

Divisions affected: *Benson & Cholsey*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT
25 JANUARY 2024**

**CHOLSEY: VARIOUS LOCATIONS – PROPOSED PARKING
RESTRICTIONS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:
 - a. Remove the existing 'No waiting for 1-hour' (single yellow lines) and replace with new 'No Waiting at Any Time' (double yellow lines) restrictions on parts of Papist Way & Station Road,
 - b. remove the existing 'No waiting for 1-hour' (single yellow lines) and provide unrestricted parking on parts of Station Road, and
 - c. introduce new 'No Waiting at Any Time' (double yellow lines) restrictions in parts of Cross Road, Wallingford Road, Rothwells Close, Ilges Lane, Panters Road, Papist Way, Honey Lane, and Station Road

Executive summary

2. This report presents responses to the statutory consultation on the proposals to introduce new & amend existing parking measures in Cholsey, as shown in **Annex 1**.
3. Following Oxfordshire County Council taking over Civil Parking Enforcement (CPE) from Thames Valley Police, Officers have been contacted by Cholsey Parish Council to undertake a review of parking & waiting restrictions at various locations within the parish.
4. Cholsey Rail Station serves commuters on the Didcot to Reading line. It has an off-street car park, but parking costs £5.70 daily or £977 for an annual season ticket. It is therefore unsurprising that many motorists choose to park on-street for free instead. The County Council has no influence over those charges but, as the Highway Authority, has duties/powers to consider how the overflow of rail commuter parking on-street impacts on safety/access and the local amenity in terms of the needs of local residents. That is why there are already some 'anti-commuter' single yellow lines in place (and also an 'access restriction' upon West end – discussed later in this report). These were introduced historically to prevent all-day parking by rail-commuters, and restrictions operate during particular one-hour timeslots (i.e. 10-11am or 2-3pm

Mondays to Saturdays), but the restrictions apply to all vehicles, including residents who would have to move their car during that 1 hour.

5. Some residents have no alternative off-street parking and so park on-street; over the years they have sometimes parked on the single yellow lines in contravention of that restriction. Prior to the introduction of CPE in 2021, Thames Valley Police undertook minimal enforcement of the single yellow lines, but this changed with the advent of CPE. Subsequently, some residents received Penalty Charge Notices, and so have asked, through their local MP and also the Parish Council, for the County Council to review the restrictions.
6. Following detailed discussions with Cholsey Parish Council in 2023, the County Council decided to suspend enforcement of those single yellow lines, in order to relax the parking controls to assist those residents without an alternative off-road parking facility. In agreeing to this suspension, and in liaison with the Parish Council, the County Council agreed to review the need for these restrictions, and others nearby. In doing so it is recognised that this may remove any deterrent to commuter parking, but officers believe it is a sensible first step in tackling local parking needs/solutions.
7. However, there is still a continuing need to be mindful of safety and congestion on the local road network. Therefore, some existing double yellow lines (which prohibit waiting at any time) necessary for safety/access reasons, on corners, bends and junctions etc., have still been enforced. There are also some new double yellow lines that are now considered necessary, and some existing ones have been altered slightly or removed to take into account the free flow of traffic, safety, and the parking needs of local residents.
8. The proposals therefore have sought to address – depending on location – problems throughout the village such as unsafe parking at junctions, visibility & turning at junctions, ease of turning manoeuvres for vehicles, unsafe movement of traffic, and the lack of unrestricted parking to cater for the requirements of local residents.

Financial Implications

9. Funding for the proposals (including consultation) has been provided by a developer in Papist Way, under a s.106 agreement; the proposals at the eastern end of that road are linked to that development. The County Council will fund the implementation, if approved, with money coming from the CIL budget for parking schemes, received via South Oxfordshire District Council.

Equality and Inclusion Implications

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

Sustainability Implications

11. The proposals would help facilitate cycling and the safe movement of traffic in the area.

Formal consultation

12. A formal consultation was carried out between 04 October and 03 November 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, local District Cllr's, Cholsey Parish Council and the local County Councillor representing the Benson & Cholsey division.
13. A letter was also sent to approx. 330 properties in the area, and street notices were placed on site in the immediate vicinity.
14. 69 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Papist Way	10 (15%)	19 (28%)	29 (42%)	11	69
Station Road	10 (15%)	28 (41%)	22 (32%)	9	69
Cross Road	7 (10%)	9 (13%)	29 (42%)	24	69
Wallingford Road	9 (13%)	14 (20%)	35 (51%)	11	69
Rothwells Close	7 (10%)	6 (9%)	26 (38%)	30	69
Ilges Lane	6 (9%)	13 (19%)	35 (51%)	15	69
Panters Road	5 (7%)	8 (12%)	31 (45%)	25	69
Honey Lane	7 (10%)	10 (15%)	36 (52%)	16	69

15. Additionally, a further 11 emails were received, comprising of: two objections, four raising concerns, four in support (including the parish council), and one non-objection.
16. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

17. Thames Valley Police raised no objection to the proposals, and Cholsey Parish Council has re-affirmed its overall support.

18. The 69 online responses to the proposals, and the 10 emails, cover many and varied aspects, which officers have analysed and offered comments to. The specific items listed below are in order of the most common issues raised, but all the items are relevant in considering whether to proceed with the proposals.

a) The impact of parking by rail commuters upon the parking needs of local residents, and how this might change if the proposals are implemented

19. This reflects the choice of commuters to find a cheaper (free!) space rather than pay the daily charge at the station. The County Council has no influence over the setting of those charges.

20. The existing single yellow lines (described at paragraph 4 above) are a rather blunt tool, and certainly don't help residents who need to park on-street. However, it is the only type of restriction available short of a residents parking permit scheme (see further below). Many respondents have questioned the proposed removal of the single yellow lines, but also that some of the new double yellow lines, on junctions etc., will displace commuter parking. Officers accept that the proposals will alter where/how commuters park and that this would need to be monitored. However, in response to the concerns raised by local residents, and representatives of the Parish Council, it is considered preferential to remove the single yellow lines for now and monitor the impact of that, rather than retain them.

b) Some of the proposals will prevent local residents from parking where they do now. Are they really necessary?.

21. The proposals include some new double yellow lines at certain junctions, and also along one of the main 'through routes' – Station Road/Wallingford Road. They have been formulated through close liaison with representatives of Cholsey Parish Council, to ensure there was some critical scrutiny at a local level prior to advertising. Officers consider the proposals to be minimal, and only necessary on safety, access, visibility or traffic congestion grounds. Restrictions can always be reconsidered in the future, and the impact of the new/altered restrictions will be reviewed a year after they are implemented.

c) There are concerns as to who will police the restrictions. It is claimed there is little enforcement happening now.

22. Since November 2021, all on-street parking restrictions in Oxfordshire became subject to Civil Parking Enforcement, whereby the powers previously reserved to the police were transferred to the County Council.

23. In 2022, 182 enforcement patrols were made to Cholsey resulting in 21 Penalty Charge Notices being issued

d) Concerns that the proposals don't include some form of residents-only parking

24. A future review could consider the option of a residents permit parking scheme. That could be contentious and, at this stage, is considered to be a step too far, as it is unlikely to garner majority support given the charge for permits, likely to be between £50-£100 per car per year, the need for visitors to have permits and the maximum limit of 2 permits per property (OCC policy). The new restrictions, if approved, would be monitored and the impact upon nearby roads can be considered for future parking control options.

e) Wallingford Road – proposals would remove parking for some residents with no alternative, would remove the 'traffic calming' that the parking supports and some proposed restrictions are felt to be unnecessary - e.g. on the double bend near the Red Lion PH.

25. The proposals for this through route were subject to on-site assessments between officers and representatives of Cholsey Parish Council. Only some of the parking on the north-west side is proposed to be removed. The justification for that is to prevent potential vehicle conflicts as opposing vehicles have limited forward visibility due to the double bend. As the parking can at times be continuous, there is minimal space to pull over to allow oncoming traffic to pass.

26. The lack of spaces for residents is recognised, and this is why the proposals only remove about 5 spaces, ignoring those that are near junctions or the exit from the double bend. The section just south of the PH and double bend would retain about 8 spaces, albeit some of those are across private driveways as some vehicles park there now.

27. The parking does indeed offer a deterrent to speeding, which is why it is sensible to retain some of the spaces.

28. The proposals also cover the double bend and the junctions with Cross Road and Rothwell Close to protect those locations from any displaced parking.

f) The proposals do not offer any solution to help residents of West End, The Rowans, Sandy Lane, Fairfield and Brentford Close contend with commuter parking.

29. Officers recognise this problem and have discussed options with the Parish Council. There are some properties without off-street parking of their own, and so a single yellow line (of the 'anti-commuter' variety) would not solve their problem. There is the option of a residents permit parking scheme, but at this stage it is considered to be a step too far, as it is unlikely to garner majority support given the charge for permits, the need for visitors to have permits and the limit upon the number of permits per property.

30. The new restrictions, if approved, would be monitored and the impact upon nearby roads can be considered for future parking control options.

g) Nobody is enforcing the 'local access only' restriction in West End.

31. This is not a 'decriminalised' offence that OCC have powers to enforce, rather it is a 'prohibition of driving' order, which is a moving traffic offence only enforceable by Thames Valley Police.

32. The order contains an exemption for deliveries to/from properties, and so would require the police to witness a vehicle entering and exiting the road without delivering.

h) The properties on the NE corner of the Papist Way/Station Road junction have no alternative to park on-street, the proposals do not help them.

33. The converse is true. If the single yellow line on the north-east side is removed, as proposed, those residents will no longer have to relocate their cars between 10-11am. These are the residents who initially approached their MP and the Parish Council.

i) The proposed restrictions will only exacerbate the problems residents face contending with rail commuters, e.g. in Papist Way, Honey Lane and Kentwood Close. The proposals do not offer any safeguards to local residents in those areas.

34. The proposals include slight changes at the western end of Papist Way (Station Road) to ensure that traffic movements are protected but would also remove any unnecessary existing yellow lines. Other than those minor changes, the proposed restrictions do not alter the current parking arrangements as they affect both residents and commuters.

35. The majority of properties along Papist Way and Honey Lane have off-street parking of their own, whereas the restrictions proposed to be removed elsewhere may ease the pressure on commuter parking and allow residents without an alternative to park on-street.

j) Local buses experience difficulties accessing their designated marked Bus Stops in Papist Way, when stopping for passengers who are boarding/alighting. Larger buses cannot fully manoeuvre into the designated area, which can cause congestion along Papist Way.

36. This is agreed and the proposed yellow lines near the junction with Honey Lane are intended to both protect the junction and also help with buses accessing the nearby stop. The stop near the junction with Station Road is redundant, and the marking is to be removed with the bus shelter being considered for removal.

37. The bus stop near the junction with Reading Road is retained and existing yellow lines are present to aid manoeuvrability.

k) The proposals at the Papist Way/Honey Lane junction do not go far enough. There are concerns about poor visibility, partly due to overgrown hedgerows on one corner, with farm vehicles accessing the farm track opposite the junction and with vehicle movements constrained both by parked vehicles and the tight alignment of the junction.

38. The proposed restrictions at the Papist Way/Honey Lane junctions are minimal and reflect the guidance in the Highway Code not to park within 10m of the junction.

39. The proposals would reposition parking away from the tight turn and, to some degree, would ease movement which is constricted due to the physical layout and private hedge. The new restrictions, if approved, would be monitored and the impact upon nearby roads can be considered for future parking control options.

l) Concerns about a potential increase in speed of vehicles on these residential roads if parking is removed. What contingencies are being considered to combat any speed-related issues within the village?

40. The proposals do not include 'wholesale' removal of parking, and it is unlikely that the overall quantity of parking will reduce, rather it will relocate to safer locations. Parking does offer a 'traffic calming' affect, and so officers have liaised closely with the Parish Council to only promote restrictions that are considered necessary on safety or access grounds.

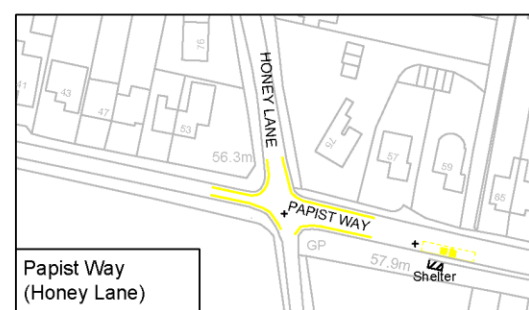
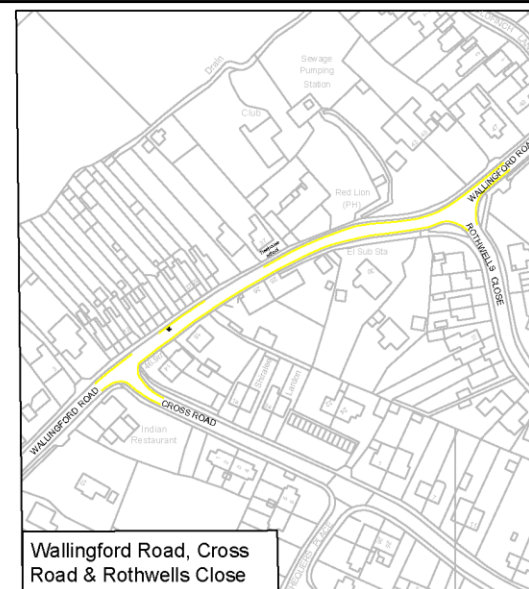
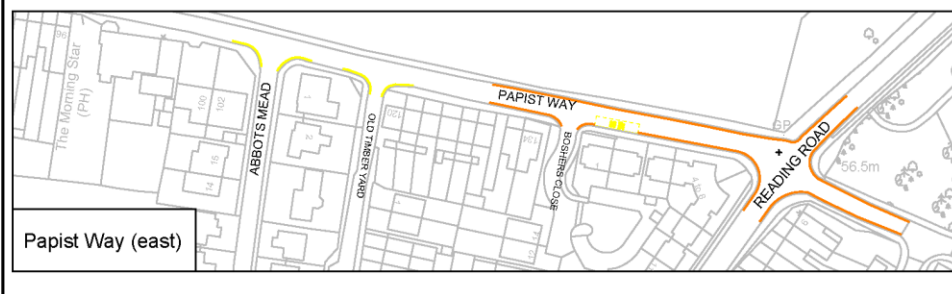
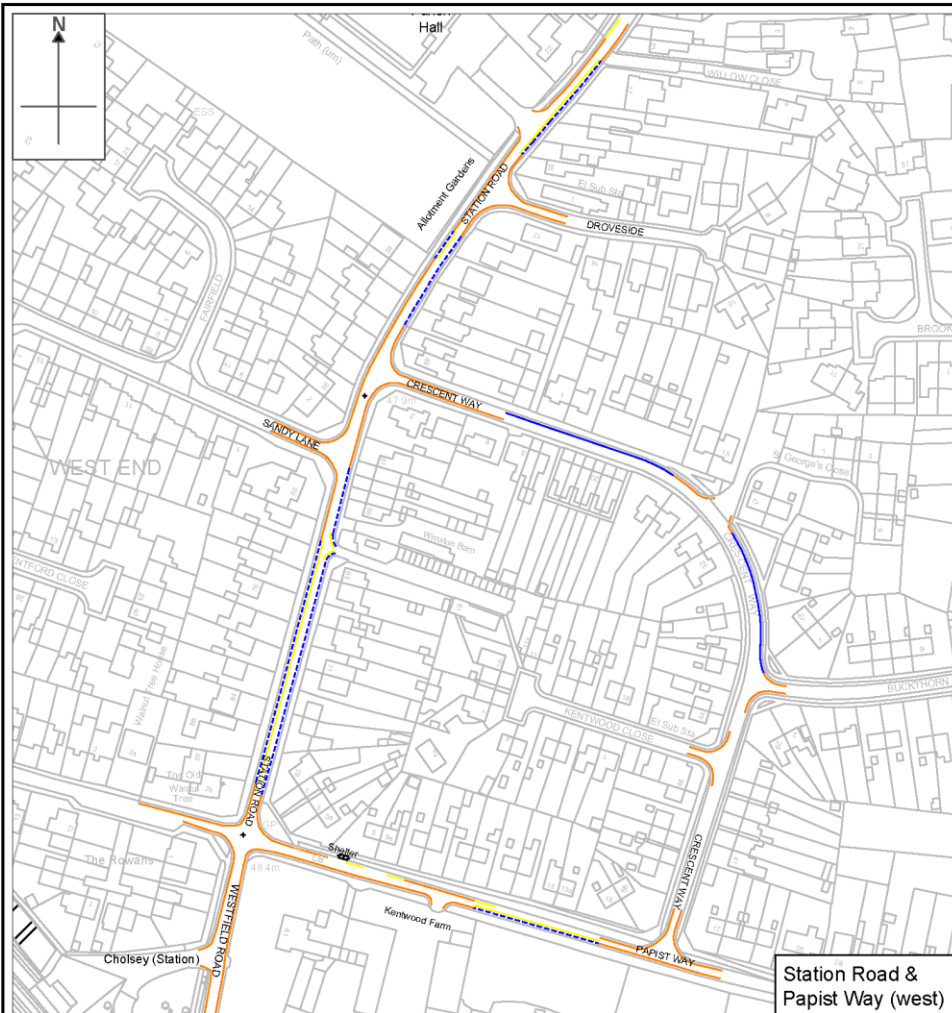
Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation plan
 Annex 2: Consultation responses

Contact Officers: Mike Horton (Senior Officer - Parking Schemes)

January 2024

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Drawing No. PRD/2023/001

KEY

- Existing No waiting at any time (double yellow lines)
- Proposed No waiting at any time (double yellow lines)
- Existing No waiting for 1-hour periods (times vary) (single yellow lines)
- Proposed REMOVAL of No waiting for 1-hour periods (times vary) (single yellow lines)

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)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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 Cholsey Parking Review 2023

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Cholsey Parish Council	Support – Cholsey Parish Council supports the parking proposals outlined in the consultation.
(3) Business Development and Partnerships Manager, (Go Ahead Group bus operator)	<p>Support – Thames Travel operate the 136 service through Cholsey up to every 30 minutes at peak times and hourly at other times on Mondays to Fridays. A broadly hourly Saturday service is also provided. The 136 links Cholsey with Wallingford which is the nearest centre for many amenities.</p> <p>We support the proposed changes to parking restrictions as we believe they will help the flow of traffic and so help buses pass through the village. Buses operate on a one-way loop through the village, and we are glad that the revised restrictions favour traffic in the direction of bus travel.</p>
(4) Local resident, (Cholsey, Wallingford Road)	<p>Object – I do not agree with the proposal to put double yellow lines on Wallingford Road Cholsey for the following reasons:</p> <ul style="list-style-type: none"> • Cars currently parked on Wallingford Road between the Red Lion pub and the roundabout with Church Road act as a traffic calming measure. By removing the cars you will create a race track. Cars travelling into the village along Wallingford Road already ignore the speed limit as they approach the Red Lion pub. Removing the cars on the north side of Wallingford Road will encourage drivers leaving the village to break the speed limit as well. • After heavy rain the road floods outside the Red Lion pub. With cars going faster on both sides of the road there will be even more spray. As a pedestrian I have been soaked several times walking past the pub when the road is flooded • Several of house numbers 7 to 33 (north side of the road, west of the Red Lion pub) do not have off street parking and some have two cars. Many are occupied by young families. They will have to move their cars parked on

	<p>Wallingford Road to another location. This will be quite a distance as you have yellow lines proposed on Cross Road and Rothwells Close. They will then have to cross the road with young children, shopping etc with cars going faster.</p> <ul style="list-style-type: none"> • Cars do not park on Wallingford Road north/east of the Red Lion pub so why do you need to put double yellow lines on this stretch of the road at council tax payers expense. • Reversing or driving out of a driveway for houses on the north side of Wallingford Road will be more hazardous with cars going faster as they exit the village on Wallingford Road <p>I really do not understand what OCC is trying to achieve for Wallingford Road. The current arrangement does not cause any issues for people living on Wallingford Road and we are too far from the Station for non-resident parking to be a problem.</p> <p>I therefore request that the double yellow lines are not implemented on Wallingford Road, Cross Road and Rothwells Close.</p>
(5) Local resident, (Cholsey)	<p>Concerns – Whilst I totally agree we need to take action as parking has not only become inconvenient but dangerous due to the return of commuters after COVID and more people using the village for the train station due to new housing in the surrounding area I am extremely concerned at the consequences the proposed changes will cause for the residents of West End.</p> <p>I have been involved with these parking issues since 1993 when we returned to Cholsey. Originally I coordinated parking “passes” for residents of West End, with the Sergeant at Wallingford Police Station. He would walk West End and ticket anybody who did not have a parking pass. It made his life easier and so was more willing to help residents. I fully understand that police now have less resources to help with something as minor (to them) as parking problems but we seem to have lost all support from anybody regarding this issue.</p> <p>You will know that our road has signs at both the West End/The Rowans entrance and Sandy Lane entrance. These signs are access for bikes and cars only and deliveries, however the regulation is no longer enforced by anybody and with more and more cars in the Rowans (they have no driveways), new houses being added to West End and Sandy Lane parking is becoming more and more difficult for residents without adding more train commuters. If the train commuters are pushed from Station Road and Papist Way they will come to us more and more.</p>

	<p>The arguments and aggressive behaviour that have occurred over the years has been awful, not to mention vandalism and we ourselves have had a car literally “park in our boot”. On that occasion we did call the police who attended and then informed us that strictly speaking as they didn’t see the accident any damage caused to the vehicle parked in our boot, by us moving our own car would be at our cost! Another first hand example - My Mother and Father live opposite us. A holiday maker left their vehicle for a number of weeks outside their house. When they returned they found it had been vandalised. The driver subsequently knocked on my Mother’s door, demanding who had done what to their car. My Mother is an OAP and does not need a stranger shouting and accusing her of damaging their vehicle, illegally left in the street. My Mother, after the initial shock managed to retort by saying she was not a car park attendant and that she had no idea what had happened to the person’s car and closed the door.</p> <p>I could list many many more examples of poor behaviour but I realise you are busy - I just wanted to explain my concerns. I realise an option would be to make West End, resident only parking but that was investigated a few years ago and the cost to residents was too high. I do believe one should not complain or criticise without offering a solution – so perhaps signage could be improved or at least a sign that says “private road” or an explanation of the traffic regulation sign. Yes, all drivers should know the highway code but many people simply do not see the sign, understand the sign or believe that it means they cannot park their car in West End for 6 weeks whilst they travel to New Zealand or are an allegedly active police officer attending a course in Reading!</p> <p>I actually believe that more yellow lines are required to the “centre” of the village where the double roundabouts and bus shelter are located as you cannot see to safely drive along that stretch of road so I do support what is proposed however, I just wanted to take this opportunity of reminding somebody in authority that West End is equally dangerous/difficult to drive through without more cars being parked there and perhaps it could be investigated further.</p> <p>I have written, many many letters during the last 30 years to MPs, Parish Councils, SODC anybody I could think of but now to be honest I am tired of trying and getting nowhere. My neighbours and I are leaving cars on the road 24/7 simply to ensure we can get on and off our drives. Yes we have had instances of commuters parking across the drive, unbelievable as it may seem.</p> <p>To sum up and not take up any more of your time, yes the residents of this house support the new parking restrictions, but we would appreciate a little thought for West End.</p>
<p>(6) Local resident, (Cholsey, West End)</p>	<p>Concerns – Has any consideration been given to residents only parking on West End for the residents/guests of west end and The Rowans? If not can this please be considered as the road is frequently full of commuters cars utilising the unlimited free parking to the detriment of residents.</p>

<p>(7) Local resident, (Cholsey, Papist Way)</p>	<p>Concerns – As long-standing residents of this village these proposals are most welcomed, but some aspects of this application cause us concern especially as we are residents of a property adjacent to one of the major junctions in question (Honey Lane with Papist Way) & would be directly affected by these proposals.</p> <p>Note: If you are not familiar with the locality, it may be beneficial to read/use the Appendix (attached at the bottom of this letter) which will assist with photographs of the locations/views, plus a map of the locality for eastbound/westbound etc.</p> <p><u>Traffic & Parking</u></p> <p>As we are sure you are aware, this is & has been an on-going daily safety issue in Cholsey for years.</p> <p>The problem is caused/exacerbated by the numerous rail commuters who park their vehicles on the roads wherever they can find a space. This is obviously done to avoid paying any parking fees for using the Pay & Display Car Park which is available at Cholsey Train Station.</p> <p>There is, as you know, currently a Double Yellow Lines (DYL) parking restriction at the western end of Papist Way from its junction with Station Road, which has been in force for a number of years. However, this has not removed the problem of rail commuter parking, far from it. All it has done is disperse the rail commuter parking on to the adjacent roads where parking is unrestricted, something which we fear will happen even more outside our property should the DYL system being proposed end just into Honey Lane.</p> <p>Rail commuters park their vehicles outside ALL of the properties on the north side of Papist Way, from the western end (from just beyond the current DYL system), ALL the way up Papist Way towards the Honey Lane junction.</p> <p>Further east up Papist Way past the junction of Honey Lane, the rail commuters then park their vehicles on Papist Way but on the south side of the road (opposite side to all those mentioned above), up to the restricted area of the marked Bus Stop. Beyond the Bus Stop marked area is predominantly used as on-street parking for the residents of 8, 10, 12, etc. Papist Way who park their personal vehicles (legally) on the road outside their dwellings.</p> <p>Rail commuters who cannot park in either of these areas in Papist Way then ‘overflow’ park in Honey Lane on the west side of the road, adjacent to the pavement.</p>

Traffic issues caused for local buses/passengers

- The situations described above causes the local buses issues in accessing their designated marked Bus Stop area (outside 8 Papist Way), when stopping for passengers who are boarding/alighting.
- Due to residents & rail commuters parking on Papist Way the larger buses cannot usually fully manoeuvre into the designated area, so cannot position the buses to be directly adjacent to the pavement outside the Bus Stop.
- When buses cannot get into this designated Bus Stop area (which is clearly marked) due to the proximity of all the parked vehicles, this then causes a temporary complete blockage of Papist Way.
- I have seen & encountered the local buses having to stop in the middle of the road. No vehicles travelling east or west can pass until passengers have alighted/boarded. In these circumstances I have witnessed vehicles take to the pavement (outside 57 & 59 Papist Way) in order to pass when patience is not employed!
- When local buses are prohibited from fully accessing the Bus Stop area due to the close proximity of parked vehicles, this also presents issues for any elderly travellers who have to step down off the pavement onto the road & then step up onto the bus.

Traffic issues caused for vehicles travelling on Papist Way & Honey Lane

- The commuter vehicles parked on opposite sides of Papist Way either side of the Honey Lane junction causes a 'chicane' which congests the worst at the pinch-point of this junction. This puts vehicles travelling east & west in direct conflict (see Pictures 1, 2 & 3 of Appendix).
- For vehicles travelling west 'down' Papist Way as they approach the Bus Stop these vehicles are forced onto the 'wrong side' of the road in order to pass these parked vehicles, the Bus Stop & then the commuter vehicles parked beyond & up to the dropped kerb for the farm 'track' as they approach the Honey Lane/Papist Way junction (see Picture 1).
- Vehicles travelling west going 'down the hill' towards Station Road often have to stop on Papist Way directly opposite the Honey Lane junction to allow any vehicles to come up the hill who are already 'committed' past the line of parked vehicles on Papist Way (but have nowhere to pull in - especially true for oncoming large vehicles such as buses, vans or local Farm Traffic), due to the nose-to-tail rail commuter parking.

• Vehicles which intend to turn right into Honey Lane are faced with a double safety issue. Firstly, they have to negotiate the parked commuter vehicles by the Bus Stop (Picture 1), which puts them on the 'wrong' side of the road. Then they have to 'give way' to any vehicles as described above & also have to exercise extreme care for any vehicles travelling south 'up' Honey Lane, especially those which are turning left onto Papist Way. The cause of this being that the majority of vehicles coming 'up' Honey Lane & intend to turn left onto Papist Way, pause at the Give Way markings, give a casual glance to their right to check for any traffic & then turn left... straight out into the path of oncoming vehicles coming 'down' Papist Way (who as mentioned are on the wrong side of the road as they are overtaking parked vehicles - see silver car in Picture 1).

• Likewise, it is an equally potentially hazardous situation for vehicles travelling south 'up' Honey Lane towards the junction with Papist Way. At the Give Way markings, they are firstly confronted with limited/restricted/no view of any vehicles approaching from their right (travelling east 'up' Papist Way) due to the nose-to-tail commuter parking as mentioned (see Picture 2 & 3). Secondly, they are confronted with vehicles approaching from their left (those travelling west 'down' Papist Way) which are on the 'wrong side of the road' passing parked vehicles (see Picture 1, especially noting the only possible path of the silver car, which is maintaining the offside of Papist Way as it negotiates past the parked vehicles & Bus Stop).

• All of the above also applies to any Farm Vehicles which travel from the local farm at the west end of Papist Way. These drive up to the junction of Honey Lane & turn right up the farm track opposite the Honey Lane junction. This is to access the farm fields on the south side of Honey Lane up to & beyond the railway tracks.

I have seen & heard (screech of tyres & sounding of horns) so many near misses over the years & there have been several Damage Only Road Traffic Collisions at this junction, one which I witnessed earlier this summer – a vehicle drove west 'down' Papist Way, turned right (north) into Honey Lane & was immediately confronted by a parked car. The driver panicked & 'crashed' into the kerb of the pavement of Honey Lane. Fortunately, no pedestrians were using the pavement at the time & no vehicles other than the one being driven were damaged, i.e., it was a non-recordable road traffic collision.

Residents parking

As you can probably already appreciate, due to the daily commuter parking on both sides of our corner property, it is virtually impossible for us to actually park our own private vehicles on the roads outside of our property, especially during the day. We are fortunate that we have a private driveway, which being a corner property, is accessed from Honey Lane. But vehicle access can be severely limited by inconsiderate parking from the rail commuters, some who

park their vehicles for more than just their daily commute - some vehicles are left in place for a week or sometimes longer!

As shown in Pictures 4 & 5 we do not have clear & unobstructed safe viewing of the road, Honey Lane to enable us to pull out of our private driveway. Our view is further reduced if there is ever a van type vehicle parked either side of our driveway which cannot be seen through, round or over! This is also the case for ALL of the properties both in Papist Way & Honey Lane as can be seen from ALL of the pictures in the Appendix.

Should we be travelling south on Honey Lane approaching our property intending to get into our private driveway, which constitutes pulling our vehicle into the opposing lane, we have to contend with any cars turning into Honey Lane from Papist Way which then baulk our access at the dropped kerb for our driveway entrance should any rail commuters have parked outside our property.

As our property is on the corner of Papist Way at the junction of Honey Lane we have pedestrian access to the front of our house from Papist Way, but we nor any visitors or deliveries can park directly outside our own house due to the rail commuters 'free parking'.

Safety issues facing pedestrians at junction of Honey Lane with Papist Way

The hedgerows bordering the property 'Cardynham', 75 Papist Way grow at a considerable rate each year. These need to be regularly trimmed back as they not only obscure the street lighting at the Honey Lane/Papist Way junction during the hours of darkness, but when overgrown also cause limited view for any road users, pedestrians & vehicles alike, at this junction.

This is a particular concern during school term times as numerous children use the pavements throughout the locality to access the Bus Stop area which is where the local School Buses pick-up & drop off.

General road safety issues

There are numerous pot-holes & general road surface deterioration in the areas around Papist Way & Honey Lane, especially subsidence to the fill-in for the trench which was dug all the way up Honey Lane for gas main supply, fitted some 15 or so years ago. Despite token gesture attempts at filling some of the pot-holes, either they have subsided further, or the existing ones have got worse.

You should also be aware of Planning Application Ref: P23/S3015/RM from South Oxfordshire District Council Planning Department.

From the proposal details contained therein it can be seen that the plans submitted are to construct 2 new properties on the land to the north side of the property named 'Cardynham', 75 Honey Lane. Within this proposal are 3 off-road parking spaces for these new properties, which exit directly onto Honey Lane opposite number 76, Hive House & 53 Papist Way (our property), thereby adding to the parking congestion & road safety issues highlighted at this junction & being just beyond the end of the new proposed DYL! (See Appendix Picture 5).

Having seen that the rail commuters park wherever they can where there are no restrictions, it is entirely predictable that they will park in this area, thereby creating another road safety hazard at/nearby to the junction of Honey Lane with Papist Way.

To be honest, with all of the above Traffic/Parking/Road Safety issues I am truly amazed that there have been no serious injury accidents at this junction... yet! I dread to think of the consequences of any limitations for any access for Emergency Services.

As Senior Officer (TRO & Schemes) we appreciate that you will seek a Highways Traffic Report for the area around this junction (Honey Lane with Papist Way) & the village as a whole. This will, amongst other information show you recorded collisions in the area. However, this will only show reportable (KSI) or reported collisions (either via Thames Valley Police self-reporting portal, or from actual Police attendance due to highway blockage &/or vehicle/driver offences). What this report will not show you is the daily headache of hazards & restrictions outlined in this letter which are faced by residents on a daily basis & are directly affected by all the rail commuter free parking.

So, in summary, we welcome in general the parking restriction amendments, but suggest that they do not go far enough & will not necessarily resolve the rail commuters parking. The new DYL system which is proposed will merely disperse the rail commuter parking into areas which are not covered within the proposal, which we fear will not provide us the courtesy as local residents to be able to ACTUALLY PARK OUTSIDE OUR OWN PROPERTY!

Further to the DYL proposals, with parking enforcement having been decriminalised in the 1991 Road Traffic Act amendment, can I respectfully ask, how & who will enforce all these restrictions? We never see any parking enforcement officers in Cholsey, so who & how will the new proposed parking restrictions be 'policed'?

	<p>With the proposed DYL system in operation outside our own property, should the non-restricted part of the road be taken up with commuter parking (entirely probable!), that would mean we can't even park outside our own property even for a minute whilst just manoeuvring our vehicles should one be blocked in on our driveway!</p> <p>We feel that this is unjustly penalising us as residents to have the ability to legally park our own vehicles outside our own property due to all the inconsiderate commuter parking.</p> <p>A possible solution to all of the inconsiderate rail commuter parking would be if the council made all of the roads Resident Parking Only & enforced it rigorously.</p> <p>Lastly, on the subject of 'policing', if these proposals are granted & there is a reduction in parked vehicles on these roads that will inevitably lead to an increase in speed of vehicles on these residential roads. Can I ask what contingencies are being considered to combat any speed-related issues within the village?</p>
<p>(8) Local resident, (Cholsey, Station Road)</p>	<p>Concerns – I have completed sections of your on-line form about several of the proposals, but not about the proposal to do away with the one hour parking restriction outside my bungalow and three other properties between Droverside & Crescent Way, which I find easier to do by email. This current parking restriction works. Parking here is only occasional and does not interfere too much with vital services. Below are the reasons I object to a change to no parking restrictions:</p> <ol style="list-style-type: none"> 1. By having no parking restrictions I think that a 45 yard stretch of road between Droverside & Crescent Way would be used by commuters using the station, parking nose to tail as able. This is because the station is only a 3 or 4 minute walk away and the short walk would save a commuter £800 or so a year. 2. This nose to tail Monday to Friday day time parking would hamper emergency services accessing the abutting properties and also the re-cycling, refuse & food waste collections. The bin collections would not be able to be made from three properties, the residents of which would need to take their bins to the corner of Station Road with Droverside or Crescent Way. At these corners, after emptying the bins may be left in such a way as to restrict the vision of drivers leaving Crescent Way and Droverside, for the operatives do leave bins scattered about sometimes. (I dont think that the residents would leave their bins so as to restrict drivers vision.) Also it is a long way to expect older residents to take their bins for collection, especially on a Winters night, and to retrieve them. 3. Health & social care pickups (medical centre & day centre visits) would be difficult with the nose to tail parking as deccribed above.

	<p>4. This 45 yards of nose to tail parking would impede traffic flow along Station Road, which is a main road in Cholsey and well used.</p> <p>5. This parking would inconvenience the residents of the abutting properties as they and visitors could not park there briefly.</p>
<p>(9) Local resident, (Cholsey, Kentwood Close)</p>	<p>Papist Way – Object Station Road – Concerns Wallingford Road – Concerns Ilges Lane – Concerns Honey Lane – Concerns</p> <p>Adding double yellow lines to roads where residents don't have any off street parking will negatively impact those in our community. In addition the proposals to Papist way are going to cause more people to park in crescent way and kentwood close where parking has got so bad due to the number of large vans and multiple cars within single properties that we cannot have visitors parking outside our own home, not to mention the collapse of the sewer network in Kentwood close and ripping up of the pathways due to heavy vehicles constantly being parked on them.</p>
<p>(10) Local resident, (Cholsey, Papist way)</p>	<p>Papist Way – Object Wallingford Road – Support Ilges Lane – Support Honey Lane – Object</p> <p>I strongly object to double yellow lines outside my house where I park my car! This is an outrage! All you will do is cause us all to park in adjacent roads and cause the problem there! When really you should be doing permit holder parking for residents</p>
<p>(11) Local resident, (cholsey, papist way)</p>	<p>Papist Way – Object Station Road – Object Ilges Lane – Concerns Panthers Road – Concerns</p>

	<p>Honey Lane – Object</p> <p>I object to several the parking restrictions as the problems are mainly caused by station travellers parking. This should be addressed first and more parking allocated to the station in that area. When there is a train strike parking is fine and no issue. Dont penalise the residents please! By adding parking restriction you will only push the same problems further into the village. If you resolve the station parking 1st then re-asses the parking issues elsewhere would be the sensible move.</p>
<p>(12) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Object Station Road – Object</p> <p>I am a resident that lives on the corner of Station Road and Papist Way. I, along with a few of my neighbours, do not have a driveway and therefore this would leave us with nowhere at all to park. Having spoken to several of these people about this concern, we have all said that, if necessary, we would be quite happy to pay for residents parking permits ourselves as we all obviously need somewhere to leave our vehicles. This is causing me alot of stress and anxiety and would appreciate you re- considering this proposal.</p>
<p>(13) Local resident, (Cholsey, Crescent Way)</p>	<p>Papist Way – Object Station Road – Object Cross Road – Object Wallingford Road – Object Rothwells Close – Object Ilges Lane – Object Panthers Road – Object Honey Lane – Object</p> <p>The proposal does not cater for the requirements of local residents. By putting double yellow lines everywhere you will be making the problem far worse. The local residents need a residents permit scheme so that they can park freely, and stop rail commuters parking inconsiderately. This proposal will push commuters to all the side streets which have not been covered in this consultation (West End, Crescent Way etc). What Cholsey needs is 1) Resident Permit Scheme 2) for this to be properly, regularly and consistently enforced.</p>

<p>(14) Local resident, (Cholsey, Papist Way)</p>	<p>Papist Way – Object Station Road – Object Cross Road – Object Wallingford Road – Object Rothwells Close – Object Ilges Lane – Object Panthers Road – Object Honey Lane – Object</p> <p>The parking restrictions are based largely around poor parking by rail users. Most claim they park on the roads because the car park is full. The cars parked on the roads are generally there before 7:30 when the car park is not full. It's because the road is free parking. Try Removing the parking fees at the station and see if you will solve the road parking?</p>
<p>(15) Local resident, (Cholsey, Papist Way)</p>	<p>Papist Way – Object Station Road – Object Cross Road – Object Wallingford Road – Object Rothwells Close – Object Ilges Lane – Object Panthers Road – Object Honey Lane – Object</p> <p>Many houses in the village have inadequate or no parking available on their properties. Papist Way has the added problem of people catching trains making use of the free parking along the road. I agree that double yellow lines need to be installed in some areas to stop hazardous parking but I do think the residents of Papist Way should not be penalised because of train users. Permit holder parking would be more appropriate .</p>
<p>(16) Local resident, (Cholsey, Pound lane)</p>	<p>Papist Way – Object Station Road – Object Cross Road – Object Wallingford Road – Object</p>

	<p>Rothwells Close – Object Ilges Lane – Object Panters Road – Object Honey Lane – Object</p> <p>I understand the reasons, but for local residents, if more double yellows are added, where do we park 🤔 We have two cars, one on the drive and one on the road. If double yellow lines are in place, where do we park. By adding more yellow lines, will only push drivers who park on the road then go by train, to park somewhere else. Its the residents that will suffer.</p>
<p>(17) Local resident, (Cholsey, Wallingford Road)</p>	<p>Papist Way – Object Station Road – Object Cross Road – Object Wallingford Road – Object Rothwells Close – Object Ilges Lane – Object Panters Road – Object Honey Lane – Object</p> <p>You have allowed to build massive housing astate now you have to make sure those people can park. Why don't you introduce free resident parking permits for specific roads and change current parking to 30 minutes Or build proper parking for people to be able park the cars at the station.</p>
<p>(18) Local resident, (Cholsey, Papist way)</p>	<p>Papist Way – Object Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Concerns Panters Road – Support Honey Lane – Support</p>

	<p>As a resident of one of the top houses in Papist way, 5 houses here do not have any parking spaces, if the yellow lines are introduced to the top junctions, we will have no where to park with in 200 metres of our homes, totally unreasonable.</p> <p>Have the council ever considered a permit parking scheme.</p>
(19) Local resident, (Cholsey, Papist way)	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Concerns Wallingford Road – Concerns Rothwells Close – Concerns Ilges Lane – Concerns Panthers Road – Concerns Honey Lane – Concerns</p> <p>I live on papist way if double yellow line gose ahead will there parking for us who live on this road or will it be permit holders parking outside our house</p>
(20) Local resident, (Cholsey, Pound)	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Concerns Wallingford Road – Concerns Rothwells Close – Concerns Ilges Lane – Concerns Panthers Road – Concerns Honey Lane – Concerns</p> <p>Local residents unsafe</p>
(21) Local resident, (cholsey, station road)	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Concerns Wallingford Road – Concerns</p>

	<p>Rothwells Close – Concerns Ilges Lane – Concerns Panters Road – Concerns Honey Lane – Concerns</p> <p>Parking around the village is too much for the available road space. Many roads aren't able to allow cars to pass. Putting restrictions in place to reduce day time parking from those living outside the village is a very good idea. However double yellow lines alone won't stop this, it is likely just to shunt it along the road to an unregulated area. Ideallt Residents Permits should be introduced allowing anytime parking for residents (in a zone) and limiting visitor parking to say 2 hours. This would mean residents could always park outside their homes and commuters would be unable due to the time restriction. This is simple and would have the most positive impact.</p>
<p>(22) Member of public, (Cholsey, WestEnd)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Concerns Wallingford Road – Concerns Rothwells Close – Concerns Ilges Lane – Concerns Panters Road – Concerns Honey Lane – Concerns</p> <p>My neighbour, an elderly lady, has two major concerns about the new parking options. She is elderly not disabled and needs to park near the shops. Will there be some time limited spaces in the middle of the village. Parking there is already difficult so she asks that you consider the elderly or handicapped. She has lived on West End for several decades. She wishes to express that her and neighbours have ongoing problems with selfish commuters. They block the edges of her driveway or double park to the point where it's difficult to drive through the gap. She tells me there is a red round sign with car and motorcycle on it and she was told that no vehicle can enter West End or Sandy Lane unless they had a need to do so. She does not believe that parking for the train "is a need to do so". She is very upset about this. If the Station Road and The Papist have yellow lines she is worried sick that her road, her drive and her ability to be independent will be a big problem. She says that other people must be worried about the same. Thank You</p>

<p>(23) Local resident, (Cholsey, Westfield Road)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Concerns Wallingford Road – Concerns Rothwells Close – Concerns Ilges Lane – Concerns Panters Road – Concerns Honey Lane – Concerns</p> <p>'Whilst these are discrete solutions to parking around junctions which are helpful, the proposed solution will force cars down already full roads and doesn't take a holistic view of the cholsey parking problem which is causing significant traffic at the times when we need to protect the residents (notably during school bus times). This high level review needs to include: - providing designated parking / drop off zones around public transport and school areas as an alternative to the congested residential streets - increased provision for alternative transport eg secure bike storage - how to increase residential off road parking eg providing approval for dropping kerbs etc</p>
<p>(24) Local resident, (Cholsey, Brentford Close)</p>	<p>Papist Way – Concerns Station Road – Concerns Honey Lane – Concerns</p> <p>My home is in Brentford Close joined to Sandy Lane and West End. If you put more restrictions in place (which I agree with) you will also be moving parkers into the roads joining my house. There is a round sign on West End and on Sandy Lane which shows no cars or motorbikes unless the need access. In the 13 years I've elived here it was only enforced in the first few years by PCSOs then it stopped. The PCSO would put a warning note on about access and if it was a train parkker they got the message. If they did it again they got a ticket. This does not happen now. There are no yellow lines in my roads. So if you stop parking on other roads then guess what they will park, You just moved the cars and the problem. This needs a thinking. A few of us thinkk permit might be a better thing</p>
<p>(25) Local resident, (Cholsey, West End Cholsey)</p>	<p>Papist Way – Concerns Station Road – Concerns</p>

	<p>Yes, we need better parking arrangements. I think residents permits would be a better idea as you will always have train users parking near the station. New arrangements just move the problem further along the other roads.</p> <p>I live in West End, parking here is a nightmare as it's used by train users everyday, sometimes for whole weekends or weeks. Brentford Close, Sandy Lane, Fairfield and West End are controlled by Access Only signs but these are ignored. The PCSOs stopped enforcing these rules as you could never prove who had a right of access and who did not. It's practically useless sign and rule. We would be better having a permit scheme for these roads. And maybe apply the same in other roads.</p> <p>Than you</p>
<p>(26) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Concerns Station Road – Concerns</p> <p>I don't think that your current plan is going to do anything other than further exacerbate the parking problems in the village that mostly stem from commuters using the Station. Your plans seem to put genuine residents at a disadvantage in proximity to their own homes and push commuters elsewhere in the village and other residential streets. Surely enforcing the current parking restrictions properly is the key to solving the issue of commuter parking. Nothing in your proposed plan addresses the constant pressure on West End due to its proximity to the Station. It is unsafe and emergency vehicles would have great difficulty accessing homes on West End near the Station if required. We live in the Rowans and have had our driveway blocked on numerous occasions due to Station users (Police have been involved). Station users regularly leave cars parked in West End for days/weeks due to ZERO enforcement/perceived restrictions on them doing so. Residents have nowhere safe to park as a result and have no other option but to park illegally to load/unload or leave their car overnight. It's chaos and nobody seems to care about genuine resident concerns they are the ones who are putting up with this every day!</p>
<p>(27) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Concerns Station Road – Concerns Ilges Lane – Support Panters Road – Support Honey Lane – Concerns</p> <p>Honey Lane is congested. I am concerned that the new restrictions on Papist Way and Station Road will encourage commuters to park on Honey Lane causing even more problems.</p>

	<p>Station Road and Papist Way. West End on the corner of these roads is an Access Only Road (as are Sandy Lane and Fairfield). These have no parking restrictions and are used by commuters for parking. Double parking happens daily by the Rowans and the garages. On many occasions people have left their cars for a week or more while they use the train to go on holiday.</p> <p>Over the past 12 years the Access Only restriction has been rarely enforced. In the past 5 or 6 years, never enforced. What is the point of this if it can be ignored. Stopping parking on adjacent roads will push it into West End.</p> <p>We have tried producing our own "resident badges" and leaving notes for persistent commuters explaining No Access and the impact of blocking residents and delivery vehicles. These don't work. Perhaps Residents Permits and parking restrictions are the best way forward.</p> <p>I would urge you to investigate this as part of your parking plans.</p>
(28) Local resident, (Cholsey, West End)	<p>Papist Way – Concerns Station Road – Concerns Wallingford Road – Support Ilges Lane – Support Honey Lane – Support</p> <p>Navigating the village safely at school start and finish times and around Tesco is becoming increasingly dangerous both as a pedestrian and a car driver. Visibility is greatly restricted, especially around The Forty. This is also the drop off point for a number of school coaches. Similarly, on Papist Way and Station Road, parking is increasing but if double yellow lines are introduced here, it will just push the problem in to West End and Sandy Lane. The number of cars parked in West End is already much higher than since the beginning of the year and the station end of West End is simply dangerous. I know of neighbours having to turn around and go back out through Sandy Lane because they can't get their vehicles through - how would an emergency vehicle get down there?</p>
(29) Local resident, (Cholsey, West End)	<p>Papist Way – Concerns Station Road – Concerns Wallingford Road – Support Rothwells Close – Object Ilges Lane – Support</p> <p>Double yellow line parking restrictions in station road and papist way will increase nuisance parking in West end which is an access only road but already regularly ignored by those parking to avoid paying at the station.</p>

	<p>You need to sort that parking out or organise a station shuttle service from Wallingford. Also, enforcement of the except for access rule would be appreciated as we've also had cars parking for over a week using the train to go on holidays. This has been reported on your website on numerous occasions, but absolutely nothing is done!</p>
<p>(30) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Support Wallingford Road – Concerns Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Concerned that this will push more traffic onto West End, and people ignore/ don't understand the existing "access only" restrictions. There are always people parking and using the train and they are generally ignorant of the restrictions. This area seems to have been ignored in this consultation. Need to ensure that there is sufficient parking for residents, recognising that many of the locations which are due to have double yellow lines on them do also have residents parking in these areas. All of this is only useful if there is enforcement - the existing double yellow lines are ignored, and non-residents park on West End; there is no effective way to discourage this as there is no enforcement</p>
<p>(31) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Support Wallingford Road – Concerns Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Changes to Papist Way, and Station Road are going to force more cars to park in West End. Despite being an access only road West End and The Rowans are plagued with cars parking for the station day and night, constantly being</p>

	<p>blocked in or out of driveways and inconsiderate parking blocking emergency vehicles. These plans are going to make parking in West End, The Rowans, Sandy Lane and Brentford close even worse. There is never any support for resident parking, and no support when we cant get our own vehicles on and off our driveways, let alone parking outside our own homes.</p>
<p>(32) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Support Wallingford Road – Support Honey Lane – Support</p> <p>I live in West End where I see traffic slowly increasing from commuters using the road for parking. With all these new restrictions in roads close by, this will only force the traffic that parked in these streets into West End. Why is nothing being done to restrict the parking in West End?</p>
<p>(33) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Support Wallingford Road – Support Honey Lane – Support</p> <p>Newly imposed changes on Station Road / Papist Way are good. But these only solve the problem of parking heading up Papist Way to the top of Cholsey. And Station Road helps the problems heading into the village. My family live in West End. We have round signs with cars and motorbikes which say access is restricted. The police stopped patrolling in about 2015. Parking is a nightmare, the sign is as good as a chocolate teapot. I've looked the council website and you won't enforce it either. I pasted the text below. So if the changes go ahead the roads off West End etc will become more congested, a new car park!!!! Oxfordshire County Council enforces parking in Oxford under the Traffic Management Act 2004. PCNs will be issued to vehicles observed parked in breach of a restriction. The types of illegal parking we enforce include vehicles parked:</p> <ul style="list-style-type: none"> on single/double yellow lines in a permit bay without displaying a valid permit in a pay and display bay without a valid ticket on display in a disabled bay without displaying a blue badge

	<p>for longer than permitted outside of the bay markings in a suspended bay in a place not designated for that class of vehicle in a loading bay without loading on a pedestrian crossing or on zig-zags in a cycle lane on a bus stop/stand on a clearway.</p>
<p>(34) Local resident, (Cholsey, Sandy Lane)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Support Wallingford Road – Support Ilges Lane – Support Panters Road – Support Honey Lane – Concerns</p> <p>While I applaud the effort to improve parking and safety I am afraid you have missed out a key section of the village right next to the station and which has terrible parking and double parking problems. These roads are Fairfield, Brentford Close, Sandy Lane, West End. These roads are like car parks for commuters. There are no yellow lines or restrictions. A legacy sign prohibiting access for others than residents is a waste of time. How do you monitor who is or isn't allowed access. If you put restrictions in place elsewhere you push all those cars into the ones I mentioned. You have to address how you will make sure this doesn't happen. I would be happy to pay fifty quid a year for a permit to stop these travellers blocking our streets, taking our spaces and providing hazard to our children.</p>
<p>(35) Local resident, (Cholsey, Papist Way)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support</p>

	<p>Honey Lane – Support</p> <p>Good solutions especially on the main routes through the village. Concerns - Preventing some of the parking next to the station on Station Road and Papist Way is a good move forward. But... There are un-enforced restrictions (Access Only) in the roads opposite West End and the roads leading off it. Neighbours tell me that train customers park there because they can; they can't get booked because the council or police don't know who is really using this road correctly. A problem that needs a fix or you will have just moved cars not solved parking.</p>
<p>(36) Local resident, (Cholsey, The Rowans)</p>	<p>Papist Way – Concerns Station Road – Concerns Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>These proposals need to be considered in the context of the situation on West End and Sandy Lane (and adjoining roads such as Brentwood Close and Fairfield). This area contains no visible parking restrictions on the roads themselves but is nominally controlled by signs indicating 'no motor vehicles except for access' at the entrances to West End and Sandy Lane, which in theory should mean that no vehicles should enter this area, let alone park, unless accessing one of the properties. However these signs are generally ignored, probably because they are not noticed by drivers. The area's proximity to the station means that it is therefore routinely used by people parking to use the station, and there is no check or control over this by traffic wardens or the police, meaning that local residents, many of whom do not have access to off-road parking, are often unable to park on these roads. The proposed amendments to restrictions on Station Road and Papist Way are likely to push more drivers into parking illegally on West End and Sandy Lane, making this problem worse. Unless a resident's permit scheme is introduced, which would be the best solution, more needs to be done to manage illegal parking in this area, perhaps by installing improved signage if there are no resources available to actively police or monitor the area.</p>
<p>(37) Local resident, (Cholsey, Papist Way)</p>	<p>Papist Way – Concerns</p>

	<p>Double yellow lines outside my property will mean we have nowhere to park as we have no driveway unlike other neighbours. What are we supposed to do!!</p>
(38) Local resident, (Cholsey, Station Road)	<p>Station Road – Concerns</p> <p>As resident of Station Road, having DYs outside our house would make a big difference to our experience living in the village, as we regularly have people park over the drop curb for our driveway, making it difficult to get in/out of the driveway. We would request that double yellow lines are extended the full length of station road to help alleviate this issue, and I'm sure we are not the only residents with this problem.</p>
(39) Local resident, (Cholsey, Station Road)	<p>Station Road – Concerns</p> <p>Please double yellow BOTH sides of the road. People park dangerously near the station and junctions making crossing difficult for pedestrians. If residents don't have driveway parking they should have considered this when buying a house.</p>
(40) Local resident, (Cholsey, Station Road)	<p>Station Road – Concerns Wallingford Road – Support Ilges Lane – Support</p> <p>My main concern with the double yellows at station road is that they are not following the whole way through. As a resident of station road, by the Forty, we already suffer with ill thought out parking that makes it incredibly difficult to get in and out of our drive. There have been multiple near misses with all members of the household due to the parking and one minor accident whereby someone on a bike hit my fathers car due to overtaking all of the parked cars as my father tried to stop and pull into our drive. Being opposite the bus stop I feel that it should be required that double yellow lines opposite the bus stop as well as all of the proposed yellow lines on Station Road. Aside from it being incredible difficult to pull in and out of our driveway when cars are parked on either side (which one side of our drive not even being a full cars length between our drive and next door), it is also not safe for pedestrians and people trying to cross the road from the bus stop. This is something that we have already requested in the past and were informed that this would only happen as part of a larger consultation and I feel that that time is now. It would be important to have enforcement of these double yellows as well.</p>

(41) Local resident, (Cholsey, West End)	<p>Station Road – Object Wallingford Road – Object</p> <p>Station Road and Wallingford Road are so busy there should be no parking at all.</p>
(42) Local resident, (Cholsey, Station Road)	<p>Station Road – Object Wallingford Road – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>The proposals I support are because they sensibly restrict parking at junctions and along a stretch of the Wallingford Road which is busy & needs an unrestricted flow of traffic.</p>
(43) Local resident, (Cholsey, Brentford Close)	<p>Papist Way – Support Station Road – Concerns Wallingford Road – Support Ilges Lane – Object</p> <p>I have concerns about the parking on station road and Ilges lane, if parking on Station road is made more difficult the issue will be pushed in to the narrower side roads such as west end/sandy lane and droveside. Additionally I have seen a number of cars starting to park in Westfield road, close to the bridge, if this should rise it would make the approach very dangerous.</p> <p>Parking for tescos is awful on Ilges lane, but restricting it will not help people that need to pop in as they pass, more likely they will pick up bits elsewhere, this runs the risk of the shop being underused and calling into question it's future.</p> <p>Would a residents permit scheme not be better, all roads are no parking for more than an hour, without a permit displayed and pay and display in some key areas for the station. All homes can register all their vehicles so no locals are inconvenienced but then street parking can be fully enforced and funded by the pay and display.</p>

<p>(44) Local resident, (Cholsey, Wallingford Road)</p>	<p>Papist Way – Support Station Road – Concerns Cross Road – Support Wallingford Road – Support Honey Lane – Support</p> <p>Supporting the proposal at the junction of Cross Road and Wallingford Road: this junction has been a serious safety hazard for years. Parking in Wallingford Road opposite the junction forces northbound traffic onto the wrong side of Wallingford Rd at the junction, creating a hazard for traffic turning left out of Cross Road. The same parking blocks the sight lines from our driveway (5 Wallingford Rd) so that entering and leaving are very hazardous. We have had several near misses.</p> <p>Supporting the proposal at the junction of Honey Lane and Papist Way: dangerous parking around this junction again forces traffic to the wrong side of the road, where sight lines for traffic emerging from Honey Lane are poor.</p> <p>I am concerned at the proposal to remove no-waiting restrictions from BOTH sides of Station Road between Sandy Lane and Papist Way. The freedom to park on both sides of this section will inevitably lead to dangerous obstructions and bottlenecks. There should be no waiting at any time on one side of this section - the western side, where all houses have drives and forecourts.</p>
<p>(45) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Concerns Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Concerns Panthers Road – Support Honey Lane – Support</p> <p>Support more double yellow lines on junctions throughout village. I very much do not support the removal of the single yellow line, restricted parking, in Station Road & Papist Way. The reason the single yellow line was installed was to stop people using the trains from parking all day, often causing problems</p>

	<p>For buses & large vehicles & residents accessing their property's, if these restrictions are removed common sense tells us that this problem will return. I also have concerns that the narrow sections of Ilges lane are not included to have double yellow lines installed as when vehicles park here it restricts access for emergency vehicles. Are these parking restrictions going to be policed because if not it's a complete waste of time. Many drivers do not adhere to the restricted parking, especially around The Forty & parking behind the yellow lines at the Papist Way & Station Road junction. I expect I am wasting my time writing this.</p>
<p>(46) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Concerns Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>I support existing proposals but would support double yellow lines on both sides Station Road near the station. It is sometimes extremely difficult to get out of my own drive because of inconsiderate parking by local residents (claiming spaces and being extremely rude if my visitor happens to park, quote "In my space" (polite transcription) and station users parking for days on end.</p>
<p>(47) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Concerns Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>My concern about introducing unrestricted parking on Station Road between the garages and Papist way, is that it will still encourage commuter parking: can't residents only parking be an alternative for that stretch?</p>

<p>(48) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Concerns Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>I live on Station Road. I know that our road is used for commuters who are unwilling to pay for parking at the train station (I've audited a few cars parking up and then checked to see if there are spaces in the car park). This limits space for residents to park outside their own properties, irrespective of the (currently relieved) parking restrictions. Instead of imposing restrictions with double yellow lines why can't the roads adjacent to the train station be restricted to resident only parking? I believe this would reduce the number of cars parked up on Station Road to reduce the risk of obstructions and hazardous obstacles, whilst allowing for residents to park with permission outside their properties - particularly the ones who don't have access to off road parking/driveways.</p>
<p>(49) Local resident, (Cholsey, Papist Way)</p>	<p>Papist Way – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>Cars parking at the junction of Papist Way and Honey Lane makes this very hazardous. Vehicles travelling west are forced to the right of the road at exactly the point that southbound traffic on Honey Lane is emerging from the give way junction. I live nearby on Papist Way and have experienced and seen near-misses here on a weekly basis. Although parking opposite the junction is already in violation of the Highway Code, people still park there. Double yellow lines are much more likely to be effective. There is a similar issue at the Panthers Road and Ilges Lane junction, albeit with lower traffic flow rates.</p>
<p>(50) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Object Cross Road – Support</p>

	<p>Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Parking in Cholsey is a problem due to people parking inconsiderately so I object to removing the yellow lines parking restrictions Between Droverside and Crescent way as this will allow commuters to park there all day leaving their cars parked while they catch the train to work, this can cause traffic chaos. In the past before the restrictions people left their cars both sides and the buses cannot get through. There have been instances where the driver would then knock on our door as well as neighbours to see if it is our cars which car causing the problem. People have also left cars there over weekends and longer while they go away on a brake. It can also cause problems for emergency services when they are allowed to park on both side because they cannot get through</p>
<p>(51) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Concerns Wallingford Road – Concerns Rothwells Close – Concerns Ilges Lane – Concerns Panters Road – Concerns Honey Lane – Support</p> <p>I fully support that something needs to be done with regards to Papist Way, Station Road & Honey Lane as commuter parking on these roads are a nightmare. With regards to the other roads I have concerns as by restricting certain areas on these roads then you are just moving the problem to other roads within Cholsey. I am referring to West End, Cholsey specifically as even though this is classes as an 'access' road, we get commuter parking on a daily basis and also people who go on mini weekend breaks and also those parking up for one, two or even longer stays, which I'm guessing is going away on their holiday. Therefore, I believe a wider area should be looked at to stop commuter parking. However, you will never rid Cholsey of the parking whilst we having a railway station in the village. Why can't British Rail look to finding more parking for commuters.</p>

<p>(52) Local resident, (Cholsey, Cross Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Concerns Wallingford Road – Concerns Ilges Lane – Concerns Panthers Road – Support Honey Lane – Support</p> <p>My concerns relate to Properties on the roads concerned that have no driveways. Maybe a residents permit should be introduced</p>
<p>(53) Local resident, (Cholsey, Chequers Place)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Concerns Wallingford Road – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>The options I have selected support the parking is very poor and actually dangerous. People along those areas either have drives and to many vehicles or just don't use them. The only concern is for crossroads as Soha will not allow residents to install driveways (we have tried)</p>
<p>(54) As a business, (Cholsey, Wallingford Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Concerns Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p>

	<p>I am for sorting out double yellows on Wallingford Road. It is so dangerous on the bend by The Treehouse School.</p>
<p>(55) Local resident, (Cholsey, Crescent Way)</p>	<p>Papist Way – Support Station Road – Support Wallingford Road – Concerns Ilges Lane – Support Honey Lane – Support</p> <p>It is close to where I live and can be dangerous, plus I think you should include CRESCENT WAY/STATION Road as this is also bad, its close to teh station so people park and often block my driveway</p>
<p>(56) Member of public, (Cholsey, Wallingford Road)</p>	<p>Papist Way – Support Station Road – Support Wallingford Road – Concerns Ilges Lane – Support Honey Lane – Support</p> <p>Cholsey's expansion over the past decade has brought with it increased traffic, especially in rush hour. Down Wallingford Road, between 7-9am and 5-7pm traffic is especially heavy, and parked cars create jams, delays and frustration. No provision seems to have been made for the impact of this increase - but I'm not sure parking restrictions are the answer. Here are my suggestions based on my knowledge of Wallingford Road and the station area:</p> <ol style="list-style-type: none"> 1) Cars need to park somewhere and not all the houses on Wallingford Road have drives. I suggest some of the parking space at the Red Lion car park or Memories of Bengal be freed up for locals. The space is empty much of the time and would bring cars off the road. 2) School run traffic could be improved by making kids walk to school instead of giving them lifts. Or improve local bus services. 3) I know it's difficult to reschedule bin collections but they often clash with rush hour, so would suggest that bin day collections on Cholsey's busiest routes take place either pre- or post- rush hour. 4) Parking at the station could be expanded and made cheaper, which would encourage more people to park there and not in nearby roads. The cost of parking there is an additional extra expense when more people should be encouraged to use trains (which are already expensive).

<p>(57) Local resident, (Cholsey, West End)</p>	<p>Papist Way – Support Station Road – Support Ilges Lane – Concerns Honey Lane – Concerns</p> <p>West end needs to be included</p>
<p>(58) Local resident, (Cholsey, Wallingford Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Concerns Honey Lane – Support</p> <p>Roads are becoming too full with parked cars in dangerous areas.</p>
<p>(59) Local resident, (Cholsey, Brookside, Honey Lane)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Honey lane is horrendous and waiting for an accident. Heavily parked right up to the bend at brookside. People cannot get round into brookside safely as cars are regularly parked on the corners and regularly 2 to 3 cars as you enter</p>

	<p>brookside, parked half up on pavement. and cars park opposite the junction. All very dangerous. Cars speed up and down screeching their breaks to oncoming traffic. Brookside entrance is used as an overspill from the SOHA housing car park just inside brookside. We family cant park outside on road its choka block. Locals trying to get in and out of brookside from honey lane are fed up and it's dangerous. We need yellow lines in honey lane particularly at the junctions. Cars regular use brookside for turning and vision isn't good. Yellow lines yes please!!! Traffic control!!!</p>
<p>(60) Local resident, (Cholsey, Papist Way)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>Visibility at junctions in the village is very poor, and this creates difficulties not just for cars but also for cycling with children and pedestrians when walking to / from school and other activities in the village.</p>
<p>(61) Local resident, (Cholsey, Reading Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>I support these proposals on Papist Way. However, the free 'no restriction' parking on Reading Road past the current restrictions is causing a real issue at the moment with large lorries and other vehicles parking there - causing dangerous driving. I would ask you to consider extending the current yellow lines further along Reading Road in front of the cottages up to number 19 Reading Road.</p>

<p>(62) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>I feel that provided these restrictions are indeed enforced, then this is a good start to update Cholsey's road transport system.</p>
<p>(63) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>As a local resident and volunteer driver I spend 2 - 3 hours a day picking up and dropping off old people at the homes throughout the village.</p> <p>Anything you do to reduce unsuitable parking and make the village safer has to be applauded. I thought my experiences might help you with some everyday challenges.</p> <p>The T-Junctions on Papist Way with Celsea Place, Downside and Honey Lane almost without fail have cars parked opposite the junctions and this is the main route through the village. Pulling out onto Papist Way with lots of cars, main bus route, main lorry route and cycles cause near misses.</p> <p>The length of Honey Lane is very restricted in places and has parking on both sides at residents discretion. Parking on one side only would be safer.</p>

	<p>Ilges Lane for Tesco up to the junction with Cross Roads is very narrow and if a larger vehicle landrover etc is parked you have to use the residents driveways opposite as a passing refuge. Changes to Station Road will help with my pick up and drop offs. Brookside is ok as it has restrictions. I often have problems with Crescent Way and Buckthorn Lane as they are curved roads and parking is often on bends.</p> <p>A nightmare is trying to do the loop from Sandy Lane off Station Road running road into West End which exits by The Rowans and onto the cross roads at the station. I believe a restriction applies, but it's these trips I hate doing. Cars are double parked, my old folk are blocked in, there are no gaps for me to pull over while I load or unload. I've had to reverse up the road while a van tries to squeeze through the gaps. I understand that parking here is a big issue for homeowners.</p> <p>If you could consider doing something with the junction of Church Road and Marymead that would be amazing. You take your life in your hands trying to navigate old people arriving at or leaving the Day Centre at the same time as the two schools. I am sure the Day Centre Manager and School Headteacher could share the horror stories. Not sure how much this helps but I thought I'd share.</p>
<p>(64) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panthers Road – Support Honey Lane – Support</p> <p>Please expand the proposed double yellow lines to The Forty. With the bus stop, roundabout and village centre all around the roundabout, visibility when crossing the road, pulling out of driveways, etc is very poor and dangerous. Cars will often park halfway over our driveway. This is extremely dangerous. It's only a matter of time until there is an accident either involving vehicles or pedestrians.</p>

<p>(65) Local resident, (Cholsey, Station Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Cars often parking dangerously</p>
<p>(66) Local resident, (Cholsey, Brentford Close)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Parking in the village has got terrible.</p>
<p>(67) Local resident, (Cholsey, Church Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Avoid dangerous parking</p>

(68) Local resident, (Cholsey, Droverside)	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>On road parking often cause dangerous situations for both pedestrians and motorists and especially raise concerns for children I personally welcome restrictions on the parking in the village</p>
(69) Local resident, (Cholsey, Ilges Lane)	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Parking in cholsey for the train station is getting stupid, the village is becoming a Slalom course, people accelerating to get past cars that people have left while they get on the train with no care to the village, I won't be long before someone is hit by a vehicle, there is ample space to extend the current car park!</p>
(70) Local resident, (Cholsey, Old Timber Yard)	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support</p>

	<p>Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Completely support as a resident of old timber yard we have had 2 crashes trying to get out of our road. It's dangerous and the road needs looking at urgently. Next step is enforcing it as otherwise no one will listen... maybe then we can look at speed limits across Cholsey too?!</p>
<p>(71) Local resident, (Cholsey, Wallingford Road)</p>	<p>Papist Way – Support Station Road – Support Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support Honey Lane – Support</p> <p>Cholsey is very congested. Traffic affects children walking to school with parked cars making it very difficult for children to cross. It also affects local businesses, for example, a farm in the village (Papist way) which has difficult with access due to commuter parking.</p>
<p>(72) Local resident, (Cholsey, Wallingford Road)</p>	<p>Wallingford Road – Concerns Ilges Lane – Concerns</p> <p>Regarding Ilges Lane, my assumption is that the traffic is mainly related to people using the shops. It should be possible for people in Cholsey to walk to the use these shops as long as there is provision for disabled parking. However, there may be people who cannot walk to the shops but do not have a blue badge and I'm concerned about parking provision for them.</p> <p>As a resident of Wallingford Road, with a largish drive, double yellow lines on the road would not affect my or my visitors' ability to park. However, I think most people who park on Wallingford Road are residents of properties (perhaps with the exception of morning and afternoon school traffic) without off-road parking or with very limited off-</p>

	<p>road parking so I'm concerned about where they would park. Surely this just pushes the problem to somewhere else in the village. I do not find the parked cars bothersome and I'm sure they force cars to slow down. I'm very concerned that without parked cars, the speed that traffic travels would be faster.</p>
<p>(73) Local resident, (Cholsey, Wallingford Road)</p>	<p>Wallingford Road – Concerns</p> <p>Overall, we support the introduction of restrictions on wallingford road and the proposed scheme. Our specific concern relates to the section of proposed yellow lines adjacent to the junction of cross road on wallingford road. We have a drive way access that falls within a very short section where it appears there is a gap in the double yellow lines between 11 and 17 wallingford road. It has become a particular problem lately of irresponsible parking restricting access to our drive. It is hard to see from the plan provided the exact distances but we would like to ensure that the addition of the double yellow lines do not exacerbate the current problem of cars parking across our access. We would thus prefer that the section of double yellow lines adjacent to the junction of cross road are extended a few meters to cross our access to at least the passage between number 13 and 17 wallingford road.</p>
<p>(74) Local resident, (Cholsey, Wallingford Road)</p>	<p>Wallingford Road – Object</p> <p>I am a resident of Wallingford rd, in the area proposed for addition of double yellow lines. I park in a driveway on the southern side of Wallingford rd and am not required to park on road. However, I believe several factors need to be considered that are not mentioned in the proposal or the reasons, and am overall opposed to the placement of double yellow lines without follow-on actions.</p> <p>Wallingford rd is a busy route through the village. On street parking along the proposed stretch of double yellow is predominantly on the north west side of the road, with the south east being kept clear. Parking is almost exclusively used by residents, typically those living on the northern side of Wallingford rd.</p> <p>The current parking arrangements have a traffic calming influence, with cars driving at a reduced speed along the south-eastern side of the road through the stretch covered by the proposal, giving way where required. Loss of this impact may lead to increased speeds along this stretch of road with associated hazards for those pulling into and out of driveways and also increase speeds further along the road close to the centre of the village.</p> <p>As Cross Rd and Rothwells Close join Wallingford rd from the southern side, they are not substantially impacted in terms of visibility by parked vehicles on the northern side of Wallingford rd.</p>

Subjectively, I believe it would be substantially more difficult for most of those living in the affected area to park in their driveways with both sides of the road free of parking. The present arrangement allows those who must reverse park to do so without reversing across a lane of oncoming traffic for the majority of the stretch.

Please note that the majority of off street parking in place at present requires reverse parking to safely exit the driveway. This would still be necessary with double yellows as significant sightline obstructions exist apart from parked cars (for example bushes and hedges).

Recommendation 1: A system of calming should be implemented on Wallingford rd if the present arrangement is changed to avoid a new hazard to those entering or departing driveways and to avoid increased vehicle speed close to the village centre.

Additionally, for those living on the north side of Wallingford rd in the affected area, most houses are terraced with limited off-street parking, with at most 1 available space.

Removal of the ability to on-street park will inevitably displace this parking elsewhere. Those affected will have two options: a) park closer to the centre of the village along Wallingford road, an area currently largely free of parking, or b) park along Cross Rd.

If residents exercise option a) that will clearly create the same issue as being solved by the proposal, but several hundred meters closer to the village centre. In addition, both sides of the road are suitable for parking further towards the centre, likely leading to reduced visibility and increased traffic flow issues as residents inevitably park on both sides. As both sides may be used, an increase in residents crossing the road at rush hour may be present as they cross to and from their vehicle to residence, leading to an increase of cross-street pedestrians without provision of a pedestrian crossing.

Option b) would see a road that is routinely at capacity have to cope with an additional burden, especially given that additional houses are currently being constructed along Cross rd close to Wallingford rd in the area most likely to be affected by parking overspill. An increase in traffic departing Cross Rd onto Wallingford rd at rush hour would also result (see recommendation 3 below). Most importantly, use of Cross Rd would lead to all residents of Wallingford Rd using Cross Rd for parking being forced to cross 2 lanes of traffic, with likely increased speeds and no pedestrian crossing.

	<p>Recommendation 2: Removal of on-street parking used by residents should not be considered until alternate parking arrangements and pedestrian crossings to those arrangements are provided.</p> <p>As Cross Rd is on the inside of the bend of the affected area of Wallingford Rd, visibility is restricted for traffic pulling out by hedges and fences. If parking is removed along Wallingford Rd and traffic speed is increased, an increased likelihood of collision between crossing traffic departing Cross Rd and through traffic on Wallingford Rd will exist. This will be further exacerbated by traffic parking closer to the centre of the village past the Cross Rd turning, reducing visibility from the left.</p> <p>Recommendation 3: Consideration be given to traffic control at the Cross Rd/Wallingford Rd junction prior to implementation of double yellow lines on Wallingford Rd.</p>
<p>(75) Local resident, (Cholsey, Wallingford Road)</p>	<p>Cross Road – Object Wallingford Road – Object</p> <p>I am a resident of 27 Wallingford Road, & currently park in front of our property. Under these plans we will have double yellow lines in front of our home so will be unable to do so any longer. I understand the need to ease congestion on a road only getting busier, but taking away the right to park in front of our home will be a major inconvenience to us. Adding to this - the other restrictions coming in would also further limit where else we could put our car in the village as an alternative.</p> <p>The only current alternative to parking in front of our house (without it being a ridiculous trek) is to park in front of other people's homes either on Wallingford Road or Cross Road. I notice the current Wallingford Road plans would also remove at least 2 of the approx 3 current spaces available in front of 15-19 Wallingford Road (the only other place to park near our house that isn't a dropped kerb or in front of a driveway). I would imagine this to be a major inconvenience to a number of residents of Wallingford Road as well as us.</p> <p>The other alternative is to park on Cross Road. I do this sometimes to avoid parking on the busy main road if convenient. But I have a couple of times had residents of Cross Road mention to me that they would rather I didn't park there as it's limiting their own spaces. Hence why taking away our ability to park in front of our own home is a concern. When parking on Cross Road I do try and park in spots not immediately in front of other people's houses but at times this is unavoidable. With two new houses being built on Cross Road currently, the available spaces will reduce further if double yellows are introduced on the junction with Wallingford Road next to the Indian Restaurant -</p>

	<p>the only other place the 3-5 cars that regularly park on the Wallingford Road areas would realistically be able to move to, should these plans be accepted.</p> <p>I hate being a NIMBY on things like this and recognise there is a congestion issue - but where on earth is the consideration for existing residents currently using the already limited parking spots? Where am I & the other Wallingford Rd residents supposed to put our cars if you are taking away around 5-7 spots on Wallingford/Cross Roads?</p> <p>Re: the other road plans - I've stayed neutral above because I'm not a resident there so don't feel qualified to comment.</p>
<p>(76) Local resident, (Cholsey, Wallingford Road)</p>	<p>Cross Road – Object Wallingford Road – Object Rothwells Close – Object</p> <p>Although some residents on Wallingford Road, Rothwells Close and Cross Road have driveways, most of these only cater for one car. However, as all properties have multiple bedrooms and are therefore family homes, most houses have at least two cars. Therefore there wouldn't be adequate parking for the houses on these roads if double yellow lines were introduced. For example, residents on Wallingford Road would have to park quite a significant walk away from their homes (either further down Rothwells Close or Cross Road), which would impact the resident parking on these roads i.e. the problem would just be pushed elsewhere. Wallingford Road residents would then also have to cross the main road with children, push chairs, heavy shopping bags etc. just to get to their houses. The current parking and waiting arrangements on these roads is not a problem so should be left as it is.</p>
<p>(77) Local resident, (Cholsey, Cross Road)</p>	<p>Cross Road – Support Wallingford Road – Support Rothwells Close – Support Ilges Lane – Support Panters Road – Support</p> <p>The village is growing in size and parking is difficult in certain areas. It is also a rat run from Wallingford to the Blewbury road. Having designated yellows will help keep parts of the highway uncongested.</p>

<p>(78) Local resident, (Cholsey, Ilges Lane)</p>	<p>Support – Ilges Lane junction with PanTERS Road (where I live), PERFECT.</p> <p>Papist Way at junction with Honey Lane, PERFECT</p> <p>Station Road between Sandy Lane and Papist Way. I suggest that to allow visitors to the current and ex-Council houses on the east side of the street that the absolute 'no parking' double yellow lines shown on your plan be amended to include two zones with single yellow lines with parking restricted to outside of the hours of 8.0am to 1.0pm. Currently the parking is time bar restricted along that road but I suspect it is not enforced just as it is not enforced outside Tesco's on the bend by the roundabout.</p> <p>Can speed bumps be installed along the road outside of the Red Lion?</p>
<p>(79) Local resident, (Cholsey)</p>	<p>Support – I wrote to the Highways Authority some 10 years ago pointing out that the junction at Cross Road/Wallingford Road was highly dangerous. The answer was that yellow lines were too expensive!!!!</p> <p>I am very pleased therefore that now yellow lines are being given serious consideration. I highly recommend that they are put in place before a fatal accident occurs.</p>
<p>(79) Local resident, (Cholsey, Papist Way)</p>	<p>Concerns – would like to kindly note that our house is more or less the only property (to my knowledge) on Papist Way without off street parking / a driveway.</p> <p>If these restrictions were to be implemented could you please advice on how parking outside our house could be safeguarded (maybe a residents parking zone). We are becoming increasingly frustrated with Station commuters parking outside our house and very often we are having to park up to 50m from our house since a commuter has taken our spot. Quite often people do park outside our house for days before coming back to collect their car.</p>