household as are</p>

many of our neighbours. Many of our neighbours have young children and need access to parking outside their homes. Also when tradespeople come, visitors it's always convenient to have access to street parking.

The impact of the double yellow lines on the Harpsden Road/Boston Road junction will impact us. The notice states 20m, which is a huge amount of spaces lost. There are businesses in Boston Road who use the street for parking Monday-Friday. The double yellow proposal around and down 20m on Boston Road is ridiculous. You can't see through a house so therefore these are necessary parking spots for residents.

The community uses Trinity Hall most evenings during the week and therefore parking is required for all these cars. There is a proposal to make Trinity Hall more of a community hub, taking away parking will also affect this.

Understandably there is a need for traffic management and safety on the corners/junctions but the proposed amount of spaces lost around corners would negate this. People need to be able to park near their homes, losing so many spaces would really inhibit families in our neighbourhood and community. I am opposed to the double yellow lines in the Harpsden/Boston/Niagara/Western/Wilson areas. It's challenging to find parking outside our house sometimes when busy, this would severely impact that as the double yellows proposed would be in front of 53 Harpsden.

B. 'Limited Waiting' parking spaces:

Hart Street – **Support**

Friday Street – **Support**

Market Place – **Support**

Limited waiting makes sense in for those times when you need to run in and collect/drop off something from stores. Market Place especially needs some limited waiting spots. Everyone parks there at the moment anyway so making it legal makes sense. It would

C. Parking and loading restrictions:

Disabled Persons Parking Place – **Support**

Conversion of existing loading bays – **Object**

There are not enough street parking places for people to park for short periods. Providing this in town would be useful and support shopping in lots, businesses,

.

<p>(48) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b> Reading Road – <b>Object</b> The Close – <b>Object</b> Greys Road – <b>Object</b> Church Street – <b>Object</b> Greys Hill – <b>Object</b> St Andrews Road – <b>Object</b> Harpsden Road – <b>Object</b> Boston Road – <b>Object</b> Western Avenue – <b>Object</b> Niagara Road – <b>Object</b> Wilson Avenue – <b>Object</b> Vicarage Road – <b>Object</b> Queen Street – <b>Object</b></p> <p>No one is going to have any where to park!</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No opinion</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Conversion of existing loading bays – <b>Object</b></p> <p>10 mins in town is handy when you are dropping things off at the charity shop or nipping in super quick to grab something. From what I see, they are not overly used so I am not sure why you would even need to do this.</p>

(49) Local resident,  
(Henley-on-Thames,  
Harpden Road)

A. 'No Waiting at Any Time' parking restrictions (double yellow lines):

Harpden Road – **Object**  
Boston Road – **Object**  
Western Avenue – **Object**  
Niagara Road – **Object**  
Wilson Avenue – **Object**  
Vicarage Road – **Object**

We're residents on Harpden Road. The letter outlines distances to introduce DYL's of 20m, 20m, 20m, 30m, 25m, 12m down the road, effectively taking 127m of parking off the road, which is a massive amount. It will have a major impact on all residents living on the road, as they'll need to park somewhere else, and will heavily change the use of the road, as people that already dangerously fly down the hill, will be able to continue to do that all the way down the road, as the distances outlined almost entirely remove all parking on the East side of the road

The intention to increase visibility in the turnings we understand and agree with, and actually the drawings outlined in the consultation pack, show something that appears more reasonable and we'd potentially agree with. However it is impossible to assess this properly, as the drawings don't remotely match up to the distances outlined. We'd appreciate clarity on what the relevant proposal of distance for the DYL's is (drawings or distances), and then reissue of the request so we can properly provide feedback to the accurate request.

Regarding the other roads in Henley. We do have opinions on them all, and have a mix of support and concern, however as we're not residents on those roads, it feels unfair to weight our opinion on them, so we'll leave that for relevant residents effected that live and park on those roads

B. 'Limited Waiting' parking spaces:

As before, we do have opinions on all these pieces and have read them thoroughly, however we feel it is more relevant for residents on those roads/business effected to have their opinions heard primarily, as they're most impacted, so we'll not provide our

C. Parking and loading restrictions:

	<p>As before, we do have opinions on all these pieces and have read them thoroughly, however we feel it is more relevant for residents on those roads/business effected to have their opinions heard primarily, as they're most impacted, so we'll not provide our opinions</p>
<p>(50) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Concerns</b>  Reading Road – <b>Concerns</b>  The Close – <b>Concerns</b>  Greys Road – <b>Concerns</b>  Church Street – <b>Concerns</b>  Greys Hill – <b>Concerns</b>  St Andrews Road – <b>Concerns</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Concerns</b></p> <p>I am resident of Harpsden Road and there is already insufficient parking for residents. To impose these conditions is absurd and would reduce the level of parking far below the minimum required for the area for residents who have no option but to use street parking. I very strongly object to these proposals.  I am not familiar with proposals in neighbouring roads but assume that they are just as inadequately thought out.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Concerns</b></p> <p>As before</p>

	<p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Concerns</b>  Disabled Persons Parking Place – <b>Concerns</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>As before</p>
<p>(51) Local resident,  (Henley-on-Thames,  Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>Strongly object to the introduction of DYs on Harpsden Road, Boston Road, Niagara Road, Wilson Avenue and Vicarage Road as currently proposed. There is a high volume of traffic on these roads, and I am concerned that the speed of traffic (which is already too fast) will increase if visibility is improved. I am also concerned that the residents on these roads will lose access to parking in close proximity to their houses, as there is already often a lack of available spaces. I would support the introduction of some DYs IF the following were considered: residents parking, a reduction in speed limit to 20mph, traffic calming measures (such as speed bumps) and traffic restrictions (such as local access only). I have witnessed/been aware of a number of incidents on Harpsden Road, and have strong concerns that a serious accident will occur in the near future - particularly if visibility is improved, and cars/vans/lorries/motorbikes feel that they can drive even faster down this road.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>No comment.</p>

	<p><u>C. Parking and loading restrictions:</u></p> <p>No comment.</p>
<p>(52) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Support</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>No opinion</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>I am objecting to the majority of the proposed changes, as it does not appear that any impact on local residents has been taken into consideration. In addition to this, local residents who will be impacted by the proposal have not been properly consulted when it comes to what the real issues for traffic in the area are and no other measures to manage this have been proposed.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Object</b>  Friday Street – <b>Object</b>  Market Place – <b>Object</b></p> <p>I do not believe the proposal will have any of wanted impact and will result in further traffic within the town</p>



	<p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>The proposed changes will have a positive impact on the town and I believe residents parking should be implemented further in the town - as opposed to the actual proposal</p>
<p>(53) Local resident,  (Henley-on-Thames,  Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Object</b>  Greys Road – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>This scheme is absolute madness, there is not enough parking on the streets as it, most households have minimum of 2 vehicles, so where are we all supposed to park.</p> <p>I am a resident in Harpsden road and we all struggle to get parked , my neighbours have between two and five vehicle's a household where I live.</p> <p>you are proposing to loose parking out side houses to corners of Niagara road and Boston road leading on to harpsden road that's a loss of about 20 parking spaces leading out from these two roads alone onto corners of harpsden road. you then got loss of spaces in Niagara road and Boston road on there own street corners. where are all the vehicles going to park, this is utter madness, this matter has really not been thought through properly . then</p>

you got western avenue corner on harpsden road. also Newtown gardens and Wilson avenue , where is every one going to park.

what do you want people to do start parking illegally, we also already have 2 disable bay which has taken up 3 parking spaces and 1 resident is permanently parked in that all day long. [disable holder obviously] with out actually using a tape measure that is going to be a loss of approximately 40 to 50 parking spaces and that depends on size of vehicles just in harpsden road alone.

If you lived in Harpsden Road you would realise that people from the side roads Niagara, Boston road etc try and park on Harpsden road when they have no spaces.

It is also a selling point to have street parking outside your house and this would have an impact on selling. I strongly disagree with this proposal.

1 thing you should do is stop large lorries coming up from reading road and trying to get on to harpsden road, The roads are not wide enough for the really big vehicles..  
STRONGLY DISAGREE, UTTER MADNESS.

B. 'Limited Waiting' parking spaces:

Hart Street – **Object**  
Friday Street – **Object**  
Market Place – **Object**

too many restrictions, car parks are always full

C. Parking and loading restrictions:

Disabled Persons Parking Place – **Object**  
Conversion of existing loading bays – **Object**

why fix it if its not broken, what are you hoping to achieve,.

<p>(54) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>Yellow lines will reduce the number of parking spaces on Harpsden Road, without FIRST putting in place controls (Harpsden Road residents parking) for residents who LIVE on Harpsden Road. Currently we are a free car park for customers for the 3 Horseshoes pub, workers in Henley or commuters to the train station using Harpsden Road as free all day parking, residents of Reading Road with multiple cars per household parking on Harpsden Road even though they have garages/off road parking. Harpsden Road residents often cannot park for days/weeks anywhere on Harpsden Road.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Not applicable.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Not applicable</p>
<p>(55) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b></p>

	<p>As a resident and homeowner on Harpsden Road I am deeply concerned about the proposed parking measures being imposed by Oxford County Council. The introduction of the new yellow lines will significantly reduce access to parking for myself and my neighbours. We purchased our house with the understanding that we had access to convenient parking.</p> <p>I understand the need for traffic management and safety precautions. Traffic calming measures should be implemented rather than reduction of parking space.</p> <p>The speed at which some commuters transit through Harpsden Road is concerning. Therefore I formally object to the proposals and would like to see traffic calming considered.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>n/a</p> <p><u>C. Parking and loading restrictions:</u></p> <p>n/a</p>
(56) Local resident, (Henley-on-Thames, Harpsden Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>As a resident of Harpsden Road where parking is already difficult due to the number of cars here, removing spaces by adding double yellow lines will cripple families with children that need to drive to school. We can't survive without our cars especially as I'm a driver in a work capacity and my partner also needs her car for her business. I park near</p>

	<p>the junction with Western avenue as it's quieter and safer for my car on the bottom of Western avenue... Were double yellow lines to be added we simply could not park our cars any more.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Friday Street – <b>Object</b></p> <p>Partner works in the anchor in Friday Street so needs parking</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Conversion of existing loading bays – <b>Object</b></p> <p>Occasionally businesses on bell Street have to have small vans or cars unload to them so they no longer would be able to receive those deliveries</p>
<p>(57) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>Reduced accessibility for residents. This discriminates against those that don't have driveways, have children and need a car.</p>

	<p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No opinion</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No opinion</p>
<p>(58) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>The new DYLS proposed around Harpsden Road will mean removing spaces for about 60 cars. The residents of these roads are largely elderly or young families, each of whom need convenient, accessible parking (especially given none of the properties have their own parking space). It would make parking severely difficult and would lead to huge congestion in an already densely populated area.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Na</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Na</p>
<p>(59) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Concerns</b></p>

	<p>Boston Road – <b>Concerns</b>  Western Avenue – <b>Concerns</b>  Niagara Road – <b>Concerns</b>  Wilson Avenue – <b>Concerns</b></p> <p>Fully support the need for double yellow on the junctions adjoining and on Harpsden Road. However as a resident with one car we desperately need a plan around resident permits so that there is an equitable position. Some residents have 3 cars for one house!</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>N/a</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>N/a</p>
<p>(60) Local resident,  (Henley-on-Thames,  Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>No opinion</b></p> <p>As a resident living on Harpsden Road I strongly object to the double yellow lines proposal. With parking on Boston Road, Niagara Road, Newtown Gardens Road and Wilson Avenue already beyond capacity adding further parking restrictions will only create a problem elsewhere.</p>

	<p>The proposal of 20 and 30m DYL restrictions is not the answer in this particular area. The resource would be better spent on speed ramps on Harpsden Road to slow down the vehicles travelling as excessive speed which is where the real difficulty of joining into Harpsden Road lies. The location is teeming with young families, elderly residents, cyclists and dog walkers who would feel much safer with speed ramps controlling vehicle speed rather than DYL junctions in the area.</p> <p>I hope the parking requirements of the residents has been surveyed outside of residents working hours to give a true reflection on the number of cars parking in the area every night.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>N/a</p> <p><u>C. Parking and loading restrictions:</u></p> <p>N/a</p>
<p>(61) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Concerns</b>  Boston Road – <b>Concerns</b>  Western Avenue – <b>Concerns</b>  Niagara Road – <b>Concerns</b>  Wilson Avenue – <b>Concerns</b></p> <p>There are regular parking problems for residents in these areas already. The proposed restrictions will make this worse.  If the scheme goes ahead as planned, I would like to see a residents parking scheme introduced.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>These do not affect me</p>



	<p><u>C. Parking and loading restrictions:</u></p> <p>These don't affect me</p>
<p>(62) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>These suggestions will make living in and friends visiting Henley absolutely impossible! Surely this is extreme. Not all necessary and some should be considered for parking permits instead.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Concerns</b></p> <p>This will add to the issues the town centre is having/will have in terms of footfall. Home owners in these roads should be able to park. Visitors should be able to visit but equally others should not be able to park in these roads all day and avoid parki</p> <p><u>C. Parking and loading restrictions:</u></p>

	<p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Concerns</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Yes to residents parking in Friday Street. This doesn't say what the amendment to disable persons parking place will be. Bell Street changes will not help high street footfall for quick drop offs etc.</p>
<p>(64) As part of a group/organisation, (Henley-on-Thames, Mill Lane)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p><b>Mill Lane – Concerns</b></p> <p>There are pressing concern regarding the safety conditions on Mill Lane which is more important than double yellow lines . Currently, the lack of proper pavements poses a significant risk to both residents and the public utilizing this route to access the river. The overgrowth of brambles and bushes along Mill Lane further exacerbates this issue, hindering easy and safe passage for pedestrians. Before contemplating the implementation of double yellow lines, I earnestly urge the council to prioritize and take prompt action in addressing the inadequate pavement conditions and overgrown vegetation.</p> <p>In addition to the above , we still have the flooding issue to address. Enhancing the safety infrastructure along Mill Lane is imperative to ensure the well-being of those who rely on this route for daily commuting and recreational purposes. Your attention to this matter is greatly appreciated, and I trust that swift action will be taken to rectify the current hazardous situation.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>N/A</p> <p><u>C. Parking and loading restrictions:</u></p> <p>N/A</p>
<p>(65) Local resident, (Henley-on-Thames, Niagara Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p>

	<p> Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b> </p> <p> Parking is already incredibly tight in these roads for residents. Limiting parking further will in my opinion lead to more hazardous parking in other areas of nearby roads as the same volume of cars try to use a smaller allocation of spaces. The real problem is the speed of traffic heading up and down these roads, and the negligence of drivers, not necessarily the cars parked. I would suggest reviewing the speed limits, extending the 20mph limit to Harpsden Road, St Andrews Rd, St Marks Rd, Western Ave, Greys Hill and the length of Reading Road up to Newtown Rd. Apply 10mph limits, to the other residential roads mentioned on the list that are not currently main through-roads </p> <p> <u>B. 'Limited Waiting' parking spaces:</u> </p> <p> I'm not in a position to comment on these </p> <p> <u>C. Parking and loading restrictions:</u> </p> <p> Conversion of existing loading bays – <b>Object</b> </p> <p> I believe the loading bays as they are now, help the local shops in that area </p>
(66) Local resident, (Henley-on-Thames, Niagara Road)	<u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u>

Mill Lane – **Object**  
Reading Road – **Object**  
The Close – **Object**  
Greys Road – **Object**  
Church Street – **Object**  
Greys Hill – **Object**  
St Andrews Road – **Object**  
Harpsden Road – **Object**  
Boston Road – **Object**  
Western Avenue – **Object**  
Niagara Road – **Object**  
Wilson Avenue – **Object**  
Vicarage Road – **Object**  
Queen Street – **Object**

We are very aware that there are too many cars in town, but penalising people with legitimate reason and no other reasonable viable / legal alternative to go about their business is not the way forward. The Neighbourhood Plan states there should be no loss of parking in Town, as especially where the houses are terraced there is massive existing pressure on available spaces. Increasing areas of double yellow lines means many spaces will be lost and more people paying expensive fines for attempting to park somewhere near their own homes. Safety at junctions would be much better increased by traffic calming measures. We see multiple daily speeding incidents around Harpsden Road. Further limiting spaces will leave no spaces for traffic to flow as there will be nowhere for people to pull into for others to pass.

B. 'Limited Waiting' parking spaces:

Hart Street – **Object**  
Friday Street – **Object**  
Market Place – **Object**

We are very aware that there are too many cars in town, but penalising people with legitimate reason and no other reasonable viable / legal alternative to go about their business is not the way forward. The Neighbourhood Plan states there should be no loss of p

C. Parking and loading restrictions:

	<p>Residents permit holders only' parking – <b>Object</b>  Disabled Persons Parking Place – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p> <p>We are very aware that there are too many cars in town, but penalising people with legitimate reason and no other reasonable viable / legal alternative to go about their business is not the way forward. The Neighbourhood Plan states there should be no loss of parking in Town, as especially where the houses are terraced there is massive existing pressure on available spaces. Increasing areas of double yellow lines means many spaces will be lost and more people paying expensive fines for attempting to park somewhere near their own homes. Safety at junctions would be much better increased by traffic calming measures. We see multiple daily speeding incidents around Harpsden Road. Further limiting spaces will leave no spaces for traffic to flow as there will be nowhere for people to pull into for others to pass. This feels like a way to penalise residents who cannot afford a larger property with a drive, but who still need a vehicle to earn their livelihood.</p>
<p>(67) Local resident,  (Henley-on-Thames,  Niagara Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Concerns</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Concerns</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>I appreciate there are safety issues with the present areas that have been highlighted, but that is because the number of vehicles owned by the residents. Increasing the double yellow lines makes parking for residents impossible without</p>

	<p>the provision of additional capacity. This plan is been made by non residents who have no clue about the difficulty parking in any of the areas highlighted. It will generate more money for the council with increased parking fines because residents are frustrated by having to park long distances from their properties.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Concerns</b></p> <p>This will cause traffic jams in the town</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Will cause parking issues in other parts of town</p>
<p>(68) Local resident,  (Henley-on-Thames,  Niagara Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>The Close – <b>Concerns</b>  St Andrews Road – <b>Concerns</b>  Harpden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>The lack of parking spaces for residents in this area makes lives difficult now. As a single-car family - we frequently find ourselves needing to park on yellow lines in the evening. It is a daily struggle now. Especially for families with small children, prams etc. With the DYL proposal - it will become an utter misery. If you add up the total number of</p>

	<p>lost car parking spaces in this area, you will be depriving the area with a lot of much-needed parking. The problem with safety is the speed at which people race up and down Harpsden road and the fact that ANY cars along Harpsden pose a visibility issue. (I tested this theory this morning when many cars had left for work) The only solution is to slow cars down (electronic signage showing less than 20mph) AND to install mirrors to improve visibility. Don't make our lives harder!</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Object</b>  Friday Street – <b>Object</b>  Market Place – <b>Object</b></p> <p>I don't believe that a proper study has been carried out and published to understand the implications for our many Ocado, Amazon, Delivery and other services. Until there are genuine concerns and evidence that this proposal will make a difference, I don'</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Concerns</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>Apart from creating opportunities to fine someone breaking the rules - (maybe this is the goal?) these changes are not going to change anything. Some people may have genuine reasons for stopping off. Those that don't are going to ignore the restrictions anyway.</p>
(69) Local resident, (Henley-on-Thames, Niagara Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b></p>

	<p>Harpsden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>Mirrors are needed at the junctions of Niagara road to improve visibility. The double yellow lines are not enough. Furthermore, speed bumps should be put on Niagara and harpsden road to slow down traffic using the roads as a short-cut</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>N/a</p> <p><u>C. Parking and loading restrictions:</u></p> <p>N/a</p>
<p>(70) Local resident,  (Henley-on-Thames,  Niagara Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b></p> <p>As a resident on Niagara Road it can sometimes already be difficult to park, let alone if restrictions are implemented. Are there not other options which can be considered before double yellow lines are enforced. I agree the turnings can have restricted viewing at times, but this is often the case even where cars are not parked at the junctions.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>N/A</p>



	<p><u>C. Parking and loading restrictions:</u></p> <p>N/A</p>
<p>(71) Local resident, (Henley-on-Thames, Niagara Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>I live in Niagara Road. There is insufficient on street parking in my street and the nearby local residential roads. The imposition of double yellow lines will displace vehicles without creating any additional parking capacity. Cars will inevitably be parked illegally on double yellow lines or several streets away from people's home addresses. This can already happen even before any further restrictions are put in place. The main issue is vehicles speeding on Harpsden Road and its side streets. Vehicles are also excessive in size, weight and bulk, which is serious problem when accessing Harpsden Road and Reading Road from side streets.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No opinion</p> <p><u>C. Parking and loading restrictions:</u></p>

	<p>No opinion</p>
<p>(72) Local resident, (Henley-on-Thames, Queen Close)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Concerns</b> The Close – <b>Support</b> Queen Street – <b>Support</b></p> <p>Queen Close has cars parking illegally continuously. Our bins sometimes cannot be collected as the entrance to the close is blocked by illegally parked vans and cars</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b> Friday Street – <b>Support</b> Market Place – <b>Support</b></p> <p>It is useful for those who find it hard to get about.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b> Disabled Persons Parking Place – <b>Support</b> Conversion of existing loading bays – <b>Support</b></p> <p>Sounds sensible</p>
<p>(73) As a business, (Henley-on-Thames, Queen Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Concerns</b> Reading Road – <b>Object</b> Greys Road – <b>Support</b> St Andrews Road – <b>Object</b></p>

	<p>Harpsden Road – <b>Object</b>  Boston Road – <b>Concerns</b>  Western Avenue – <b>Concerns</b>  Niagara Road – <b>Concerns</b>  Wilson Avenue – <b>Concerns</b>  Queen Street – <b>Object</b></p> <p>You are making it more and more difficult and unattractive to operate a business in the town. Your proposals will make it more difficult for our staff (particularly those with mobility issues!) to come to work. Perhaps you should concentrate your efforts on the provision of more reasonably priced parking because if these plans are implemented, it will be another good reason for our business, along with others, to leave Henley!</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Object</b>  Market Place – <b>Support</b></p> <p>See my previous comments about (some of) these proposals driving business away from Henley.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>See previous comments, but I would add that I cannot believe these proposals were devised by anyone with any knowledge or experience of traffic management, running a business or even Henley!</p>
(74) Local resident, (Henley-on-Thames, Queen Street)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Church Street – <b>Object</b>  St Andrews Road – <b>Object</b>  Queen Street – <b>Object</b></p>

	<p>The single yellow outside no.50 on Queen Street is used a lot as welcomed additional parking outside restricted hours. Changing it to a double would reduce the already limited residents parking on Queen Street. In fact, it would make more sense to turn it into an official bay. That would align it with the rest of the street. I'm not sure why it isn't a bay already.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Support</b></p> <p>The current limited waiting time bays on Friday street allow long term parking for residents. I would be concerned for the impact on residents parking on Friday Street and Queen Street should this arrangement not be maintained.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>More residents parking is in desperate need on Friday and Queen Street.</p>
<p>(75) Local resident,  (Henley-on-Thames,  Queen Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Concerns</b>  Reading Road – <b>Concerns</b>  Vicarage Road – <b>Concerns</b>  Queen Street – <b>Support</b></p> <p>Parking is difficult in Henley and I do not feel that further restrictions will help either residents or visitors</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b></p>

	<p>Market Place – <b>Concerns</b></p> <p>Independent traders will suffer if the scheme changes,</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Bell street shops will suffer from restrictions as it is too difficult to park in the car parks in friday street the main issue is people parking on double yellows overnight</p>
<p>(76) Local resident,  (Henley-on-Thames,  Queen Street)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Queen Street – <b>Object</b></p> <p>I object very strongly to the proposal to replace the existing No Waiting Mon-Sat 8am to 6pm restriction adjacent to nos. 50-52 Queen Street with double yellow lines. I live a few doors up from this space on Queen Street and this space is absolutely vital in my opinion for a number of reasons. Firstly it is vital for safety reasons, as if I (a female adult) or my younger daughter (currently learning to drive) come home late at night on our own, it is crucial to have this space available near to the house when all other spaces on the street have been taken (as they normally are by about 6pm) for safety reasons as otherwise we would have to park a long way from the house and walk back alone from the car at night on our own. Currently we can park here, with the knowledge that we only have a short walk to the house and can move the car by 8am in the morning. It is also a vital extra space on Sundays when most residents are home and so spaces are at a premium. It currently provides one extra space for the street on the day that it is most needed. It is also vital for unloading heavy items in the evenings when we cannot get a space near to the house. We can unload the car and then move it into a space further away. I feel that there is no real benefit in making it double yellow lines and the benefits that we currently get on the street from being able to use this space in the permitted hours are multiple. I think the benefit regarding the safety of residents coming home at night is particularly important.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b></p>

	<p>I feel the new Hart Street spaces will provide extra parking opportunities in a useful location</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Conversion of existing loading bays – <b>Object</b></p> <p>I greatly support the extra resident permit holders only on Friday Street as I feel these are desperately needed for residents in this area and there a lot of public spaces nearby for non-residents.  The current loading bays on Bell Street are extremely useful when collecting large items from the shops along this street and it would be great if the local residents can continue to make use of this. Please think of the general public and local residents here as they frequently make use of these spaces for loading, especially at weekends when there are less good vehicles around so the new regulations would mean a waste of space.</p>
<p>(77) Local resident,  (Henley-on-Thames,  Reading Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  Harpsden Road – <b>Concerns</b>  Boston Road – <b>Concerns</b>  Niagara Road – <b>Concerns</b>  Wilson Avenue – <b>Concerns</b>  Vicarage Road – <b>Concerns</b></p> <p>I am mostly in support of increasing the no waiting markings on these various roads and junctions as the parking that is currently obscuring sight lines and emergency access is problematic. However I also live here and we are always finding it difficult to park. So my concerns are what happens when all these cars that currently park in all these spaces are displaced. Where will they park? Surely to put limits in you must have a solution for the effect it will cause. Please provide an effective solution rather than just dismissing a future obvious issue.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b></p>

	<p>Market Place – <b>Support</b></p> <p>If we can increase parking in the town centre that is a good thing, for business and accessibility. Personally I would like to see 30minute parking options to allow for quick stops.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Conversion of existing loading bays – <b>Object</b></p> <p>All up for the bays to become goods vehicles only, but once again, the usage tells you that people need short stay convenient parking, and the car parks in town aren't big enough at peak times. Please provide a solution all round to the problem rather than just one area.</p>
<p>(78) Local resident, (Henley-on-Thames, Reading Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  Harpden Road – <b>Object</b>  Boston Road – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b></p> <p>Very limited space for residential parking and this will reduce it further. I have lived here over 10 years and would say there is very Limited evidence that what has been stated is a hazard.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No opinion</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No opinion</p>

<p>(79) Local resident, (Henley-on-Thames, Reading Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Concerns</b>  Reading Road – <b>Support</b>  Greys Road – <b>Support</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Concerns</b>  Boston Road – <b>Concerns</b>  Western Avenue – <b>Concerns</b>  Niagara Road – <b>Concerns</b>  Wilson Avenue – <b>Concerns</b></p> <p>There is already a parking problem in the reading road/st Andrews Road / harpsden road areas. Introducing these restrictions will likely lead to further illegal parking and potentially in more dangerous places. Particularly on St Andrews Road. It is not clear, and no evidence has been provided that there is a safety issue adjacent to orchard close where this would take away ~3 further parking spaces</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>No opinion or concerns</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No opinion or concerns</p>
<p>(80) As a business, (Henley-on-Thames, Reading Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b></p>



St Andrews Road – **Object**  
Harpsden Road – **Object**  
Boston Road – **Object**  
Western Avenue – **Object**  
Niagara Road – **Object**  
Wilson Avenue – **Object**  
Vicarage Road – **Object**  
Queen Street – **Object**

Increasing 'No Waiting at Any Time' Parking Restrictions (DYL) just reduces the amount of available parking in the town for both residents and people coming in to town to either work or use the services or businesses that are located within the town. Residents will inevitably use up most remaining spaces leaving businesses and services with fewer places for customers park. There doesn't seem to be any explanation as to why this is a good idea apart from perhaps 'improve traffic movement and visibility'.

In the introduction statement in the letter its states one of the aims is 'to help provide more residents parking' this proposal will significantly reduce the amount of Residents parking and the net effect of all the proposals will massively reduce the amount of resident parking.

By my calculations you are proposing approximately 450metres of increased restrictions which is approximately 80-100 parking spaces that will disappear. In the whole proposal thee is only provision for 10 new Residents parking spaces but 7 of these are already 1 hour parking spaces, so you are actually only proposing 3 new parking spaces in total .

B. 'Limited Waiting' parking spaces:

Hart Street – **Support**

OK

C. Parking and loading restrictions:

Residents permit holders only' parking – **Object**  
Conversion of existing loading bays – **Object**

Friday Street reduces parking spaces for people coming in to town to use services/business.

Bell Street spaces useful for loading for customers - why should this be restricted to goods vehicles

<p>(81) Local resident, (Henley-on-Thames, St Andrews Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Concerns</b> St Andrews Road – <b>Object</b> Vicarage Road – <b>Support</b></p> <p>I am objecting to the St Andrews Road extra restrictions as this will only increase the speed of traffic using this residential road as a 'rat run'. What we actually need here are speed restrictions/road jumps to discourage speeding drivers, not clearer roads to make it easier for them</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b> Friday Street – <b>Support</b> Market Place – <b>Support</b></p> <p>This will hopefully help those who need short stay parking with spaces being continually released for others to use</p> <p><u>C. Parking and loading restrictions:</u></p> <p>No opinion</p>
<p>(82) Local resident, (Henley-on-Thames, St Andrews Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b> Reading Road – <b>Support</b> Greys Road – <b>Support</b> St Andrews Road – <b>Support</b> Harpsden Road – <b>Support</b> Boston Road – <b>Support</b></p>

	<p>Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>I feel that people park anywhere, in many cases out of sheer laziness. There are going to be more accidents if this isn't addressed. One of the most dangerous points I notice is coming up or down St Andrews Road on a weekday and with so many cars parked on Vicarage Rd, visibility is obstructed to traffic on Vicarage Rd and cars on St Andrews pull out directly in front because of it. I believe the majority of those parked there are commuters who are unwilling to pay the minimal cost to park in the vast rail station car park.</p> <p>I'm disappointed not to see any restrictions near the top of St Andrew's Rd where there are blind corners with many people parked there which will eventually cause an accident.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Support</b>  Friday Street – <b>Support</b>  Market Place – <b>Support</b></p> <p>These are busy streets in the town centre and can should not need to be used for visitor parking.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Support</b></p> <p>Same as before. There is generally ample parking in the Waitrose and Greys Rd car parks.</p>
(83) Local resident, (Henley-on-Thames, St Andrews Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b></p>

	<p>Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>Just another example of the current County administration’s war on the motorist.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Object</b>  Friday Street – <b>Object</b>  Market Place – <b>Object</b></p> <p>Just another example of the current County administration’s war on the motorist.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Disabled Persons Parking Place – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Just another example of the current County administration’s war on the motorist.</p>
(84) Local resident, (Henley-on-Thames, St Andrews Road)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p>

	<p>St Andrews Road – <b>Object</b></p> <p>There is a problem with speeding cars at the bottom of St Andrews Road. Parked cars help to slow the traffic whereas double yellow lines and no parked cars will make it easier to speed. A better solution would be road calming and retaining parking spaces for visitors to the street and for those who park before walking into Henley to go to work (this happens every weekday).</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>I do not live in or park in these streets so have no opinion</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Conversion of existing loading bays – <b>Support</b></p> <p>This will reduce the instances of parked cars in these bays</p>
<p>(85) Local resident, (Henley-on-Thames, St Andrews Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Reading Road – <b>Concerns</b> St Andrews Road – <b>Object</b></p> <p>To restrict parking spaces in St Andrews Rd is ludicrous, making two lanes of traffic. We Will never be able to get out of our driveways. Plus there is St Mary's School to consider, it will be dangerous with parents double parking to drop off and pick up. Please leave it as is. Reading Rd needs urgent attention, huge articulated lorries all day, fumes, pollution, road damage. Boy racers all night need to be stopped.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>I do not live in these areas, so have no opinion</p>

	<p><u>C. Parking and loading restrictions:</u></p> <p>No opinion</p>
<p>(86) Local resident, (Henley-on-Thames, Valley Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>I object because there is a limited parking available in Henley</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Object</b>  Friday Street – <b>Object</b>  Market Place – <b>Object</b></p> <p>I very often pass by the town centre with children and need 5 minutes to get some last minute shopping. If I don't do it I am stack, with a toddler and a baby there is no such thing as quick shopping otherwise.</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p>

	<p>I am objecting as I very often need to do quick round to the town, literally 5 minutes thing. I wish there was more spaces for local residents 10 min parking spaces.</p>
<p>(87) Local resident, (Henley-on-Thames, Valley Road)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Concerns</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpsden Road – <b>Support</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>In favour of all except Mill Lane . I think there should be some restrictions but there is limited parking in the car park . One area not mentioned is there should be double yellows along Elizabeth Road T junction with Greys road Henley . This is the road at the top of valley road . It is very hazardous due to parked cars and heavy congestion at school pick up time ado a accident waiting to happen</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Concerns</b></p> <p>I have concerns due to local business being affected</p>

	<p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Support</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>Affect on business</p>
<p>(88) Local resident,  (Henley-on-Thames,  Walton Avenue)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Support</b>  Reading Road – <b>Support</b>  The Close – <b>Support</b>  Greys Road – <b>Support</b>  Church Street – <b>Support</b>  Greys Hill – <b>Support</b>  St Andrews Road – <b>Support</b>  Harpsden Road – <b>Concerns</b>  Boston Road – <b>Support</b>  Western Avenue – <b>Support</b>  Niagara Road – <b>Support</b>  Wilson Avenue – <b>Support</b>  Vicarage Road – <b>Support</b>  Queen Street – <b>Support</b></p> <p>I live in Walton Avenue .Exiting onto harpsden Road is an absolute nightmare with vehicles parking tight to the exit. Service vehicles have to back down the Avenue because it is impossible for them to enter or exit safely. Could we please have the yellow lines extended on both sides for safety and visability purposes. We have requested for this to happen before on several occasions but have been turned down , I believe , because Walton Avenue is classed as an unadopted road. The Avenue is used as a rat run and school run which makes it even more dangerous for residets and walkers.  because Walton Avenue is a unadopted road</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p>



	<p>Hart Street – <b>Support</b>  Friday Street – <b>Concerns</b>  Market Place – <b>Support</b></p> <p>At the junction of Friday Street and Reading Road there are shops that need parking outside their premises at various times of the day for collection and delivery of the food goods, boxes of which are usually heavy and cannot be manually carried any dis</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Concerns</b>  Disabled Persons Parking Place – <b>Support</b>  Conversion of existing loading bays – <b>Concerns</b></p> <p>Loading bays required at the top of friday Street ,junction with Reading Road for shops to load and transport heavy food boxes.Where will disabled vehicles park in Bell Street to get medical goods and prescriptions for their needs.</p>
<p>(89) Local resident,  (Henley-on-Thames,  Wilson Avenue)</p>	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpsden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p>

	<p>The proposals appear to be ill thought through - parking on the roads considered is particularly challenging - preventing cars from parking in these locations does not solve the issue. Please can the council reconsider, resubmitting plans that support locals who struggle with residential parking.</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>N.a</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Conversion of existing loading bays – <b>Object</b></p> <p>N-a</p>
(90) Local resident, (Henley-on-Thames)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>Mill Lane – <b>Object</b>  Reading Road – <b>Object</b>  The Close – <b>Object</b>  Greys Road – <b>Object</b>  Church Street – <b>Object</b>  Greys Hill – <b>Object</b>  St Andrews Road – <b>Object</b>  Harpden Road – <b>Object</b>  Boston Road – <b>Object</b>  Western Avenue – <b>Object</b>  Niagara Road – <b>Object</b>  Wilson Avenue – <b>Object</b>  Vicarage Road – <b>Object</b>  Queen Street – <b>Object</b></p> <p>Objections</p>

	<p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Hart Street – <b>Concerns</b>  Friday Street – <b>Support</b>  Market Place – <b>Concerns</b></p> <p>.Concerns</p> <p><u>C. Parking and loading restrictions:</u></p> <p>Residents permit holders only' parking – <b>Object</b>  Disabled Persons Parking Place – <b>Object</b>  Conversion of existing loading bays – <b>Object</b></p> <p>Objections</p>
(91) As a business, (Kent)	<p><u>A. 'No Waiting at Any Time' parking restrictions (double yellow lines):</u></p> <p>N/A</p> <p><u>B. 'Limited Waiting' parking spaces:</u></p> <p>Friday Street – <b>Concerns</b></p> <p>As a local business located on the corner of Friday Street and Duke Street just wanted to flag that deliveries can be difficult. Has any thought been given to creating space for loading?</p> <p><u>C. Parking and loading restrictions:</u></p> <p>n/a</p>

C. Email/Written responses:

RESPONDENT	COMMENTS
<p>(92) Local resident, (Henley-on-Thames, Greys Hill)</p>	<p><b>Object</b> – I live in Greys Hill, where residents already struggle to find adequate space to park their cars because the road is used by people who don't live on the road (and often don't live in Henley).</p> <p>Your proposals to increase double yellow lines in Greys Hill and Church Street will therefore further limit the residents ability to park near their residential addresses.</p> <p>How can this be described as an improvement?. The appropriate step should be to make Greys Hill residents parking only. This would address the detriment caused by the current problems of non Henley residents using Greys hill as an overflow parking facility.</p> <p>I would urge you to consult with residents on Greys hill, who I am sure would agree with me,</p>
<p>(93) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><b>Concerns</b> – Since buying our house in Henley, this is our first significant proposal we've had to consider and feedback on. We're keen to ensure we're a useful and informed voice, so have tried to read all the documentation thoroughly this weekend, before writing.</p> <p>We've provided feedback through the survey form, but wanted to also summarise it by email, as we're happy for you to know exactly where we live and therefore where our perspective comes from. I'll split the feedback into two areas:</p> <p><u>Harpsden Road &amp; Connecting Roads: Boston, Western, Niagara, Wilson, Vicarage</u></p> <p>I have major concerns with what is proposed, primarily caused by what seems to be inconsistent measurements between the drawings and the measurement descriptions.</p> <p>The current proposal will take out 127m of parking on Harpsden Road and 68m of parking on the surrounding roads (or double this, if the approx distances provided are infact on each side as the way it is written suggests). Obviously some of that goes around corners where there wouldn't be cars anyway, but that is a massively significant amount of parking. This would displace such a significant number of cars, it will have a major impact on all the residents of the road and how the road is used by others.</p>

	<p>The biggest challenging in assessing the impact properly, is the drawings outlined show something significantly different to the distances that are listed. For example, the drawings at Boston Road, appear to show approx 1 houses worth of width on Harpsden Road to be double yellow, which I'd guess is approximately 4 meters, but the length outlined is 20 meters, which would look completely different. This inconsistency between drawing and length described is consistent for all the other Harpsden Road suggestions.</p> <p>The intention of causing the currently blind corners to have increased visibility, on the face of it we agree with. The drawings, outlining redlines, we'd potentially support, if we were given clear measurements, that married up and could assess them on face value. But it is impossible to assess that, currently, as the headline numbers are so different.</p> <p>The concern with the proposal as written is, you'd displace parking for so many residents I legitimately have no idea where they would end up parking. Additionally, with the East side of Harpsden Road almost completely devoid of parked cars, cars would fly down the Harpsden Road hill, as they already currently do but naturally parked cars either side slow them. This would itself cause greater danger on the road, than the current lower visibility corners do.</p> <p>If we've misinterpreted the information, and are following it incorrectly, then apologies, we are trying to understand it clearly as we can from what was shared. But we would massively appreciate clarification of the proposal.</p> <p><u>All Other Proposals</u></p> <p>We have a lot of view points on all the other proposals outlined, and have read them all thoroughly. There's some we strongly agree with, and some we have concerns on. However, it is our opinion that residents and business most closely impacted by the proposals, get their opinions heard clearly on their impacted roads, so we're not going to provide our opinions for the other proposals.</p>
<p>(94) Local resident, (Henley-on-Thames, Church Street)</p>	<p><b>Object</b> – As a resident of Church Street, my comments on the above amendments relate particularly to the following roads:</p> <ul style="list-style-type: none"> <li>- Greys Road: east side – extend the existing restriction southwest of Church Street by 4.5 metres.</li> <li>- Church Street: west side – extend the existing restriction north of Greys Hill by 4 meters.</li> <li>- Greys Hill: north side – extend the existing restriction southwest of Church Street by 4.5 metres.</li> </ul>

	<p>Greys Road is probably the busiest in Henley, especially at its junction with Deanfield Avenue which forms a crossroads used by lorries, coaches, vans, and cars travelling to and through Henley. In addition, for some years parking has been a growing problem for its residents made worse by permitted house-to-flats conversions and the construction of new apartment buildings allowing insufficient car parking areas, whose cars now spill out onto the roads. Spaces are also shared by cars dropping off and collecting children from the local school, coaches collecting students from the nearby Technical College, and student vehicles overspilling from the college car park. Visitors to the town, delivery vans, and those for general services making house visits, also search for somewhere to park. All the above vie for the insufficient spaces available which are paid for by residents in their Council Tax.</p> <p>This situation is now chronic due to the urgent need for more parking spaces, not less, as the planned alterations propose. Reducing spaces will only make a difficult situation even worse and inevitably result in forced dangerous parking with nowhere else for its residents to leave their cars.</p>
<p>(95) Local resident, (Henley-on-Thames, Harpden Road)</p>	<p><b>Support</b> – welcome the change regarding double yellow lines being put in place to stop people parking on the edges of the junction. We are relieved to hear of these plans and feel it will somewhat improve the safety of driving on the roads.</p> <p>However, since moving to Harpsden Road last year, there have been multiple incredibly dangerous road traffic incidents that both us and neighbours on our road have witnessed and reported but to no avail. I was directed to several different contacts in the council and Thames Valley Police, to report dangerous speeding incidents on our road but I have been met with barriers to any official reports being made and so these incidents have gone unreported. On one occasion, someone was travelling so fast down our road that the windows reverberated. I am aware there have been injuries on our road from pedestrians being knocked and earlier this year, my partner witnessed someone's loving pet being run over by a car speeding up the road.</p> <p>This morning at 07:40am, there was a four car pile up on the road (which included our car) because someone was parked on the corner of Boston Road junction and another individual driving down Harpsden Road did not see anyone pulling out of Boston Road until it was too late, which resulted in them swerving and crashing into the pavement and three subsequent cars. Had there been pedestrians out, this would have been incredibly dangerous and may have resulted in life changing or fatal injuries. This causes us to feel incredibly unsafe and has also resulted in a significant financial burden as our car is now likely to be written off, as are two further cars that were parked and hit. I am very disappointed with the safety and traffic management of what is a residential road near the town centre.</p>

	<p>Although double yellow lines will assist in reducing the likelihood of road traffic accidents, they are not sufficient in providing safety to the public and other drivers, given the speed at which drivers are allowed to drive down the road (30mph with no speed signs currently in place) with many people driving in excess of this. We and many other neighbours feel that speed bumps would improve the safety on our road, which currently is having a negative impact on the quality of life of residents and has left us feeling unsafe; had speed bumps been in place today, the driver of the vehicle would not have been going at a sufficient enough speed to swerve into the pavement/cars and have an accident. Additionally, without any speed camera to monitor the speed on this road and no clear process to report these road traffic crimes, many incidents are going unnoticed and unreported.</p> <p>I strongly urge you to escalate this to prevent further accidents and potentially life threatening injuries to the residents and people travelling to this area. I am also aware that as parking on Harpsden Road is free, the road is often congested with many cars parked in close proximity, again increasing the likelihood of accidents. I would welcome a change to this as there have been to several neighbouring roads, by implementing resident permit parking.</p>
<p>(96) Local resident, (Henley-on-Thames, Orchard Close)</p>	<p><b>Support</b> – I am so relieved that you are extending the double lines at the end of Orchard Close/St. Andrews Road. Every time I drive out on to St Andrews Road I feel I am putting my life on the line. Cars drive down St. Andrews far too fast and views up the road are constantly impeded by badly parked cars.</p> <p>I much appreciate you improving my safety.</p>
<p>(97) Local resident, (Henley-on-Thames, Orchard Close)</p>	<p><b>Support</b> – I am a resident of Orchard Close and as you have been made aware previously the parking of cars along St Andrews Road makes exiting Orchard Close extremely dangerous as it is a blind spot .Drivers have to inch out very slowly keeping fingers crossed that no cars are coming down St Andrews to leave Orchard Close .A serious accident waiting to happen .</p> <p>I am in full support of extending the existing restrictions either side of Orchard Close by 16 Metres .</p>
<p>(98) Local resident, (Henley-on-Thames, Church Street)</p>	<p><b>Concerns</b> – I have been emailing Cllr Stefan about the problems that residents of Church Street are facing with regards to parking since July 2. In my original email, copied below, I explained that I had knocked on every door on the street, asking occupiers for their views on residents' parking. Three were uncontactable, and two properties were empty. For the rest, everyone was in favour of learning about the process of obtaining residents' parking, what the</p>

	<p>cost would be for permits and where spaces would be designated, bar a couple who either didn't have cars or had off-street parking and were neutral on the matter.</p> <p>I have since chased several times for this information - please see the email thread below. I am frankly really upset that we weren't given the opportunity to be a part of this consultation, of which I was unaware, despite trying to find out the process for nearly five months. Does this mean we would have to wait for however many years it will take for the council to issue another round of parking consultations?</p> <p>To explain why I feel so strongly: as I said in my original email, parking on our street during the day is impossible. Other nearby residential streets in Henley, such as Albert Road and Queen Street, have residents' parking. It is well known in Henley that Church St is one of the very few streets with free parking closest to the town centre, Henley College and to the station, meaning that our single-track historic residential road is used as everybody's free car park. In the evening it is often possible to get a space, showing how many of the cars parked during the day are non-residents'.</p> <p>As a result, I often end up walking for up to 15 minutes with my two-year-old and four-year old up Greys Road to reach our car, since frequently there aren't any parking spaces available on Greys Hill either. We then often have the same trip back again on our return. We try to use our car as little as possible, but often trips are unavoidable. The current parking situation has a big impact on our daily lives.</p> <p>It also means that this narrow street is busy with cars, all searching for a space, often reversing up and down the hill in a way that feels verging on dangerous, given that it is heavily used by children walking to Trinity School, Sacred Heart School and Henley College.</p> <p>What can we do, please, given that from my initial conversations with residents on the street the overwhelming majority were interested to learn more about how residents' parking would work in practice, many just want it regardless of any conditions attached, and the others were indifferent.</p>
(99) Local resident, (Henley-on-Thames, Harpsden Road)	<p><b>Object</b> – In general, Harpsden Road does not need additional parking restrictions - It needs traffic calming measures. The issue is speed of traffic, not access to the junctions of adjoining roads. As I am sure you are aware, Harpsden Road is used as a "rat run" to avoid the traffic of Reading Road. This needs to be deterred, not encouraged by making it easier for through traffic to use the road through these proposed restrictions.</p>



	<p>I strongly object to the 20-25m proposed DYLS along Harpsden Road. These will encourage drivers to race to the larger passing points. There is also insufficient parking available for residents without restrictions.</p> <p>Please rethink the strategy for Harpsden Road - Your proposals will increase the danger to residents of high speed traffic, whilst negatively affecting their ability to park.</p>
<p>(100) Local resident, (Henley-on-Thames, Market Place)</p>	<p><b>Support</b> – I received your letter about the parking changes in Henley ,which are much needed.</p> <p>However I have a question about residents parking. I live at no 50 market place which couldn't be more central . I can't understand why I don't qualify for residents parking. My neighbours opposite not only have parking but get guest parking as well. This doesn't make much sense to me. I would be very grateful if you could look into this.</p>
<p>(101) Local resident, (Henley-on-Thames, Orchard Close)</p>	<p><b>Object</b> – Included in your list is a new set of double yellow lines adjoining Orchard Close; please could you explain your thinking behind this? It doesn't seem to be a sensible thing to do to me.</p> <p>I live on the corner of Orchard Close and this change will greatly affect my quality of life and happiness. As currently configured the current layout works pretty well.</p> <p>St Andrews Road carries a lot of traffic being an artery in and out of the town for many people living up the hill and the parked cars ensure that care has to be taken by everybody passing through. Those leaving both Orchard Close and Windsor House opposite us, aside from the houses fronting the road, can drive out more safely into one line of moving traffic with those coming in the opposite direction slowing and waiting their turn. Fortunately Orchard Close has a wide open entrance but If you empty the road here the moving parts will then be faster and more frequent and you will make these manoeuvres more difficult. Cars will shoot down the hill and then swerve in towards my neighbours' driveway, No 4 St Andrews Road, speeding straight on down bringing them closer to the pavement and the Orchard Close entrance.</p> <p>I think that your goal should always be to keep traffic moving but not to speed it up. There is a primary school up the road and parents walk their children to and fro, well protected on the pavements behind parked cars. I am sure that they need the parking spaces too. Many people walk past on the Reading Road but crossing the road at any point on the bottom of St Andrews Road will become quite hazardous.</p> <p>The houses in Orchard Close have a back lane entrance and I use mine a lot, often parking on the roadside to bring things in and out; you will spoil this for me, but why? Restricting parking spaces in the town is surely very short sighted, the businesses need lots of customers and beside the inhabitants lots of people park here as they come and</p>

	<p>go. My family and visitors will have to go on to compete for spaces further up the road pushing their visitors out as they do so..</p> <p>Opening up the road by removing the parking spaces and bringing the traffic closer to my hedge and garden, raising the speed, noise and pollution levels and endangering the life of my cat, two neighbours have had theirs run over recently, seems to be very mean spirited of you and for no obvious gain.</p> <p>Please do come and look at the current layout and see for yourself how this change will have a negative impact on those of us living here. Please don't do this, please leave the road as it is.</p>
<p>(102) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><b>Object</b> – Whilst new parking facilities are always welcome in the town, the plans for placing double yellow lines at junctions along Harpsden Road lends nothing to your stated aim of “help provide more resident parking, improve traffic movement and visibility” In fact, it does the opposite by virtue of removing upwards of 30 parking places for Harpsden Road residents and visitors which, given the terraced nature of the road, is a highly irresponsible proposal.</p> <p>Clearly, the argument is one of visibility at junctions which for many roads is a sensible accident prevention policy. However, there are some roads which due to their size and the number of properties they serve can only bear limited interference. Harpsden Road is one of those roads. Due to the width of the road and residents parking on both sides, essentially, it has become a single track road. There is nothing the residents or the Council can do about that. However, for the most part, traffic flow works and parking works. With regard to visibility, your reason for the double yellow lines, it would only be increased by approximately 25 metres either way from the driver’s perspective from one of the side roads. However, it is my experience from decades of driving on the road it is a car approaching from over 50 metres away and which cannot be seen which invariably causes one of the vehicles having to give way. As there is nothing the Council can do to give drivers 50 metres or more of visibility, placing double yellow lines on any part of Harpsden Road would be completely ineffective.</p> <p>The other issue of course is where would the council suggest the 30 or more displaced residents should park when they have shopping and children to unload. I have a mobility issue and certainly would not be able to walk any great distance from my property. I doubt the residents of Boston, Niagara, Newtown, Wilson or Western would welcome a vehicle invasion. If you want to do anything to help traffic in Harpsden and surrounding roads, address speed, not visibility. Harpsden Road is and always has been a cut-through for Reading traffic to and from the north of the town. These vehicles are never residents and on many occasions travel at excess speed some as high as 50mph. Why not make the road a 20 or even 15mph zone with two way camera technology. Not only would that measure keep the road safer for residents but it would make the question of visibility almost irrelevant.</p>

	<p>I think you will be hard pressed to find many residents who think this is a good idea.</p>
<p>(103) Local place of worship, (Henley-on-Thames, Market Place)</p>	<p><b>Support</b> – Outside our building are several 20-minute parking slots and 1 disabled slot. We have no problem with the suggested changes as Henley needs better parking provision.</p> <p>However just a suggestion, as the current single disabled parking slot is taken up all the time by one resident close by with a blue badge, meaning that there is never a disabled slot available to others visiting our community centre or the centre of town. Could one of the new parking slots be given over to another disabled slot to help this situation? So we would request two disabled slots if possible please.</p> <p>Many thanks for your help</p>
<p>(104) Local resident, (Henley-on-Thames, Friday Street)</p>	<p><b>Support</b> – I cannot tell you how relieved I am today to receive the notification of additional residents parking to be implemented in Friday Street Henley on Thames, I live on Friday Street and it has been extremely problematic for some while now for residents to simply be able to go home, By that I mean to park their cars near their homes safely.</p> <p>My e-mail to you today is an enquiry about visitors and workmen such as gardeners or boiler maintenance /service people, gutter repair/ replacement or exterior housepainter people coming to work at our homes in Friday street, or people coming to take things away say from the garden (we only have front entrances to our homes )in which their vehicle needs to be parked near the house for a while. Am I to presume that the parking permits for visitors that we had issued to us still apply and can be handed out to workmen and visitors even though the parking spaces are for residents.It would make it difficult if workmen that need to carry equipment or tools for gardening or repairing cannot park near by.</p> <p>I hope that it is the case that the visitor permits will still operate as usual.</p>
<p>(105) Local resident, (Henley-on-Thames)</p>	<p><b>Concerns</b> – I have been involved with the public, mainly delivery vehicles on the current Bell Street and Duke Street loading bays. I see from the agenda for the Town and Community meeting on 28 November that there is an agenda item on proposed parking restrictions.</p>

	<p>It is good to see that the two loading areas in Bell Street are to be converted to “Goods vehicle loading bays only”, section E. I would however like to know why the other two loading bays in Duke Street, the one-way road before Bell Street in the center of town suffering from the same issues, mainly private vehicles parking to do their shopping or going for a coffee, are not included in the proposal? They likewise should be “Goods vehicle loading bays only” as there are mostly shops in that road as well. Changing the Bell Street loading bays will have a negative impact on the Duke Street loading bays which will be even more misused by private vehicles as no other option will be available. This does not help commercial vehicles delivering in Duke Street.</p> <p>I have long been an advocate for making the town center available for deliveries for commercial vehicles only and not to encourage private vehicles to use these facilities, as we have two public car parks very close and on the doorstep of the town center.</p>
(106) Local resident, (Henley-on-Thames, Church Street)	<p><b>Object</b> – I am against the proposal to extend the yellow lines further on both sides of the corner of Greys Hill and Church Street.</p> <p>You state at the top of the consultation document that you wish to provide more residents' parking. Why hasn't Church Street been included in this? I have already detailed the problem of a lack of parking for residents on Church Street in emails to Councillor Gawrysiak going back to July 2. It is impossible to find a space during the day due to people driving into Henley, either to go to the town centre, commuters using the train station and Henley College students, who all use our street for free parking. Losing what amounts to a space on each street will only make matters worse.</p> <p>It's also not clear what the benefit of the extended yellow lines would be. There certainly are problems with lorries trying to negotiate the corner, but this would not be improved by extending the yellow lines since it would not increase the turning space available. What would actually help to resolve this issue are: 1. To fill in the holes which have been there for several years 2. To repaint the existing double yellow lines so that they are clearly visible 3. Enforce them: everyone is aware that parking officers do not penalise people parking here so cars are parked there most of the time.</p>
(107) Local resident, (Henley-on-Thames, Harpsden Road)	<p><b>Object</b> – I live on Harpsden Road and it is already quite difficult to find a space to park when I get home from work in the evenings. Adding double yellow lines will make this this situation much worse as it will drastically restrict the number of available parking spaces for residents. Also, a number of my neighbours are elderly and need to park close to their houses, particularly when unloading shopping etc. I don't understand what you are trying to achieve by</p>

	<p>introducing these DYLS? I would suggest the introduction of a speed limit or speed humps as some cars travel at ridiculous speeds on our road.</p>
<p>(108) Local resident, (Henley-on-Thames, Friday Street)</p>	<p><b>Concerns</b> – We live on Friday Street and feel that with the amount of residents that live here, we would be very pleased to have the 1 hr parking places to resident only permits. Also having extra parking further down by the foundary would also benefit residents in Friday street, pullmans place and Queens street.</p> <p>The concern about 3 new 20 minute spaces between 3-9 Friday st would mean that on a Saturday or when we arrive home from work on a weekday, residents would not be able to use these spaces. At the moment all spaces are taken up with residents. No 9 is a private residence and you have circa 5 flats on the left side of no 5. Including new flats being worked on opposite in the old Lloyds building. If the 20 minute wait was in front of the Cook building this may be more beneficial.</p>
<p>(109) Local resident, (Henley-on-Thames, Bell Street)</p>	<p><b>Concerns</b> – We think it is great news that you are looking to change street parking to help with the traffic flow. We just have one concern and wondered if you could help by reassuring us that we would still be able to collect/drop off our baby and pushchair in these bays, without having the worry of getting a parking penalty ticket?</p> <p>We are resident parking permit holders and often use the residents' parking bays about half a mile up the road, as the residents' parking in the town centre is fully in use the majority of the time.</p> <p>Every day, we drive from where we park and use the 'loading only' bay opposite our flat, as a place to pick up and drop off our baby and pushchair , along with other things that we need to pickup / drop off at our flat, such as food shopping etc. This can often take upto the ten minutes of loading time which is offered in this bay.</p> <p>If the bay is changed to good vehicles only, I assume this would mean that we would no longer be able to use this bay for this purpose, which, living on the street, is really important to us...</p> <p>Would it be possible that instead of simply 'goods vehicles only', the sign could also include 'loading by permit holders', so that we are still able to use the bay for this purpose?</p>

<p>(110) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><b>Object</b> – with regards to the parking restriction amendments proposed for Harpsden Road, Boston Road and Western Avenue.</p> <p>Whilst we recognise that the current parking situation presents issues, we have several concerns, and object to the proposal as it stands. We have listed our concerns below in regard to the current situation:</p> <ol style="list-style-type: none"><li>1. Traffic volume on Harpsden Road<ol style="list-style-type: none"><li>a. Harpsden Road allows for single file traffic only. It is frequently used as a bypass for the Reading Road, particularly during busy periods. This frequently leads to gridlock on Harpsden Road. We are frequently subjected to the use of horns by drivers who have become angry or frustrated when traffic comes to a halt. The road and it's surrounding network simply cannot cope with the volume of traffic that develops. At present, if we park on the far side of the road to our house, it can take minutes to wait for traffic to pass in order to cross during busy periods.</li><li>b. Harpsden Road has been subject to a large volume of building-related traffic, due to a number of new houses/extensions on Rotherfield Road. This has also contributed to a number of potholes on Harpsden Way. This traffic has included a large number of light and heavy goods vehicles, which cause further issues in relation to the above point.</li></ol></li><li>2. Traffic speed on Harpsden Road<ol style="list-style-type: none"><li>a. The current speed limit is 30mph. Vehicles frequently exceed this, particularly in the evening, throughout the night and in the early morning. We have been woken by the noise of vehicles travelling at speed throughout the night.</li><li>b. In our opinion, and that of many residents, 30mph is too fast.</li></ol></li><li>3. Parking availability on Harpsden Road<ol style="list-style-type: none"><li>a. At present, there are no parking restrictions on Harpsden Road. Whilst it is often possible to park in close proximity to our house, there are frequent times when it is not. Henley hosts a number of events throughout the year, including Henley Festival and Henley Royal Regatta – when such events are on, we suffer with a large volume of vehicles who have sought free parking, meaning we cannot park anywhere near our home. Trinity Hall also hosts various events, which makes parking difficult. And finally, a number of people who work in Henley use Harpsden Road to park during office hours, again making parking difficult.</li></ol></li><li>4. Traffic incidents</li></ol>
--	--

a. We have lived at 51 Harpsden Road since June 2021. During this period, we have been aware of multiple incidents, including two cyclists being knocked off their bikes, one 'pile up' which involved 4 vehicles, a horsebox crashing into a parked van, and numerous minor 'swipes' (wing mirrors being knocked off etc). We do not believe that these can be attributed solely to poor visibility on Harpsden Road – traffic speed and traffic volume have certainly contributed.

As such, we would like to raise the following questions:

1. Could you please outline the consultation process regarding the proposed changes?
2. Have traffic calming measures been considered for Harpsden Road and the surrounding single file roads (including Boston Road, Niagara Road and Wilson Avenue), such as speed bumps? Along with other residents, we would support the introduction of traffic calming measures.
3. Have traffic restrictions been considered for Harpsden Road and the surrounding single file roads (including Boston Road, Niagara Road and Wilson Avenue)? Along with other residents, we would support the introduction of traffic restrictions.
4. Has a reduction to the speed limit been considered, from 30mph to 20mph? Along with other residents, we would support a reduction of the speed limit to 20mph.
5. Have you considered that the proposed changes will be likely to increase vehicle speed on Harpsden Road, as visibility will be improved.
6. Have you calculated the current number of parking spaces available on Harpsden Road, and if so
  - a. how many of these spaces will be removed if your proposed parking restrictions are implemented?
  - b. how many residents will be affected (in terms of not being able to park on the road which they live on)?

There are a large number of families with young children that live on Harpsden Road, and on the surrounding side roads – including us, as we have a five-week-old son. The road is also used by a large number of primary and secondary school children as their route to school by foot/bike/scooter. Since living here, we have had genuine concerns that the combination of traffic volume, traffic speed and poor visibility will result in an accident and cause serious injury, or worse.

Finally, our house in particular will be affected, as it sits opposite Western Avenue and next to Boston Road, meaning it simply will not be possible to park near our house if the proposed changes are introduced. This will negatively impact our day-to-day life – when we bought the house, we were planning to start a family, and one of the positives of this house was the parking available directly outside. The loss of this parking will mean that we have to park at some distance and have to cross a busy road with a high volume of traffic and poor visibility with a young baby. We also

	<p>have concerns that if these changes are implemented as they stand (i.e. without residents parking), it may affect the price of our house should we choose to sell in the future.</p> <p>We look forward to reading the answers to our questions, and really hope that these concerns (which are shared by many residents) will be addressed before any changes are made.</p>
<p>(111) Local business, (Henley-on-Thames, Newtown Road)</p>	<p><b>Object</b> – I am writing to express my strong opposition to the proposed addition of double yellow parking restrictions in the vicinity of my business premises, located on Newtown Road, Henley on Thames. As the owner of a long-established motor trade business in the area, I am deeply concerned about the potential impact this decision could have on my business, as well as the livelihoods of the 20 local people employed by my company.</p> <p>Over the past 30 years, my business has been an integral part of the local community, providing employment opportunities and contributing to the economic growth of Henley on Thames. Unfortunately, the recent surge in residential development in the surrounding area has created significant challenges for both my staff and customers when it comes to parking.</p> <p>The influx of hundreds of flats on either side of my premises has already resulted in a severe shortage of parking spaces, adversely affecting the daily operations of my business. This issue not only hampers the convenience of my customers but also poses a direct threat to the productivity and well-being of my dedicated staff.</p> <p>The proposed addition of more double yellow parking restrictions in the nearby roads exacerbates an already critical situation. It is essential to recognize that these restrictions would further limit available parking options, making it exceptionally challenging for both customers and employees to access my business premises.</p> <p>I urge the local council to consider the adverse consequences of such restrictions on established local businesses like mine. The success of our enterprises is intricately tied to the accessibility and convenience we provide to our customers and employees. By implementing additional parking restrictions, the council risks compromising the viability of our businesses and jeopardizing the livelihoods of those employed within the community.</p> <p>I respectfully request that the council reconsider its proposal and engage in a meaningful dialogue with local businesses to find alternative solutions that balance the needs of the growing residential population with the existing businesses that have long contributed to the community's prosperity.</p>



(112) Local business, (Henley-on-Thames, Church Street)

**Object** – I wish to object to the extension of double yellow lines on Church Street and Greys Hill. This will result in the loss of 2 parking spaces for local residents with very little benefit, if any in terms of improving traffic movement or visibility.

There are already double yellow lines that extend several metres up Greys Hill. But they are ignored because there are holes that need filling and the yellow lines have worn away – see attached photo taken in July 2023 when unusually no cars were parked over the yellow lines.

I reported this situation through Fix my Street several years ago. I'm not sure when but pre-pandemic. And you can perhaps see that the far hole has the remains of a white line around it where it was marked out for repair which never happened.

It is hardly surprising that drivers totally ignore this space where the yellow lines should be. See attached photo taken this week. Cars are parked right up to the corner most of the time.

Because of this vehicles, particularly lorries attempting to negotiate the corner of Greys Hill and Church Street do not have the room to do so without going onto the pavement. This puts pedestrians at risk and also damages the kerbs and pavements. Sometimes the lorries give up and reverse out of Church Street onto Greys Road. Itself a hazardous procedure.

In the time that we have been living here (over 30 years) there have been 3 occasions when a lorry has reversed into the railings of our house or the neighbours at 29. Each time there was a car parked on the existing double yellow lines. There will have been dozens of other occasions when lorries have mounted the pavement putting pedestrians at risk.

The remedy for this is not to extend the existing double yellow lines but to enforce those that exist already – or should exist if they hadn't fallen into such a state of disrepair. The holes on Greys Hill where the existing yellow lines are meant to be need to be repaired. The yellow lines repainted and then the 'No Waiting at any Time' restriction enforced. As far as I am aware, the corner of Church Street and Greys Hill is not regularly patrolled by traffic wardens.

It is not necessary to extend the existing yellow lines on Greys Hill nor on Church Street. In both cases extending the yellow lines by 4 metres would make little if any difference to the sight lines or turning circle. It should be noted that there is a 6 foot tall wall on this corner which restricts sight lines which is why extending the yellow lines by 4 metres would make little or no difference.

Parking Spaces for Local Residents

	<p>You state in the Order as well as the covering letter that the proposals in the order are to help provide more residents parking. The proposals for Church Street and Greys Hill will make the residents parking situation worse for residents of the 2 streets because of the loss of 2 spaces.</p> <p>There are many pressures on parking spaces in Church Street and Greys Hill. Residents are aware that several groups regularly use the area for parking:</p> <ul style="list-style-type: none"> <li>- 'Outgoing' Commuters who park here because it is just a 5 minute walk from the station</li> <li>- 'Incoming' commuters such as office and shop workers. Again, just a short walk into the town centre</li> <li>- Students at Henley College which is situated close by</li> <li>- Other Henley residents who don't have access to their own parking space or where there is no on-street parking available. This can be long term parking. It is not uncommon to find a car parked for weeks which does not belong to a Henley resident.</li> </ul> <p>Parking is already very difficult for local residents because of the pressures from non –residents outlined above. It can mean a long walk when you eventually find a space some distance away. Not easy for families in the street with young children or for residents who have mobility issues that are not bad enough to qualify for a disabled parking space.</p> <p>The proposals to extend the yellow lines by 4 metres on both Greys Hill and Church Street would mean the loss of 2 parking spaces and make parking for residents significantly worse.</p>
(113) Local resident, (Henley-on-Thames, Harpsden Road)	<p><b>Object</b> – As a resident and home owner on Harpsden Road, Henley on Thames, I'm emailing to object to this terrible proposal of double yellow lines all over Harpsden Road.</p> <p>People who live on this road depend on having parking here. Infact, one reason they purchased their homes in the first place is because it offers parking for them. With that said, the road is already at capacity with vehicles parked here and the proposed double yellow lines (especially 20m either side of junctions) is going to mean we reduce parking capacity by an estimated 40% on Harpsden Road.</p> <p>There are many vans and cars used by private business owners who depend on having access to their vehicles. This will put their livelihoods in jeopardy. How are commuters going to get to work? I know many on the road that depend</p>

	<p>on having access to their vehicles. How are van drivers and traders going to visit clients? With a huge reduction in parking these individuals with small businesses will be penalised.</p> <p>I can understand parking permits to try to reduce the number of cars per household, and make people more thoughtful, but the proposal for double yellow lines is not the solution and I formally object to this.</p> <p>I myself depend on having a car to commute to Twyford, to get to my elderly parents house (in Somerset), to do the shopping etc. I purchased my house based on the fact I had easy access to parking. Not only would the proposed scheme affect the above but it would devalue my property significantly.</p>
(114) Local resident, (Henley-on-Thames, Harpsden Road)	<p><b>Object</b> – I'm a resident on the road at number 81 and parking will become impossible at some times due to new double yellow lines. There is I'm sure alternative options.</p>
(115) Local resident, (Henley-on-Thames, Harpsden Road)	<p><b>Object</b> – I have lived in this road for 40 years, leaving and re-entering the road twice a day every day. To be honest in that time I've had very little trouble turning out of the side roads onto Harpsden Road or into the side roads from Harpsden Road.</p> <p>It appears that you are proposing 20m of DYs at each side of the junctions with Harpsden Road. This equates to DYs outside 5 houses each side of the junctions - please correct me if I'm wrong. In turn, this means 4-5 parking spaces are lost each side of the junctions, a total of 30+ cars requiring parking elsewhere. Would you kindly tell me where we are supposed to go.</p> <p>In most cases these lines are just not required. Maybe just outside one house each side of the junctions to allow larger vehicles to pull out onto Harpsden Road but that is all.</p> <p>If you truly wish to increase safety in the road introducing traffic calming measures would be a far better idea. The road is a rat run and if there are traffic problems on the main Reading road the problem increases. The speed cyclists come down the road I'm surprised there hasn't been more serious accidents.</p> <p>Talking to my neighbours I can't find one that is in agreement with your proposals.</p> <p>Having looked at the map with measurements on, that seems to be fine. The written description was just very badly worded.</p>

	<p>I just wanted to add that the DYLS across Newtown Gardens and those with the junction of Wilson Avenue and Vicarage Road are a complete waste of tax payers money as no one ever parks there for various reasons. There is also no difficulty pulling out of and turning into these roads as visibility is fine. The money would be of more use spending it on making the road a 20mph zone and putting in speed bumps and dare I say, filling a few potholes!</p>
<p>(116) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><b>Object</b> – As a resident and home owner on Harpsden road I am writing to formally object to the proposed new parking measures on our road.</p> <p>There is already very limited parking meaning you have to walk a distance with children, groceries etc. and this proposal will heighten this issue.</p> <p>I also worry that the difficulty of parking from this proposal will also impact house prices on the road as many young families (us included) live here and navigating with a baby / pram far from one's car can be very difficult and as a result can discourage people from purchasing property on this road.</p>
<p>(117) Local resident, (Henley-on-Thames)</p>	<p><b>Object</b> – I am writing to give my views to the proposed parking restrictions for Harpsden Road, Niagara Road, Western Avenue, Boston Road, as detailed in your letter and plan dated 16 November 2023.</p> <ul style="list-style-type: none"> <li>• Your letter commences by stating that the purpose of the proposals is to include providing more residents' parking, and support local amenities. Restricting the ability to park in these roads, and visit residents, the Three Horseshoes public house and other businesses in the area will not meet those aspirations. I am a frequent visitor to Harpsden Road, sometimes by car, or by bus, to help look after my very young grandchild. The bus is not always a viable option and the bus service merely once an hour. The Three Horseshoes does not have a car park, but is an integral part of the community and amenities in this area of Henley. The result of the proposals in your letter will reduce the parking provision.</li> <li>• The plan attached to your said letter with regard to the proposed length of the double yellow lines appears to conflict from those specified in the letter, so it is not clear which document you are placing reliance upon, which is confusing.</li> <li>• With regard to the text in the letter dealing with Harpsden Road East side: approximately 20 metres re junctions with Boston Road, Niagara Road, and Newton Gardens 20 metres, and either side of junction with Wilson Avenue 30 metres; I do accept that there is a need for visibility. However, the length of the non parking yellow line proposals areas are excessive in my opinion. Surely 8 metres in total would suffice in all these</li> </ul>

	<p>scenarios: 4 metres being the approximate width of the frontage including brick pillars of a terraced house in Harpsden Road, and the same for a similar house in the adjoining road ? A neighbouring local authority has placed 6 metres in total in such a situation; being 3 metres on each side of the junction.</p> <p>Summarising Harpsden Road West Side: a and b 25 metres Western Avenue , Vicarage Road 12 metres, Boston Road Eastwards 12 metres, Western Avenue both sides from junction with Harpsden Road 14 metres, Niagara Road both sides eastwards 10 metres. Western Avenue both sides 14 metres; surely restrictions on both sides of the road is excessive. Again I make the point that the frontage of an end of terrace house in Harpsden Road is only approximately 4 metres. I would suggest that at all these junctions that restrictions be placed on one side only of the road is necessary, and then only by 4 metres on one side of the road only, and the same 4 metres distance restriction at the adjoining road. The same goes for Western Avenue as it adjoins Harpsden Road where the total length of parking restriction could be 8 metres in total .</p>
<p>(118) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><b>Object</b> – As a resident and homeowner on Harpsden Road I am deeply concerned about the proposed parking measures being imposed by Oxford County Council.</p> <p>The introduction of the new yellow lines will significantly reduce access to parking for myself and my neighbours. We purchased our house with the understanding that we had access to convenient parking.</p> <p>I understand the need for traffic management and safety precautions. Traffic calming measures should be implemented rather than reduction of parking space.</p> <p>The speed at which some commuters transit through Harpsden Road is concerning. Therefore I formally object to the proposals and would like to see traffic calming considered.</p>
<p>(119) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><b>Concerns</b> – we are deeply concerned about the proposed parking measures being imposed by Oxfordshire County Council. The introduction of 127m of new double yellow lines at various junctions along our road will significantly reduce access to parking for myself/ neighbours.</p> <p>We purchased our home in October 2022 with the understanding that we had access to convenient parking - a necessity for us.</p>

	<p>We believe there are alternative solutions (such as permits), which can be explored which would not affect residents ability to park near their homes.</p>
<p>(120) Local resident, (Henley-on-Thames, Church Street)</p>	<p><b>Object</b> – Extending these lines will not solve the problem of vehicles parking on the existing double yellow lines. The way to solve that problem is to fix the large potholes that have obscured the double yellow lines, repaint them so they are visible, enforce the parking restriction and make Church St a residents parking zone.</p> <p>Everyone knows the double yellows on these roads are never enforced and there's acute pressure on parking given lots of non-residents use it for free parking as one of the most central free on-street parking spots in Henley, meaning residents frequently have nowhere to park.</p> <p>I support the initiative by my fellow Church St residents to campaign for residents parking on our road, like Albert Road and Queen Street. We've been calling for this for months and I hope you can bring this proposal for consultation and implementation very soon.</p>
<p>(121) Local resident, (Henley-on-Thames, Church Street)</p>	<p><b>Object</b> – I do object to the amendments which you intend for Church Street. The street already provides enough problems for people intending to park, and extra double yellow lines will exacerbate this.</p>
<p>(122) Local resident, (Henley-on-Thames, Harpsden Road)</p>	<p><b>Object</b> – I am a resident on Harpsden Road and I feel these proposed parking restrictions will result in an insufficient number of parking spaces. I work for the NHS and as a shift worker I need to park my car late in the evening therefore by reducing the spaces I shall have to park further away from my home and walk in the dark, then again early in the morning therefore I have some concerns regarding my personal safety.</p> <p>Perhaps a traffic calming scheme would be more appropriate to slow traffic through our residential road.</p>
<p>(123) Local resident, (Henley-on-Thames, Reading Road)</p>	<p><b>Concerns</b> – I am deeply concerned about the proposed parking measures, on said roads.</p> <p>The introduction of these double yellow lines at various junctions on these roads, will significantly reduce access to parking for our family and neighbours. We purchased our homes with the understanding that we had access to convenient parking- a necessity for many who commute to work on a daily basis.</p>

	<p>The proposed measures will not only impact residents but also visitors to our community.</p> <p>I understand the need for traffic management and safety precautions; however, I believe that there are alternative solutions that can be explored, which would not disproportionately affect residents' ability to park near their homes. There are young families who need to park safely and closely to their home, for their babies and toddlers as well as elderly residents who need to park close to their home due to mobility issues.</p> <p>I urge Oxfordshire County Council to reconsider these proposals and engage in a dialogue with us - the people directly affected by these decisions.</p>
<p>(124) Local resident, (Henley-on-Thames, Greys Hill)</p>	<p><b>Object</b> – I am objecting strongly to the extension of double yellow lines in Church Street and Greys Hill. This would result in the loss of two parking spaces for local residents on the roads concerned where parking is consistently an issue for residents.</p> <p>The proposed changes are of no benefit to residents and are unnecessary...</p> <p>Drivers ignore the current double yellow lines on the junction of Church Street and Greys Hill as they are worn away and cannot be seen. Serious deterioration to the road surface within the gutter next to the kerb makes the existing lines virtually invisible.</p> <p>Consequently, there are issues with drivers parking illegally on the double yellow-lined corner which may cause difficulty for larger vehicles traversing Church Street and Greys Hill, and vice versa.</p> <p>The correct and sensible solution - which will not reduce available parking, will make it clear that parking is not allowed on double yellow lines on the corner and enable larger vehicles to traverse the corner - is to repair the said road surface (required anyway were the changes to be implemented) and simply repaint the double yellow lines on the existing no parking area on the corner, and not to extend it.</p> <p>I trust that you will consider this objection most carefully in the interests of residents and road users in Church Street and Greys Hill and agree that the proposal is removed.</p>

<p>(125) Local resident, (Henley-on-Thames, Greys Hill)</p>	<p><b>Object</b> – I object in the strongest terms to the proposal to increase the yellow lines at the bottom of Greys Hill and on Church Street.</p> <p>Greys Hill does not have any parking restrictions and accordingly many people who don't live on this road use our road to park when they really ought not to be. This includes people who work in town, college students and visitors. The net result is that during the day especially, the road is full of cars and it is impossible to find a space if you are a resident. For illustrative purposes I frequently have to park right at the top of greys hill, Greys Road and because of our connections with the church use the Vicarage drive which the vicar kindly lets us use.</p> <p>Increasing the yellow lines will simply reduce the amount of parking available and exacerbate this problem. The suggestion that the proposal would 'provide more residents parking..' is completely irrational and is frankly perverse.</p> <p>On this front I and other residents I know believe feel Greys Hill and Church Street should have resident parking restrictions.</p> <p>Would you kindly be able to advise the process to bring this about?</p>
---	--