

Division(s) affected: *Goring*

CABINET MEMBER FOR TRANSPORT MANAGEMENT – 25 JANUARY 2023

WHITCHURCH-ON-THAMES: PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of parking controls in Whitchurch-on-Thames with minor amendments to the scheme as follows:
 - a. To increase the provision of permit holder bays at the northern end of High Street near to the junction with Hardwick Road, from 18m (3 spaces) to 27m (5 spaces).
 - b. To reduce the size of the small permit holder bay south of Manor Road by 5 metres.

Executive summary

2. Further to ongoing discussions with Whitchurch-on-Thames parish council, a motion was passed at their Parish Meeting in November 2022, to support parking controls being brought forward for consultation in the centre of the village.
3. A mixture of no waiting restrictions, time limited bays and permit holder bays are proposed to better manage parking in the centre of the village which will give priority to residents by preventing all day parking by non-residents, also to improve traffic flow, and for road safety reasons to help improve visibility for more vulnerable road-users, including pupils & parents crossing High Street on their way to/from school.
4. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Conduent as the village falls within the Civil Enforcement Area for South Oxfordshire.
5. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

7. The parking project for the centre of Whitchurch-on-Thames is being funded by the Parish Council, so there are no financial implications to the County Council.

Equalities and Inclusion Implications

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

Formal Consultation

9. A formal consultation was carried out between 20 October and 17 November 2023. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Whitchurch-on-Thames Parish Council, South Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Goring division.
10. A letter was sent directly to approximately 330 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
11. A total of 123 responses were received via the online survey during the course of the formal consultation.
12. Charts shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.
13. Additionally, a further 20 emails were received, with Thames Valley not objecting and Whitchurch-on-Thames Parish Council responding to strongly support the proposals.

14. The individual responses are shown in **Annex 3**; copies of the original responses are available for inspection by County Councillors.
15. Thames Valley Police expressed no objection to the proposal.

Officer response to objections/concerns

16. The results of the on-line survey responses showed that there was generally a clear level of support to all elements of the proposals with the majority in favour for the scheme.
17. In response to the public consultation, 20 email responses were also received to the proposals. The comments from these have been included with the individual responses in **Annex 3**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally fore against the proposals these have been documented, 1 were in favour (5%), 11 raised concerns (55%), and 8 wholly objected (45%) to the proposals.
18. The Parish Council of Whitchurch-on-Thames has responded to confirm their strong support for the implementation of the proposed parking amendments. They have requested in their response for consideration of relaxing the times of operation for the single yellow lines from Mon-Sat to Mon-Fri, 8am to 5pm.
19. They have further stated that the proposals have been brought forward in response to surveys with High Street residents and through public meetings which found a majority of residents were in favour of permit holder parking with other traffic controls.
20. The proposals were developed with traffic teams at the County Council and input from external consultants.

a) General feedback to the proposals:

21. Within the individual responses there were a high number of comments made (40) that were positive towards the proposals. This included statements that there is an issue with congestion which the restrictions would improve, the commuter parking would be better managed by residents and time limited bays and overall the changes would have a positive impact on road safety for all road users.
22. In contrast, within the feedback 17 comments were made which questioned the need for the scheme or felt that it went too far. Respondents commented that problems have eased since the pandemic with more users working from home and concerns were raised that the introduction of restrictions could make problems worse.

23. A common concern raised by a high number of respondents (34 comments) related to the potential of parking being displaced into surrounding roads. Roads noted in the responses included Hardwick Road, Eastfield Lane, Manor Road and Swanston Fields.
24. Other general feedback related to the hours of operation for the parking bays and single yellow lines, with some suggesting that the restrictions should be relaxed to only operate from Monday to Friday.

Officer response:

25. The proposals have been developed following extensive surveys and public engagement by the Parish Council which showed support for the scheme to be brought forward.
26. The overall responses show a good level of support for the scheme and the objectives are clearly set out which includes preventing all day parking from users of Pangbourne Station and improving traffic flow and road safety.
27. The potential displacement of any new parking control is a legitimate concern, and the proposals have included restrictions over a wider area to mitigate this. If the proposals are introduced, further consideration for additional restrictions could be considered if problems occur.

b) Introduction of permit bays and shared use bays:

28. A clear majority of respondents showed support for the introduction of residents parking bays through the on-line surveys with 54% in favour of this element of the scheme. A similar number were supportive of the shared use parking and comments included comments that the balance was about right and a scheme that prioritised residents was long overdue.
29. A concern frequently raised was the perceived reduction in availability for parking by residents and their visitors. With the introduction of no waiting restrictions questions were raised as to whether they would be sufficient spaces or if bays would accommodate vehicles close to residents' properties.
30. Other respondents objected on the grounds of having to pay for permit in order to park on the road, which they saw as a further tax on the motorist.
31. The location of the bays was a concern for a number of residents who felt their position would negatively impact on visibility and ease of access to private drives/ roads. The access to Swanston House, accesses North of Duchess Close and around Mallards.
32. The impact on local businesses was raised in 10 comments which included art galleries and public houses. Some suggested that the duration of the time limited bays should be increased or the hours of operation reduced to give

customers more options. There was also a suggestion that businesses should be allocated a bay for them and their customers to use.

Officer response:

33. When developing proposals to manage parking in an area, there is often a trade-off between allowing parking to remain for use by residents and their visitors and bringing in controls to maintain the flow of traffic and ensuring road safety. The scheme developed has taken into account these differing demands and overall, the feedback shows a positive response to the scheme.
34. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.
35. The position of the bays has been selected based on site assessments by technical officers and with input from external consultants. Basic principles have been applied to ensure good forward visibility, safe passing widths and with consideration of private accesses.
36. Following the public feedback, a further review has been undertaken including modelling of vehicle movements around junctions and accesses to ensure the proposed bays would not create an obstruction. Minor amendments have been included in the recommendations to address local concerns about the position of marked bays.
37. The hours of operation for the scheme have been a point of discussion through the dialogue with the Parish Council. Officers have recommended that the restrictions include Saturday's users continue to access facilities in Pangbourne where parking charges currently apply within car parks. It was felt that a Monday to Friday restriction would not resolve potential issues on the weekend.

c) Introduction of no waiting restrictions:

38. A clear majority of respondents showed support for the introduction of yellow line restrictions through the on-line surveys with 56% in favour of this element of the scheme. A similar number were supportive of the single yellow line restrictions and comments referred to the ongoing congestion issues through the village at peak times and dangerous parking near junctions.
39. The highest number of negative comments to yellow line proposals, were based on the perception that parked cars slow vehicle speeds and therefore reducing parking by introducing yellow lines will see speeds increase within the recently introduced 20mph zone.

40. A small number of respondents (8) felt that the introduction of yellow lines and associated signs/ posts through the village would not be keeping with the conservation area and would urbanise the village.

Officer response:

41. The proposals to introduce yellow line restrictions is an important part of the scheme as one of the objectives is to improve traffic movement along High Street. Given that some parking will remain, it is not expected that vehicle speeds will change markedly, but the scheme will be monitored to see whether any further road safety measures need to be considered.

42. There are many examples across Oxfordshire where formal parking restrictions are in place in conservation areas and in these situations' narrower lines, in a lighter shade are used to be less impactful on the environment. Where possible signs are located on existing street furniture or on walls to avoid new posts.

d) Monitoring and evaluation:

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

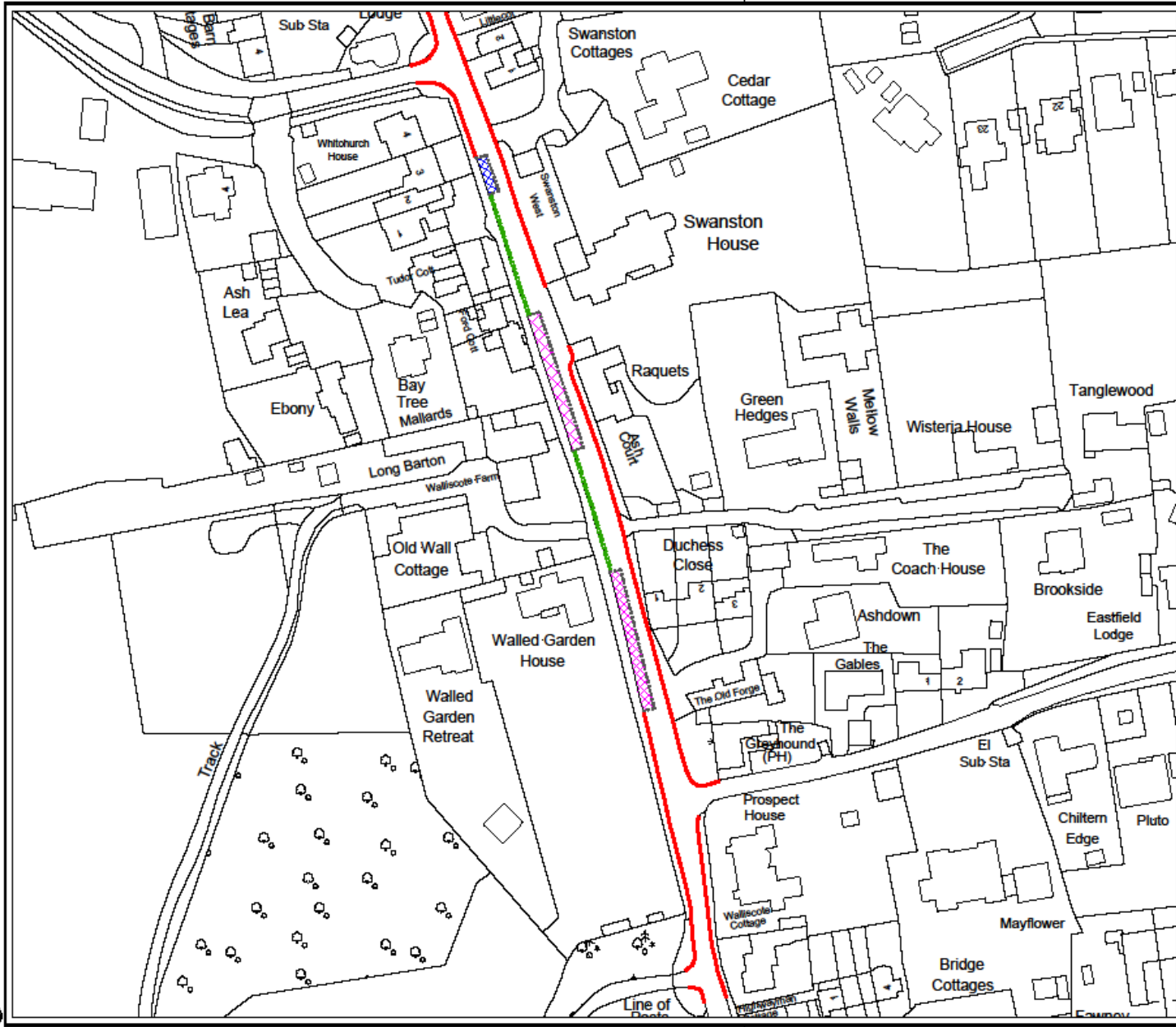
Bill Cotton
Corporate Director, Environment and Place

Annexes
Annex 1: Consultation plans
Annex 2: Consultation response summary charts
Annex 3: Consultation responses

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

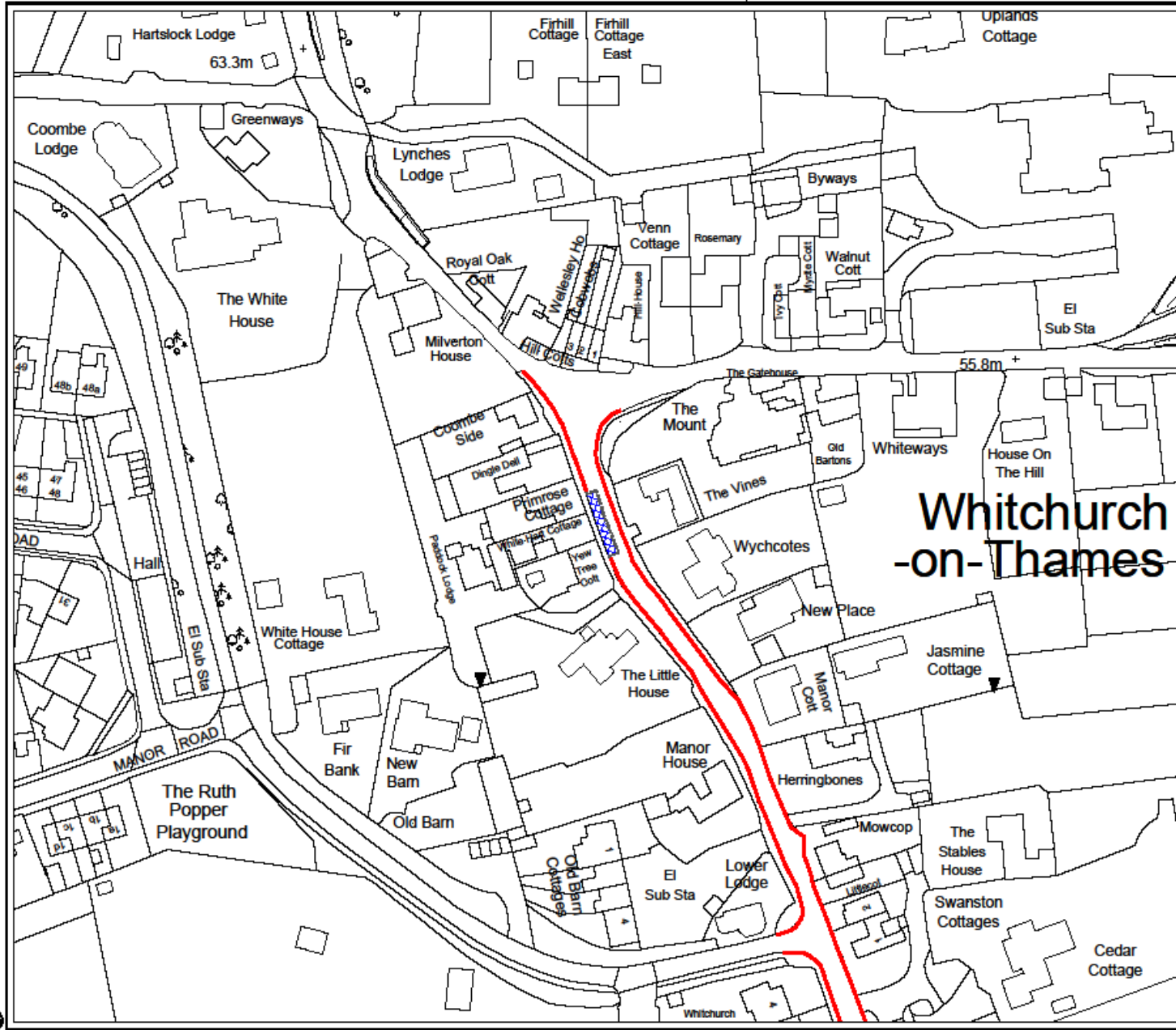
January 2024

P12: Network Management/Parking Control/John Charlton/Whitchurch on Thames/Whitchurch proposals with extended vision alley.dwg



Drawing No.	Revision	0			
Proposed Parking Restrictions - Key					
	Proposed No Waiting At Any Time				
	No Waiting Mon-Sat 8am to 5pm				
	Shared Use Resident Permit Holders or Limited Waiting 2 hours and no return for 1 hour Mon-Sat 8am to 5pm				
	Resident Permit Holders Only Mon-Sat 8am to 5pm				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p>88 Colfax Director for Environment and Place Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ED Tel: 0845 310 1111</p>					
Project title Proposed Parking Restrictions Whitchurch on Thames					
Drawing title High Street Map 1					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Created by	Approved by	
1:1000	JC	JC	JW	JW	
Date drawn	Date checked	Date created	Date approved		
1 Mar 2023	1 Mar 2023	1 Mar 2023	1 Mar 2023		
Oxfordshire Project No. & File Ref					
Drawing No.	Revision	0			

P:\12_Network_Management\Parking Control\John Charlton\Whitchurch on Thames\Whitchurch proposals with extended Nelson spray.dwg



Drawing No.	Revision	0
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Proposed Parking Restrictions - Key

- Proposed No Waiting At Any Time (Red line)
- No Waiting Mon-Sat 8am to 5pm (Green dashed line)
- Shared Use Resident Permit Holders or Limited Waiting 2 hours and no return for 1 hour Mon-Sat 8am to 5pm (Pink hatched area)
- Resident Permit Holders Only Mon-Sat 8am to 5pm (Blue hatched area)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT REGIONAL 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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Date	Person's name	Date	Checked	Approved

Over: Andrew
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Project Title
Proposed Parking Restrictions
Whitchurch on Thames

Drawing Title
High Street
Map 2

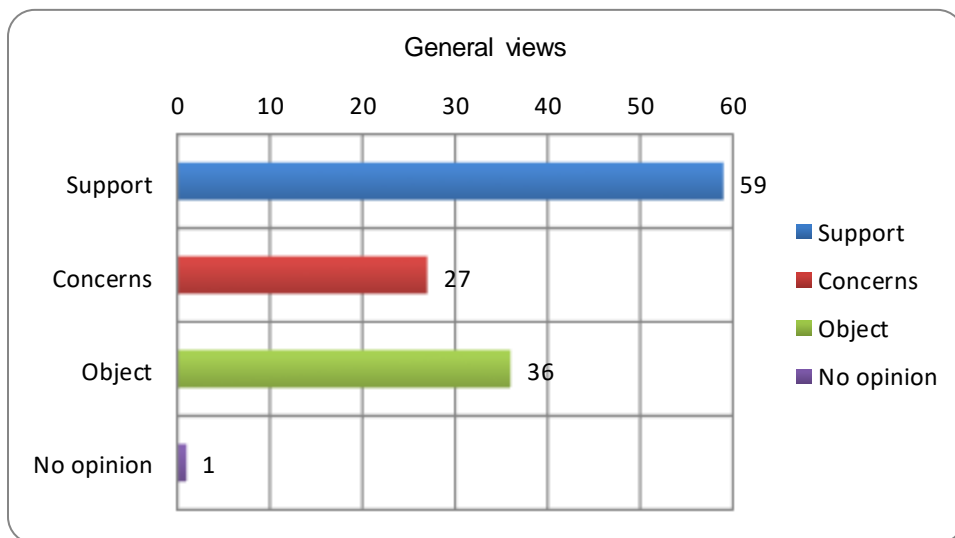
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Date drawn	Date checked	Date approved	Date approved
1 Mar 2023	1 Mar 2023	1 Mar 2023	1 Mar 2023

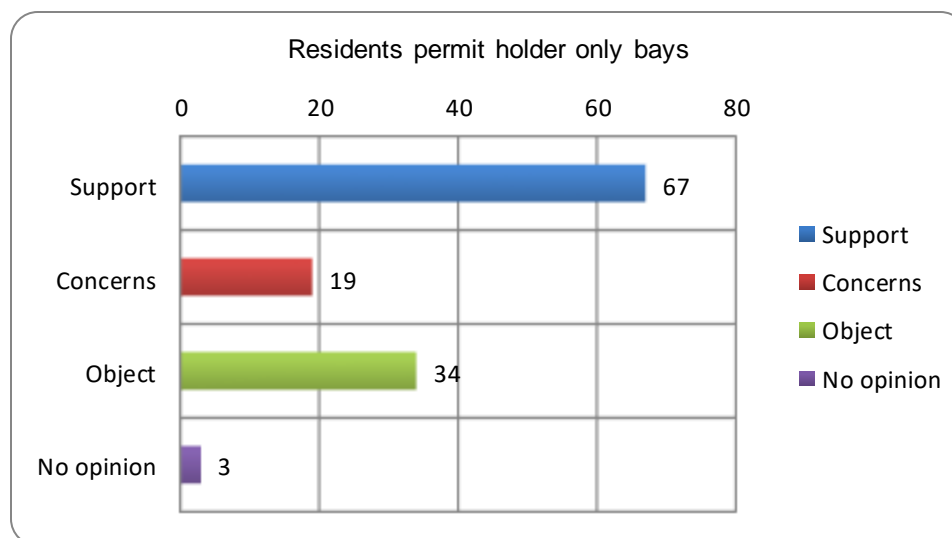
Customer's Project No. & File Ref

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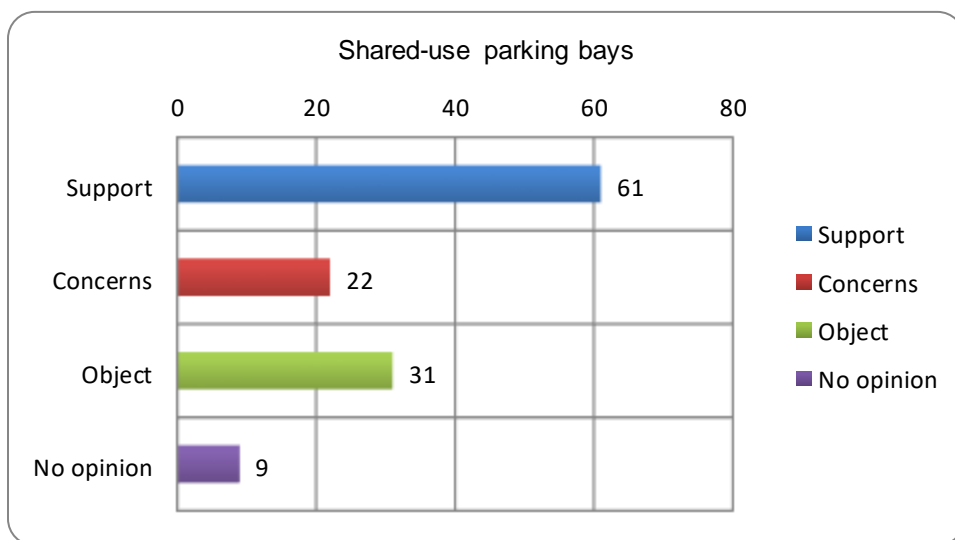
a: General views of the scheme as a whole



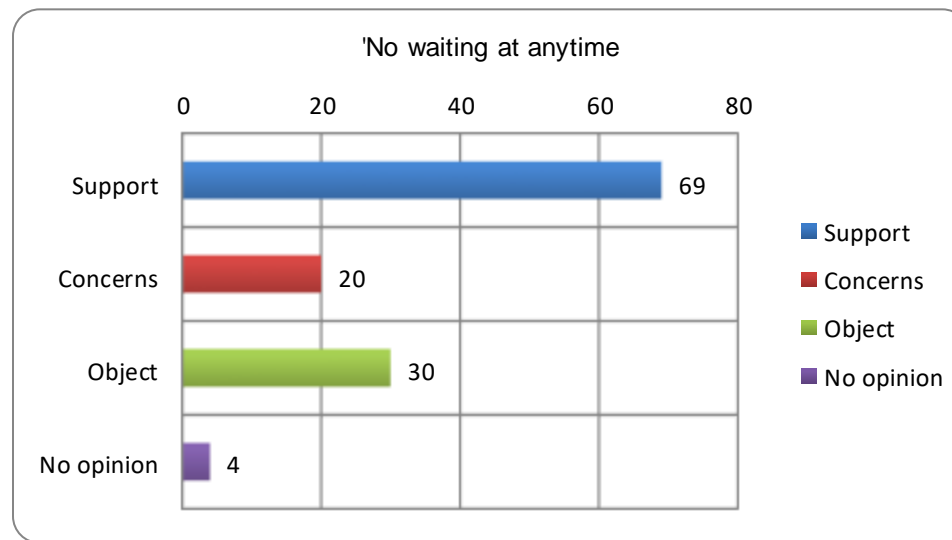
b: Introduction of permit holder only bays



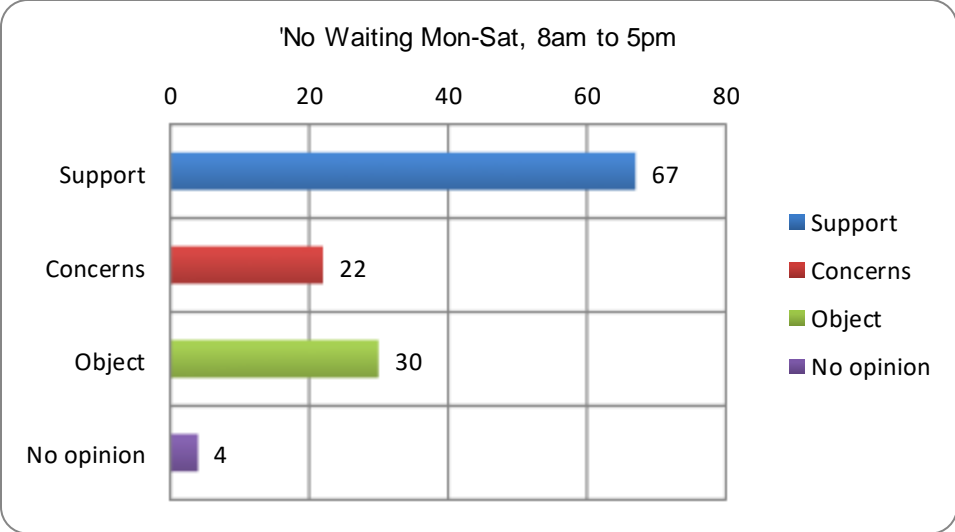
c: Introduction of dual use permit holder/ limited waiting bays:



d: Introduction of 'No Waiting at Any Time' restrictions (double yellow lines):



e: Introduction of no waiting Mon to Sat, 8am – 5pm (single yellow lines)



A. Statutory consultees

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The Police have no objection despite the restrictions appearing excessive for this rural environment . Has displacement been considered for the rest of the village ?</p> <p>As this area falls within Civil Enforcement these restrictions place no burden for enforcement upon the Police .</p>
(2) Whitchurch-on-Thames Parish Council	<p>Support – The Parish Council of Whitchurch-on-Thames strongly support the implementation of the Proposed Parking Restriction Amendments.</p> <p>A motion outlining the Proposed Plan was passed by the Parish Council at our meeting on 10th November 2022. The PC ask that in the review period of the Plan the days for no parking on single yellow lines be changed back from Mon-Sat to Mon-Fri 8-5 as in our original plan,. Also that, if possible the northern bay be extended to accommodate four vehicles.</p> <p>The historic road plan and the geographical position of our Village give us a narrow High Street and a location on a strategic River Thames crossing which renders it unsuitable for 21st Century traffic. We have no land in the Village that could accommodate a public car park. Our Village Plans in 2009 and 2019 show that the views of residents, gathered from surveys, put safety, traffic congestion, speed and parking at the top of the list of concerns. In 2017 a survey of High Street residents and a Public Meeting in Feb. 2020 found a majority of residents in favour of residents-only parking together with some parking restrictions. A whole Village survey in Sept. 2021 came up with the same result. The ‘Report of Findings’ from the latter survey was sent to the OCC Traffic Team who helped us to form the present Plan after the County took over Parking Enforcement powers from the police.</p> <p>One of the most critical issues is around the lack of clear sight lines for pedestrians and drivers along the High Street. This is especially difficult and dangerous at the three road junctions. We feel that the provision of double yellow lines opposite and around the junctions at Hardwick Road and Eastfield Lane will be a great help with that problem. The provision of a crossing on the High Street has been a regular request from residents to promote pedestrian safety.</p>

	<p>Working with OCC Highways we have a plan to create a “virtual crossing” outside the Greyhound Pub from an existing dropped kerb on the west side of the street to OCC land on the east side using white painted lines. This will lead round to Eastfield Lane where the Primary School is located. Double yellow lines on the west side of the High Street, as on the plan, are essential to give clear sight lines for this crossing to be implemented.</p> <p>The lack of residents-only parking and speeding traffic were also leading issues. Speeding has now been regulated by the 20mph which was introduced in 2022 and is being monitored by our Speed watch team.</p> <p>We realise that compromise is and will be needed by all residents to regulate parking. Those living along the High Street will be most affected but others who would like to see no parking in the High Street will also have to compromise. We believe that there are seventeen properties adjacent to the High Street without off-street parking; an eighteenth appears to have room for a small car off-road. Some of these residents have chosen to seek secure parking elsewhere or have no vehicles. The plan provided approximately twenty spaces. To these could be added a possible six spaces as there are two areas along the High Street where six cars belonging to residents are often parked. These are off the highway but cannot be made official bays due to their proximity to walls and with no pavement alongside. There are no plans to change this.</p> <p>If the Plan is agreed we do realise that the parking problem may be pushed to other roads in the Village such as Eastfield Lane, Hardwick Road and Manor Road. Should this happen it will have to be dealt with in the future. No action will just perpetuate the present problems which can only get worse with increased house building to the north of Whitchurch. We find that any road closures in the surrounding areas increase the volume of traffic through the Village and this will always be the case in the future.</p>
<p>(3) Local Parish Cllr, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Whitchurch High Street is often congested during peak periods due to a number of cars paring on the High Street to access shops and the rail station in Pangbourne. This situation often makes it diffuclt for residents without off street parking to find suitable parking places. The High Street is also dangerous for pedestrians and motorists due a number</p>

	of pinch points and cars parked along the narrow road. We have investigated a number of options to address these issues and the combination of Residents parking and improved sightlines of traffic is the best solution to this situation.
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B. Online responses

RESPONDENT	COMMENTS
(4) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	<p>Scheme in general – Object</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I oppose the scheme because it has not been clearly thought out in terms of it's aims and objectives. Parking is not an issue currently in the village but if there was an increased demand for parking the scheme would push this to Manor road and Eastfield lane this would be an issue for residents and users of the village green and hall and most importantly the preschool and school on Eastfield Lane. It is not clear to me if this is the intention or an unintended consequence but I think the plans are likely to increase the speed of cars driving though the village contrary to villagers wishes and the 20 mile an hour limit recently applied to the village.</p>
(5) Local resident, (Whitchurch-on-Thames, High Street)	<p>Scheme in general – Object</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>We don't need this in the village. It will make our historic village look like an urban inner city.</p>

	<p>It will speed up traffic as the current layout ensures cars are slowed down due to parked cars by the lower narrows I therefore object on safety grounds. There is not enough provision in the plan for local residents on the High Street I therefore object on discrimination to local residents.</p>
<p>(6) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Concerns Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>With no off road parking and living at the give-way/pinch point before the bridge, we are concerned that there will not be any parking available to us during the weekends and evenings, but also that we will have to walk a considerable distance with heavy shopping. This system benefits residents living further up the road, but actually would remove our current parking spot. We would also have to share parking with users of the Greyhound bus. Returning from work in the evening would leave us with nowhere to park. This would be a step backwards from our current parking situation where there is parking available. As these currently stand, we would have to walk further for a parking space, potentially not be able to park, AND have to pay for a permit. This is not a viable option for us.</p>
<p>(7) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Concerns No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>I feel there will be a negative knock on impact to the residents of Hardwick Road, with the proposal effectively "pushing the problem up the hill"</p>
<p>(8) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object</p>

	<p>Shared-use parking – No opinion No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>Creating resident parking areas on the High Street would only move the problem to Hardwick Road and Eastfield Lane. Additionally, who on earth would enforce this? No one seems to enforce the 20mph speed limit or existing double yellow lines. There is no point in creating unenforced rules.</p>
<p>(9) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – No opinion No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>I am objecting because this seems to significantly reduce parking availability within the village, and the introduction of permit only at the north of the village will likely push non-resident parkers further down. The current flexibility that exists within the village for parking works very well, being both useful for residents and supporting the local pub as well. I think it will be both irritating and unnecessary to introduce these restrictive measures.</p>
<p>(10) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I think this plan will increase resident parking issues, and add to dangerous driving speeds through the village. Some of the parking spots proposed are on difficult and narrow bends. And the limited number of spaces in some areas will cause bigger problems in other areas.</p>

<p>(11) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>These proposals will seriously reduce the number of parking spaces in the village. We will in effect be saying we don't want visitors who don't know someone in the village which is a shocking thing to do.</p> <p>People (residents and visitors) now park for free on a public highway and the proposals will end up making people pay for this privilege. Any workmen will now need a permit to park and do work. The restrictions will mean they probably cannot park anywhere near where they are doing the work on. How can this be called an improvement? The restrictions on the number of parking spaces will create a much faster flow of traffic with the dangers that that enfolds. The present 20mph limit is not adhered to!</p> <p>The bay opposite Swanston West forces the traffic onto the side of the road just outside the entrance to Swanston West, Swanston House, The Stables and Cedar cottage. So when we are coming our there is a car coming past at between 20mph and 40mph. A serious accident is going to happen!</p>
<p>(12) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Support</p> <p>Will push resident cars onto other local streets which are already busy. Also, object to purchasing a permit to park in my own village.</p>
<p>(13) Local resident, (Whitchurch-on-</p>	<p>Scheme in general – Object</p>

<p>Thames, High Street)</p>	<p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>A complete and utter shambles of a proposal, and both TAPWG and the Parish Council are fully aware it is a terribly inadequate solution.. The focus is purely on traffic flow and residents with non-parking are being completely ignored. Residents will have to park huge distances away from their houses, the number of resident only bays (just 5!!!) is laughably inadequate.</p>
<p>(14) Member of public, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>There is no “centre” at Whitchurch. It is a linear housing area which has developed historically along High Street. Residents parking is already difficult. These proposals will have an immense adverse impact on those residents on High Street who own a vehicle but do not have off-road parking. The perceived “benefits” of this plan are wrong in so many ways. Drivers coming down Whitchurch Hill naturally have to slow down due to the gradient and contours of the road before reaching the give way sign. Drivers going through the village in both directions are obliged to slow down or give way due to parked cars on High Street. Vehicle speeds would increase if parked cars were removed. Rather than providing a safer environment for pedestrians it would increase the likelihood of accidents.</p>
<p>(15) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p>

	<p>With the change in working patterns since covid the issue of parking has diminished. All previous studies are no longer valid as habits have changed. To continue with this project now using out of date data is a waste of public money that could be used elsewhere.</p> <p>The toll bridge causes the traffic queues and idling in the village. Once cars have been queuing for sometime to cross the bridge, they want to make up time by speeding up the high street. Having cars parked where they currently do, slows drivers down.</p> <p>No benefit will be achieved from this project</p>
<p>(16) Member of public, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>Insufficient parking for residents</p>
<p>(17) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>My main concern is safety and speed of traffic. Having fewer parked cars on the High Street will undoubtedly speed up traffic and I am very concerned for the safety of myself and my 3 children walking on the pavement and crossing the road. Less blocks of parked cars near the main crossing point for pupils and parents getting to the primary school (near Eastfield Lane junction) will result in 2 way flow of traffic and without a pedestrian crossing will make it much harder to cross the road. Currently you can only cross the road when there is a change in the direction of the single flow of traffic passing near this crossing point. Is safety is the greatest concern (which I hope it is) the money would be much better spend on a pedestrian crossing here.</p>

	<p>The proposal wants to "improve traffic flow" but when there is heavy congestion on the road (this is now not that frequent and I believe often linked to temporary road closures in Reading and Goring causing diversions through our village) I believe the biggest factors are bad traffic congestion in the centre of Pangbourne as well as the toll booth slowing the number of cars that can exit the village south. I do not think the parked cars are the main cause of the congestion.</p> <p>I don't believe there is a parking problem in the village that needs to be solved. Since Covid and changing working habits there are not significant numbers of non-residents parking on the high street. There is no need for this policy. The proposal states that one aim is to "help residents find parking closer to their properties". This will absolutely not be the case in the north part of the village where only 3 spaces are allowed for and there is a need for at least 7 for local residents. The proposed space is far too small. These local residents, including some elderly residents, can currently park near their home and this proposal will make this impossible.</p> <p>I do not agree with double yellow lines on most of the High Street. They are very unsightly and I don't believe necessary.</p> <p>The restrictions are for too long also- they are not needed on the weekend (when people may want occasional visitors) and are not needed from 8am to 5pm to prevent all day parking of non-residents - 10am-1pm would also do this.</p>
<p>(18) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object</p> <p>Shared-use parking – Object</p> <p>No Waiting at Any Time – Object</p> <p>No Waiting Mon-Sat 8am-5pm – Object</p> <p>This proposal will compromise further the safety of people (children in particular). Currently, when crossing opposite Eastfield Lane to get to the school they can only do so when the flow of traffic past large groups of parked cars changes direction. The same is true at the top of the high street. Currently there are long enough pauses in traffic on changes in direction to cross safely, limiting to just 3 spaces for parking at the north end will make gaps smaller and crossing more dangerous. THIS IS AGAINST A STATED AIM.</p>

	<p>Another affect of only having 3 spaces at the north of the high street will mean there is not enough space for residents there to park near to their homes, as they currently can do (including some older citizens who would be caused particular difficulty if they were forced to park much further away. THIS IS AGAINST A STATED AIM.</p> <p>Further to this, having restrictions all the way from 8am to 5pm is too long and unnecessary. IF there was need for a restriction to stop non-residents parking on the high-street in the week, could that not be done by a 1-2 hour restriction Monday to Friday? And the restriction on a Saturday would make it harder for residents who have family / friends visiting - which seems pointless and to no-one's benefit. Are there actually any residents who rely on on-street parking (on the High Street) who are not able to park there easily at present? I have been in the village for 10 years and don't know of an instance - it would be interesting to see if anyone else does.</p> <p>In terms of improving the flow of traffic, I don't believe that this will have a benefit. Reducing the number of cars in some areas may actually increase traffic speed, AND not significantly reduce volumes of traffic. When there are blockages, this mainly seems to stem from the Pangbourne / Berkshire side of the river now (certainly since the changes to habits with Covid).</p> <p>It would seem that money would be better spent on a pedestrian crossing near Eastfield Lane, this would address to some extent the main concern residents seem to share of safety.</p>
<p>(19) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object</p> <p>Shared-use parking – Object</p> <p>No Waiting at Any Time – Object</p> <p>No Waiting Mon-Sat 8am-5pm – Object</p> <p>I am putting in a further objection to this proposal for the following additional reasons. I am very concerned that if the parking restrictions come in, that the cars that can no longer park at the south end of the High Street will simply be displaced and park in Eastfield Lane instead. As a parent at Whitchurch Primary school I am already worried about safety walking to school down Eastfield Lane. The lane would be even more unsafe with more parked cars on it to have to walk into the middle of the road to go around them. I really think the impact on the rest of the village of the displaced cars needs to be considered. The cars will just park somewhere else in the village where the roads are even narrower and more "lane like" and often without any pavements, making it less safe for pedestrians.</p>

	<p>I live near the top of the High Street where the proposal offers a completely inadequate number of residents spaces for residents. If I have family / friends or trades people visiting they will not be able to park on the High Street anywhere near my house at any time. Where they would be able to park has not been considered at all and I have not had a suitable solution provided for this.</p> <p>Finally, I feel very concerned for the two businesses on the High Street, the Greyhound Pub and the Art Gallery. Where will customers of the art gallery be able to park? Likewise on a Saturday where will visitors to the pub be able to park? We are very fortunate to have a successful pub in our village that is a great social place to meet. There is a very small car park though and if customers can't park easily close by, it could really affect their trade. It would be terrible if this impacted the pub and put them out of business. There needs to be many more spaces available on the High Street for people without permits to still park on the High Street, both at the north and south and middle.</p>
<p>(20) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object</p> <p>Shared-use parking – Object</p> <p>No Waiting at Any Time – Object</p> <p>No Waiting Mon-Sat 8am-5pm – Object</p> <p>We live on the High Street in Whitchurch on Thames. We decided to downsize and move closer to one of our daughters who also lives in the village . Although our property has no off street parking we could see that parking on the west side of the High Street above the Little House was readily available . Although the number of vehicles varies from 4 or 5 to a maximum of 9 we have always been able to park within 20 or 30 metres of our house and sometimes directly in front .We are both in our mid seventies and recently I have had a heart valve replacement operation . I also have atrial fibrillation and diabetes .</p> <p>Back in September 2020 I took part in an exercise with Whitchurch TAPAG (an offshoot of Whitchurch Parish Council) to assess the number of parking spaces then currently being used for parking .We measured 25 spaces below Manor Road going south and 9 spaces above Manor Road going north making a total of 34 spaces . Earlier that September a zoom meeting was held in the village where a plan a a reduction to 24 parking spaces was envisaged (17 below Manor Road and 7 above Manor Road) .In the latest proposal this number of spaces has been further reduced to 19 parking spaces in the High Street (16 below Manor Road and 3 above Manor Road) . My wife and i are both completely against this proposal .</p>

Our first reason for this is that the Parish Council (the main movers of this proposal we believe) have produced no current evidence (numbers etc) to show that any changes need to be made to the current arrangements . Members of the Parish Council I have spoken to have not been able to provide any evidence that a problem with parking for residents exists . All of their comments are in the nature of hearsay .So , in our opinion they are proposing to spend taxpayers money on implementing ,reducing , patrolling and enforcing new parking arrangements that are supposed to produce benefits for residents to be able to park closer to their properties . There currently is not a problem with residents being unable to park on the High Street , as (with the exception of the part of the road above Manor Road) cars parked on the High Street rarely exceed 50% of the current capacity . Therefore in essence they are proposing solving a parking problem that doesn't exist !!

Our next reason for opposing the proposal is that it doesn't satisfy the aim that it attempting to achieve . In the " Statement of Reasons" for the proposal it states " to better manage parking in the centre of Whitchurch on Thames the County Council is proposing a number of changes which will help residents find parking closer to their properties" . The Parish Council couldn't give me one example of residents not being able to park near their property . Towards the top of the High street there are four properties from Coombside Cottage to and including our property White Hart Cottage all of whom have no off street parking . The residents of these four properties (including myself and my wife in our mid seventies and two others over seventy - one of whom is over eighty) use and need to park a total of 7 vehicles on the High Street during any 24 hour period . On top of these 7 vehicles other residents without off street parking also have the need to park in the area . This current proposal is for 3 parking spaces adjacent to White Hart Cottage , Primrose Cottage and Dingle Dell (the Art Gallery) . So only 3 of the 7 vehicles will be able to be parked near/close to their owners properties - exactly the opposite to the stated aim .

The "Statement of Reasons" also states the proposal " will prevent all day parking by non residents" . If all day parking by non residents exists then it is still not a problem as on average less than 50% of the available parking spaces are currently used . However if preventing all day parking is deemed desirable then restricting parking from 8am to 5pm on 6 days a week seems extreme .Whitchurch on Thames is a small , quaint riverside village not a town . Many places that wish to deter all day parking have parking prohibited to other than residents for say 2 hours a day Monday to Friday . An example I am aware of is in Beckenham , Greater London where in residential streets near stations they restrict parking from 10am to 12am (lunchtime) . Restriction for 9 hours per day , 6 days a week is ridiculous . Whitchurch has 2 pubs and an art gallery attracting non residents . 8am to 5pm 6 days a week is just not necessary .

Moving on we also do not believe that regularising parking into small blocks is appropriate . We recently had a 20mph limit installed in Whitchurch . This was presumably an attempt to reduce vehicle speeds (this would currently seem to be having no visible effect) The current slightly haphazard nature of the parking on the High Street we believe assists

in the reduction of speed . When drivers see obstacles in their sight they naturally slow down slightly to assess the situation . The proposal to put the reduced amount of parking in regularised blocks creating better sightlines will in our opinion lead to slightly higher speeds . Also numerous studies around the world have shown that more on street parking leads to lower speeds . So naturally less on street parking will lead to slightly higher speeds .

The Parish Council representatives told me there are 17/19 properties on the High Street with no off street parking . This proposal allows for 19 resident/shared use parking spaces in total in the whole of the High Street . If all of the High Street residents without off street parking apply for one parking permit per residence then all of the proposed parking spaces will be used . If say one half of them apply for two permits (many households these days use 2 cars) then parking need for permit users would rise to about 30 . If only ten of the residents with off street parking who were eligible to purchase a permit did so then the number of permit holders trying to park in the 19 available spaces would increase to 40 (double the available spaces) .Add in shared use parkers and visitor permits and the total would be significantly higher than the proposed number or spaces . At this point paid for permit holders would be wondering what they had paid £110 for if they couldn't park on the High Street .

This whole situation is exacerbated by the use of double yellow lines proposed for most of the High Street .We understand double yellow lines to mean " no waiting at any time " . So , apart from a small amount of single yellow lines between the blocks of parking spaces proposed for the lower part of the High Street a maximum of 19 spaces for the whole length of the High Street AT ALL TIMES !!!! (down from the current 34 spaces - a reduction of 44%) . Can someone explain to us and our neighbours how this proposal is an improvement for residents on the High Street especially for those of us with no off street parking . This proposal is simply not workable .

We have already explained to you we are in our mid seventies . At our age and with various health issues we do not understand that under this "improved" parking proposal we will have a less than a 50% chance (3 parking spaces and seven vehicles minimum needing spaces) of getting parked within less than 100 metres of our front door . Why should we have the extra worry if we go out that our chances of parking back near our house is less than 50% . At this point we might have to walk over 100 metres with shopping and maybe in the rain . This cannot be described as an improvement on the current situation .

Parking needs in the High Street differ by location so why is the proposal uniform for the whole of the street ? The need for on street parking is more concentrated above Manor Road with no example of all day parking by non residents and use only by residents . Therefore if you are intent on some changes to parking arrangements in the High Street you should consider only doing this from south of Manor Road . Most parking spaces per residence (compared to the available close spaces) are needed above Manor Road and this should be acknowledged .

The theory of your proposal seems fine on paper and it is only when looking at the fine detail and the practical implementation of it does it start to be unworkable .

In summary –

- 1) A maximum of 19 parking spaces for the whole of the High Street - down 44% from current
- 2) The issue of a possible 40 parking permits for these 19 spaces . Add in visitor permits for trades people and friends and the problem gets bigger . If all parking spaces occupied what do permit holders get for their £110 - sympathy !!!!
- 3) In this near 50% proposed reduction in parking spaces who benefits ? We think that with better sightlines and more available road space the major beneficiary will be the moving motorist (most of whom are non residents) who will be able to slightly increase their speed and get through the village quicker . The next beneficiary may be the pedestrian but with increased vehicle speeds this is debatable . The big loser in all of this will be the High Street residents with no off street parking (the very people the " the Statement of Reasons" claims to be helping !!) who will have less or no parking parking places across any 24 hour period , will on average have much further to walk from their parking space and will be light of £110 per annum in their pocket .

During the day the village mostly suffers little congestion . In the morning and evening there is congestion . This is not caused mainly by the current parking arrangements . At times the lightest parking volume in the High Street between Manor Road and the bridge is between 4pm and 5pm . The biggest contributor to congestion is the volume of traffic crossing through the village exacerbated at times by delays in Pangbourne and at the toll booth at the bridge . So this tinkering with the parking arrangements will not alter the congestion problem and the Council should save their money on this proposal and invest in a proper crossing near the Greyhound pub for safer crossing for school children and parents .

With the proposed reduction of parking spaces to a maximum of 19 what impact will that have on trades people working for High Street residents . When it becomes common knowledge that parking is a major problem in Whitchurch how will we be able to get these tradespeople if their vehicles are parked maybe over 100 metres from the job (or further away if all the spaces are taken up .It also has the potential to affect the saleability of our properties . As well as all of this how will this reduction and restriction affect the trade of both of our pubs and the art gallery . With the introduction of these restrictions and the double yellow lines numbers parked on the High Street will reduce and their customers will either decide not to visit or will park elsewhere in the village - moving the parking problem to a different location in the village .

In the run up to these proposals the Parish Council issued questionnaires to all residents . Having formulated their proposal I would have thought that direct contact with those most likely to be affected would have been a sensible move in order to understand their problems . This did not happen . At this stage I feel it would be reasonable to

	<p>request that you put this proposal on hold to give us a chance to explain our individual situations and access your expertise in these matters . This current proposal feels like we have no say other than to put our views in writing and we are being treated as numbers rather than people .</p> <p>As far as the Parish Council goes this proposal has been "designed" wholly by people in the village who do not need on street parking on the High Street . They may think they understand our problems with these proposals but they obviously don't .</p>
<p>(21) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object</p> <p>Shared-use parking – Object</p> <p>No Waiting at Any Time – Object</p> <p>No Waiting Mon-Sat 8am-5pm – Object</p> <p>I am completely opposed to this proposal for the same reasons as my husband, as explained by him below. We have lived on the High Street in Whitchurch on Thames. We decided to downsize and move closer to one of our daughters who also lives in the village . Although our property has no off street parking we could see that parking on the west side of the High Street above the Little House was readily available . Although the number of vehicles varies from 4 or 5 to a maximum of 9 we have always been able to park within 20 or 30 metres of our house and sometimes directly in front .We are both in our mid seventies and recently I have had a heart valve replacement operation . I also have atrial fibrillation and diabetes .</p> <p>Back in September 2020 I took part in an exercise with Whitchurch TAPAG (an offshoot of Whitchurch Parish Council) to assess the number of parking spaces then currently being used for parking .We measured 25 spaces below Manor Road going south and 9 spaces above Manor Road going north making a total of 34 spaces . Earlier that September a zoom meeting was held in the village where a plan a a reduction to 24 parking spaces was envisaged (17 below Manor Road and 7 above Manor Road) .In the latest proposal this number of spaces has been further reduced to 19 parking spaces in the High Street (16 below Manor Road and 3 above Manor Road) . My wife and i are both completely against this proposal .</p> <p>Our first reason for this is that the Parish Council (the main movers of this proposal we believe) have produced no current evidence (numbers etc) to show that any changes need to be made to the current arrangements . Members</p>

of the Parish Council I have spoken to have not been able to provide any evidence that a problem with parking for residents exists . All of their comments are in the nature of hearsay .So , in our opinion they are proposing to spend taxpayers money on implementing ,reducing , patrolling and enforcing new parking arrangements that are supposed to produce benefits for residents to be able to park closer to their properties . There currently is not a problem with residents being unable to park on the High Street , as (with the exception of the part of the road above Manor Road) cars parked on the High Street rarely exceed 50% of the current capacity . Therefore in essence they are proposing solving a parking problem that doesn't exist !!

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In the run up to these proposals the Parish Council issued questionnaires to all residents . Having formulated their proposal I would have thought that direct contact with those most likely to be affected would have been a sensible move in order to understand their problems . This did not happen . At this stage I feel it would be reasonable to request that you put this proposal on hold to give us a chance to explain our individual situations and access your expertise in these matters . This current proposal feels like we have no say other than to put our views in writing and we are being treated as numbers rather than people .

	<p>As far as the Parish Council goes this proposal has been "designed" wholly by people in the village who do not need on street parking on the High Street . They may think they understand our problems with these proposals but they obviously don't .</p> <p>kind regards Barry Read and Jane Anne Read</p>
<p>(22) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>Where do you expect us to park?!</p>
<p>(23) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>The proposed plans seeks to reduce the number of parking spaces available on the High Street. The plan does not allow for adequate parking for residents; let alone any visitors. This will simply push cars to be parked in other roads (Manor Road, Swanston Field, Hardwick Rd & Eastfield Lane) The removal of parked vehicles from the High Street would also remove this natural traffic calming effect and will increase car speeds along the High Street. This increase in car speed will endanger lives of pedestrians crossing and other road users. The proposed plan does not appear appears to address an actual problem. And instead plans to create at least two further issues of lack of parking and speed of cars. As a local resident, I am deeply concerned with the waste of money on this plan to date and the lack of clear goals and addressing an actual problem.</p>

<p>(24) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>Whitchurch-on-Thames is a very small village within an ANOB and part of a conservation area with many listed buildings. The proposals will require a whole array of extra signposts and road markings that would have a significant detrimental impact to the aesthetics of the street scene and the surroundings of the village. "Heritage" lines will in no way alleviate this impact, given there are currently no markings at all. I do not believe that the issues stated are in any way severe enough to warrant such a drastic scheme and the measures will have little to no impact on traffic flow. The parking restrictions are only in the day and I have not witnessed any issues with parking at these times.</p>
<p>(25) Local resident, (Whitchurch-on-Thames, Old Gardens)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>By reducing the available parking spaces on the High Street, there is undoubtedly going to be overspill of parking from commuters on Manor Road and Eastfield Lane. Eastfield Lane is a well use road by young school children walking and cycling to and from the preschool and primary school. An increase in commuter traffic looking for unrestricted parking spaces will cause a risk to children who utilise that road daily. Manor Road is a quiet road which already suffers from parking overspill from the high street which makes it impossible to turn out from Old Gardens onto Manor Road without mounting the pavement. Manor Road will be the obvious overspill for commuters once the high street is restricted and this will cause a danger to children at the local playground by increasing the traffic in a quiet cul de sac. Both Manor Road and Eastfield Lane need to be included in the parking restrictions if they are introduced on the high street in order to avoid over sill parking.</p>

<p>(26) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I live at Mallards High st and do not want parking bays outside my house</p>
<p>(27) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I think it will: increase the number of bottlenecks and therefore not help traffic flow not help residents park closer as there are only 3 residents between Eastfield Lane and Manor Road without 'off road' parking. Mallards, Ford Cottage and The Little Cottage. The 1st two park in the layby opposite their cottages 'off road' It will not improve visibility as extra parked cars will obstruct views down the road in particular drivers coming out of Manor Road. All the extra signs will spoil the look of the village.</p>
<p>(28) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p>

	<p>more parking zones will not help traffic flow it will create more bottle necks</p>
<p>(29) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>We used to have parking problems in the High Street years ago but now there is no problem apart from sometimes people leave cars parked for weeks ... not sure why</p>
<p>(30) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Several years ago there was a parking problem in Whitchurch. This was during the toll bridge renovation and then for maybe a year afterwards because drivers working in Pangbourne or going to the railway station had become used walking over the bridge and saving the toll fee. This affect gradually wore off and drivers went back to crossing the bridge. Along W O T high street (week days) now you will find just a handful of cars parked down opposite the Greyhound Pub, a few cars in Manor road and several around the Art Shop and Hardwick Road. Sometimes at the weekend walkers park but not a serious issue.</p>
<p>(31) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Support</p>

	No Waiting Mon-Sat 8am-5pm – Support
(32) Local resident, (Whitchurch-on-Thames, Swanston Field)	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>why should certain residents only be allowed to obtain parking permits, what about other villagers</p>
(33) Member of public, (Whitchurch-on-Thames, Goring Heath Road)	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Support No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>There are limited parking facilities in Pangbourne, not least at the Boathouse Surgery, and shared parking bays will permit locals, as well as residents, to have access to short-term parking in Whitchurch.</p>
(34) Local resident, (Whitchurch-on-Thames, Hardwick Road)	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Support No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Support</p> <p>I believe that the parked cars in on the High Street, although sometimes creates congestion, slows traffic on accordance with the 20Mph limit. This to me is far more important.</p>

<p>(35) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Object</p> <p>I generally support the concept of enhanced parking regulation in the village however I wish to raise a significant concern regarding the positioning of the residents' only spaces adjacent to Whitchurch House and opposite the entrance to Swanston House and neighbouring properties. These bays are far too close to the entrance and would impose restrictions on the following:</p> <ul style="list-style-type: none"> - Turning right into the driveway (travelling up the hill) <ul style="list-style-type: none"> --> Pulling out to avoid a parked car, with cars potentially coming down the hill in the opposite direction and / or coming out of the driveway at the same time would make this manoeuvre cumbersome (the turn is too tight) and dangerous - Coming out of the driveway going downhill <ul style="list-style-type: none"> --> If a car is parked in the proposed position there is not enough room to safely exit onto the road - and if cars have to overtake the car they are on the wrong side of the road right at the point of exit - this is dangerous - In the event of an emergency a service vehicle would not be able to enter the driveway if a car was parked there. (it is very difficult even without one) - -
<p>(36) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Object Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Object</p>

	<p>In general, I support the concept of stricter parking regulation in the village of Whitchurch-on-Thames. However, I want to raise a significant concern regarding the placement of the residents' only spaces adjacent to Whitchurch House and opposite the entrance to Swanston House and 5 other properties. These are too close to the entrance of and would make it very difficult to turn right into the driveway given the angle and potential for someone turning out of Swanston House at the same time. Furthermore, I do not an emergency vehicle (eg fire engine) could execute this manoeuvre with cars parked where proposed. In addition, turning out of this driveway is problematic already and nearly impossible if someone is parked opposite. In the proposed plan, it would mean that exit turning left (southbound) from Swanston House would risk turning into a car on the incorrect side of the road, which is overtaking cars in residents' only spaces. My objection on the single yellow line is that these should be double yellow - I do not see an argument for off-peak parking all the way up the high street as this makes visibility and passing more difficult.</p>
<p>(37) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Support Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>It will make the village faster as people wont slow down unless you keep the three bays nearest the lower narrows. There aren't enough spaces on your diagram for villagers from teh High Street</p>
<p>(38) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Support Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Support</p> <p>I object to this proposal for a variety of reasons. There is not an issue any longer - following covid 'new normal' working patterns show this is no longer a problem and I object spending money on a scheme that does not offer a tangible benefit to the community and disproportionately disadvantages residents without driveways who have some of the smaller houses in the village.</p>

	<p>The proposal does not support enough residents only parking for the lower narrows section - which is where the parking is most under pressure. The double yellow lines are not in keeping with the aesthetics of the village.</p>
<p>(39) Member of public, (Solihull, Widney Road)</p>	<p>Scheme in general – Object</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>The no waiting parking restrictions will lead to a knock on effect of people parking on Hardwick Road. This road already suffers from parking along one side of the road, which causes blockages, hold up's and delays. Any more vehicles parked on this road and it will become dangerous to school children, pedestrians, cyclists and fellow road users who will have to reverse down the road to let oncoming traffic past. Losing car parking on high street and the corner of Hardwick road will have a negative and potentially dangerous impact on the village. The vehicles that park on high street act as a calming measure to the very busy road. Cars often speed between the ferry-boat / greyhound pubs and the top of high street (north). When there are cars parked, vehicles tend to drive with more caution. I fear with double yellow or single yellow lines, there will be an increase in speedy driving causing a threat and danger to school children and pedestrians. I urge the committee to re-think these plans.</p>
<p>(40) Member of public, (Midlands, Hartland Avenue)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I feel this will significantly limit the parking space available to visitors, especially those of residents at the High Street End of Hardwick Road who will be increasingly pushed out of the village. Generally there does not seem to be a</p>

	<p>parking issue, perhaps a ban between the hours of 10am and 12pm Mon to Fri (for example) would prevent all day parkers blocking the road for local residents.</p>
<p>(41) Local resident, (Whitchurch-on-Thames, Duchess Close, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I live on the High Street and use the High Street for parking. Our house has two parking spaces which are used by my husband and I, so we rely on the High Street for visitors, and will in the future if our children also become car owners.</p>
<p>(42) Local resident, (Whitchurch-on-Thames, Duchess Close, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>We are a four person household with two parking spaces that are used by my husband and I. We rely on the High Street for visitor parking, and will in future if our children become car owners. I am concerned that the proposals do not have enough provision for visitor and resident parking. I would support the proposal if:</p> <ol style="list-style-type: none"> 1) Residents could have more than two parking permits per household 2) Residents could have additional/unlimited permits for visitors - e.g. friends and relatives and tradespeople. <p>I do not believe that the current proposal will be flexible enough for the residents who rely on High Street parking. It will push the parking issue to elsewhere in the village, and cause inconvenience. Our house is in one of the positions most affected by traffic and parking in the village and this seems like using a sledgehammer to crack a nut. Whilst I understand the argument in favour of residents parking, putting a scheme in place that disadvantages the residents seems counter productive.</p>

<p>(43) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I recognise the need for some "no waiting" areas to enable traffic flow at busy times but am not convinced that the areas designated are the right size or in the right place. My main concern is the impact the changes will have on people attending the church and the church room "the Old Stables" at the south of the High Street, which is also widely used by community groups. Parking is already difficult, with the church situated on a private drive without parking. The proposals would make it even more difficult for people attending funerals and weddings in the church, and events like the Christingle and School Carol Concerts which are attended by many families from both Whitchurch and Whitchurch Hill. The area of "no waiting at any time" on the south west of the High Street will also create additional difficulties for those with mobility difficulties attending normal Sunday services. I think the present parking arrangements in that area should be retained.</p>
<p>(44) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>The idea of limiting parking would be ok but for the fact you will be charging for it. Why exactly do people have to pay each year? Surely admin can't cost that much especially as it will be done electronically. I am also absolutely sure that this will probably rise each year. I am very worried that residents will now have to pay to park outside their own house. I'm not sure how you can justify charging over £100 a year and I feel this is not for the good of the village but another way of making money!!! Disgusting!! I also believe that by putting permits in place you will just push parking into Hardwick and Eastfield Lane. Are you going to charge all the residents there as well?</p>

<p>(45) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I support the proposals generally but have a couple of concerns. Firstly, the plans should not compromise the Greyhound business. Secondly I worry that making traffic flow better will compromise the 20 mph limit. Thirdly, reducing non-resident parking may move parkers to Eastfield Lane.</p>
<p>(46) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I have concerns over the amount of parking available to residents (has this been measured and would every house on or off (we are in Bridge Cottages but park on the High St) the High Street without a drive be allocated a space? 2 hours during the day and no return is not enough - 3 hours would cover private and business visits as well as cleaners etc. This would still prevent people who want to avoid parking fees at Pangbourne station during the day from parking</p> <p>Concerns over no waiting time restrictions again relate to the number of available parking spaces - these must meet the number of spaces required by residents.</p>
<p>(47) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p>

	<p>I believe having the restrictions on the High Street and in the opening of Hardwick Rd will cause big problems for local residents to be able to park and potentially moving the problem down the side streets of the village.</p>
<p>(48) As a business, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – No opinion No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Object</p> <p>I was told that the proposal would be for a Mon-Fri restrictions, adding the Saturday to the proposal will directly affect my business, lessening trade for me and obviously losing revenue. I also believe that there will not be enough available residents parking for all who need it and will therefore push any problems from the high street onto other residential streets.</p>
<p>(49) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – No opinion No Waiting at Any Time – No opinion No Waiting Mon-Sat 8am-5pm – No opinion</p> <p>Is this going to be another cost to the resident with a car. Already have to pay tolls to enter and leave village.</p>
<p>(50) Local resident, (Whitchurch-on-Thames, Duchess Close)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Support No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p>

	<p>Parking is not an issue in WoT apart from at northern end of high street where parking appears to close to the end of Hardwick Road. My understanding this can be dealt with by police under current law/provision. The introduction of permits and lines creates a bureaucracy and cost that is not needed, Proposals will create issues for resident swho need permits and will move parking problem into Eastfield Lane where the primary School is, making it more problematic for children and parents. Efforts would be better spent addressing better regs and pavements on the Toll bridge. Are the plans based on pre-Covid data?</p>
<p>(51) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Support No Waiting at Any Time – No opinion No Waiting Mon-Sat 8am-5pm – No opinion</p> <p>please note the existing vehicles parking in the High street at the point on your map 2, park half on the pavement severely restricting walkers etc using the pavement (it should be noted that this pavement is part of the national Thames path and frequently has walkers at all times of the day and night using it) this part of pavement is narrow and has a number of cellar and door steps obstacles making it dangerous to users when restricted by vehicles parking on the pavement. If you are to allow parking and are going to enforce the parking restrictions could you please ensure that all vehicles are parked and told to park on the roadway and as the road is narrow at this point the parking should be restricted to cars only as a number of transit type vans park at this point.</p>
<p>(52) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I have broad support for these carefully considered changes and parking restrictions. I feel they will improve the safety of our high street. So thank you. I have a small concern about the resident's parking outside Whitchurch House. I live in Swanston Cottages, the exit onto to High Street is between two high walls and if cars are parked outside Whitchurch House it forces passing cars to drive very close to this exit, somewhat increasing the chances of</p>

	<p>colliding with a car coming out of Swanston House, Swanston West, Cedar Cottage, The Stables and 1&2 Swanston Cottages. Please consider moving it a little further away from that entrance. Or perhaps changing it to No Waiting as Whitchurch House has plenty of off road parking space to the front of the property?</p>
<p>(53) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Concerns Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Clearly parking in Whitchurch on Thames has become a major problem in recent years and is not only dangerous for pedestrians crossing towards the primary school at Eastfield Lane but is also a contribution to major delays and inconvenience for local people. This is made worse by non residents using the High Street AND Manor Road as free parking thus avoiding the toll bridge fee and parking charges in the village and at the railway station. I am generally in support of the proposals but would add 3 points for consideration.</p> <ol style="list-style-type: none"> 1. I believe restricting parking on the High Street will drive more parking onto Manor Road. In view of the play area in Manor Road I would suggest a similar restriction in Manor Road for non-residents up to the Ruth Popper playground area. 2. The residents only parking area opposite Swanston West to be removed as houses in that area have considerable private parking available to them and also behind the properties near Ash Lea. 3. Removal of restrictions on a Sunday will lead to the High Street becoming a "car park" so would like the area opposite Ash Court to be No Waiting at Any Time rather than No waiting Mon-Sat. This would ensure a flow of traffic is possible rather than solid parking from The Old Forge to Swanston West.
<p>(54) Local place of worship, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – No opinion Shared-use parking – Concerns No Waiting at Any Time – No opinion No Waiting Mon-Sat 8am-5pm – Concerns</p>

	<p>I am writing to express the views of the Parochial Church Council (PCC) as agreed at a meeting on Monday 13th November 2023.</p> <p>The PCC has concerns that the proposed restrictions may cause difficulties for people attending weekday and Saturday events at St. Mary's Church and/or the Old Rectory Stables. Such events include funerals (3 - 4 per year on weekdays, usually during the afternoon), the annual school carol concert (once per year on a weekday afternoon), Saturday morning Art cafe events at the Old Rectory Stables (weekly during the year), weddings (typically on a Saturday afternoon, there was one during 2023) and other weekday/daytime Saturday events that may be planned in the future . These all take place within the Mon-Sat 8 - 5 restricted time period and people may need to be parked for more than 2 hours for such events, especially if they need to arrive early for a service that may take up to an hour and if a local reception or burial (in the case of a funeral) follows. This is especially a concern for people with mobility issues, of which there are often several at a funeral.</p> <p>The PCC is further concerned that the restrictions may have the knock-on effect of leading people who are not attending events in the Old Rectory Stables (which is administered by the PCC) to park in the Stables car park both during and outside the restricted times. This has limited parking and is needed for people attending events.</p>
<p>(55) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Object Shared-use parking – Object No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>Existing highway regulations should be enforced (fines for parking within 10 meters of a junction, blocking of pavements) before further parking restrictions and schemes are imposed at cost to taxpayers. Every day cars are parked on the Hardwick Rd junction and pavements, impeding traffic flow and posing a hazard to pedestrians.</p>
<p>(56) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Object</p>

	<p>Shared-use parking – Support No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>My suggestion would be to ban non-residents being able to park on the west side between 7-9am & 4-6pm all the way up to the T-junction; that's all that is needed - keep it simple. The road only suffers during rush hours. Better make it east side too, or they'll just start parking on that side instead.</p>
<p>(57) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Object Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I am objecting to the residents (blue) parking zone on the 'south' map, just south of Manor Road. It is too close to the entrance gateway used by 6 houses (Swanston House, Swanston West, Cedar Cottage, 1&2 Swanston Cottages, The Stables House). There is a high wall either side of the gate (a beautiful feature of the High Street, protected by the AONB) which makes it challenging to use at the best of times. Mirrors are used either side of the gateway to help residents emerge, but traffic coming up from the bridge being forced to move around parked vehicles and over to the right side of the road will not be visible in the mirrors. I believe this make it unacceptably hazardous for residents of the 6 houses trying to leave their properties. Cars parked so close to the gateway will also make it difficult for fire engines to enter through the gateway, thus delaying their arrival. At present, it is very unusual to find anyone parking in this spot - most people are sensible enough to see that this is a hazard. I find it surprising and disappointing to learn that the Council plans to encourage people to do so.</p>
<p>(58) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – No opinion</p>

	<p>I have a strong concern that the removal of the parking bays at the south end of the high street will lead to additional speeding through the village. Those parking spots (which are set to be removed as part of the proposal) are a speed deterrent through the lower narrows.</p> <p>Additionally - the original proposals for parking restrictions many years ago were put forward at a time of high commuting (cars parking and walking to the train station)... the world we live in now does not see anywhere near the amount of parked cars (locals or non locals) as we did pre the pandemic, the world has moved on, and im not sure these proposals are needed anymore.</p>
<p>(59) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I am concerned and would like to object on the three parking spaces down the Art shop coming down from Whitchurch Hill Road as it's blocking one whole side. This is the main bottleneck. If you are driving up, you cannot see if many cars are already engaged going down the narrow lane because of the bend. And you get stuck if you take a chance to bypass the parking space. Let alone if cars behind follow you and the whole traffic is stuck. I rigorously object to those parking spaces.</p>
<p>(60) Local resident, (Whitchurch-on-Thames, High Sreet)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – No opinion No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>A stated aim is to improve road safety. Cars already come through the chicanes far too quickly, but at least they then have to slow down due to parked cars. Clearing the High St of parked cars with double yellow lines will simply increase the speed at which cars drive through the village. Road safety will deteriorate. Currently there is a 20 mph</p>

	<p>limit but no enforcement with either a camera or speed bumps. A zebra crossing would increase safety too. Increasing both flow and safety in this context are mutually incompatible and safety is far more important</p>
<p>(61) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Support</p> <p>I am a local resident and use the High Street on a daily basis. A large amount of the parking on the High Street tends to be needing to get to the station and local residents without off street parking. Actually, some parking along the road helps to slow cars down using the road. However, you do need to have sections to allow the moving vehicles places to pull in and give way, it's an absolute nightmare when there is just a solid line of parked cars. I would hate to see such prohibitive controls which prevent visitors to the local houses and businesses from using the road. Residents bays along sections of the road would be amazing, assuming that this would result in some sort of permit scheme. This would hopefully allow for there to be some time restriction and no return timeframe for non-residents which would prevent people from blocking the road from early morning until late at night, instead giving them the ability to park short term to use and visit local businesses and homes within the village.</p>
<p>(62) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>The village was made 20mph but it has made no appreciable difference. Vehicles frequently do 35-45mph both on the high street as well as in Hardwick Road. The parked cars on the high street act as a traffic calming measure. Without parked cars, I have no doubt there will be more speeding putting pedestrians and especially children at higher risk. I'm sure due to budget constraints nothing will be done until there is a serious injury / fatality. But this parking restriction will just make things worse for pedestrians and cyclists. Please think again.</p>

<p>(63) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p> <p>The proposals are great for anyone who has off street parking or lives in surrounding area. For residents by or very near the no parking and no waiting sections it's terrible. Competition for the few remaining allowed spaces will be huge. Many house holds have multiple cars (not us) and all are kept on the road. A much more equitable scheme would be to make the whole area resident only and only grant one permit per household with extra for second cars on a first come first served basis.</p>
<p>(64) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>In general the plan looks sensible, but it would appear that the total number of parking spaces will be reduced. That is not a bad thing if reduces Pangbourne commuter traffic (they ought to park in Pangbourne or at the station), but I am concerned that this may divert some cars so more people park on Manor Road. The particular spot on Manor Road I am concerned about is opposite the entrance to Old Gardens (about 25 metres from the High Street, and on the north side). If vehicles park there, it is impossible for a large vehicle to leave or enter Old Gardens, such as recycling trucks, or potential emergency services. Therefore I think that there should be a short distance of about 10 metres of "No Parking Any Time" on Manor Road north side, opposite Old Gardens.</p>
<p>(65) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support</p>

	<p>Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>My concern is that these restrictions will simply move the issue from the High Street to surrounding roads without similar parking restrictions. I live in Hardwick Road & we already have cars parked in the road while people go on holiday for 2 weeks, rows of cars parked while people cycle or walk the area (these appear to be walking or cycling "clubs" that pre arrange to meet) The areas that I feel would be adversely affected would be Hardwick Road, Eastfield lane, Swanston Fields & Manor Road, most of which are quite narrow & where some residents do not have alternative parking. In summary I think youre simply removing the issue for some residents, rather than resolving it for all village residents.</p>
<p>(66) Local resident, (Whitchurch-on-Thames, Swanston Field)</p>	<p>Scheme in general – Concerns</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Whilst something needs to be done about parking on the High Street I am concerned that the prop[osal with simply shift the problem elsewhere, such as Swanston Field. The south proposalsalso has a very long area for parking and needs passing spaces as part of the scheme.</p>
<p>(67) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Concerns Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>We access our property via a private drive just North of Duchess Close. Six houses have a total of 12 cars using the narrow drive which exits onto the High Street just opposite the entrance to Walliscote Farm. The sight lines down the</p>

	<p>High Street are completely obscured by large trees / bushes alongside 1 Duchess Close that are growing in the PCC ? owned grass verge. The proposed parking positions on the West side of the High Street make exiting our drive extremely dangerous as approaching cars are inevitably on the wrong side of the highway. In addition, turning off the High Street into our drive is also dangerous due to the configuration of parking bays and proposed yellow lines. A site visit to meet with residents is necessary.</p>
<p>(68) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – No opinion Shared-use parking – No opinion No Waiting at Any Time – No opinion No Waiting Mon-Sat 8am-5pm – No opinion</p> <p>Why is there still no plan for a pedestrian crossing to allow parents and schoolchildren to cross the road in a more safe manner, across the High Street into Eastfield Lane?</p>
<p>(69) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – No opinion Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>This achieves about the right balance between resident & visitor parking and allowing traffic flow not to get gridlocked during busy periods</p>
<p>(70) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Object Shared-use parking – No opinion No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p>

	<p>Ensure there is no parking within 10m of a junction!</p>
<p>(71) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>Diffculty for non residents to park for church going or visit to Greyhound.</p>
<p>(72) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>my concerns are in relation to Manor Road, you will be pushing car wanting to park in the village up our road, it is bad enough in the summer, when cars cannot fit into the high street, as there is a bend in the road you often have to reverse when someone drives in and parks creating blind spots, as you cannot make vehicles reverse out onto a main road, you then have to go backward round a corner. this road is also used by Thames water who often send there tanker up here, as it is he regularly has to drive on the footway to get in and out, i believe with more cars/vans parked here, the risk of someone on the footway being injured increases significantly.</p>
<p>(73) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Object No Waiting Mon-Sat 8am-5pm – Object</p>

	<p>I can't see shared use bays working Many people use the High Street for limited time parking allowing them to shop in Pangbourne to the benefit of local businesses</p>
<p>(74) Local resident, (Whitchurch-on-Thames, Duchess Close)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I fully support any efforts which will improve flow of traffic and deter non residents or visitors to the village from parking here and going on elsewhere leaving their cars here.</p>
<p>(75) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I would suggest the southernmost parking bay is resident only and those further up the high st shared use. The area of greatest congestion is that opposite the Greyhound and we should encourage people to park away from this area (and/or walk or use sustainable transport to get to the pub)</p>
<p>(76) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Concerns No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p>

	<p>I am concerned that without addressing areas not covered by these proposals, for example, and especially from the southern end of the attached to the bridge, as well as in Manor Road and Eastfield Lane, the congestion will just be squeezed elsewhere. Therefore the plans should be reviewed say after 12 months to ensure they are optimal. Also, whether there is enough space between the restricted areas on the No Waiting Mon-Sat sections to avoid blockages of two-way traffic at busy times.</p>
<p>(77) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – No opinion No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Current parking arrangements make crossing road very difficult and cause cars to speed through open sections</p>
<p>(78) Member of public, (Theale)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>With the 20mph speed limit in the village, the parking on the high street makes this really difficult to stick too as you rush to get past the parked cars before the on coming traffic moves towards you! Also the parking of car's opposite the Greyhound pub causes a bottle neck at the give way towards the toll bridge! The parking outside the art gallery makes it dangerous as you have to overtake and then your head on with cars coming down Whitchurch Hill and if you're intending on turning onto Hardwick road the road is blocked from cars coming down the hill</p>
<p>(79) Local resident, (Whitchurch-on-</p>	<p>Scheme in general – Support</p>

<p>Thames, Hardwick Road)</p>	<p>Residents permit parking – Support Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>The fewer cars parked on the high street the better the traffic flow.</p>
<p>(80) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Object to shared use parking bays - they should be for the use of residents particularly those without off road parking</p>
<p>(81) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Object No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Parking on the street should be for residents only; visitors can use the car parks in Pangbourne, walk or cycle. I am concerned about parking on the pavements in the village. People take no notice of the requirement in the Highway Code Rule 244 and routinely black pavements in the village. I know that TROs are not perfect but they are an option. Can they not be put in place and then enforced alongside this current proposal? Why do we have to wait for a national ban on pavement parking? I am also concerned that OCC have not considered that people will just park in other places like Eastfield Lane and Manor Road. The latter already serves as a car park for anything up to 6 cars on the approach to the High Street making an accident almost inevitable as the sight lines are so terrible.</p>

<p>(82) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>It's important that some parking is easily available for residents. Support the suggestion of some 2 hour parking especially for use of Greyhound customers and local residents who may park and walk to Boathouse Surgery, for example. Some parking will also act as a traffic calming measure otherwise speeds will increase. How will all this be policed/monitored? I have some concerns that restrictions may force an increase in parking on Hardwick Road, Eastfield Lane and Manor Road.</p>
<p>(83) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Concerns No Waiting Mon-Sat 8am-5pm – Support</p> <p>I think this is needed in order to keep the number of cars blocking up the high street to a minimum (eg. Residents only at most times of the day). This is important to improve safety of pedestrians as well as reducing the number of cars owned by non residents. However, it may mean cars are parked elsewhere in the village</p>
<p>(84) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>Suggest No Waiting Mon-Sat should be changed to No Waiting At Any Time to ensure safe traffic flow.</p>

<p>(85) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>Peak hours on High Street typically occur from 5 pm to 6:30 pm on most weekdays. Allowing 'No Waiting' spaces to be used for parking after 5 pm could limit the number of available spaces and delay traffic flow. This leads to frustration among drivers and encourage aggressive driving. Could we explore the possibility of extending the time frame to 8 am - 6 pm?</p> <p>The entrance to Older Gardens should be kept clear at all times. Double yellow lines should in place to ensure unobstructed entry and exit from Old Gardens, prioritising safety and facilitating access for rubbish collection.</p>
<p>(86) Local resident, (Whitchurch-on-Thames, Walliscote Drive)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Concerns</p> <p>I think the No waiting should be restricted to Mon to Friday, so that on Saturdays visitors can park when they come to the area. Then they can come to Art Cafe on Saturday mornings which promotes the village.</p>
<p>(87) Member of public, (Pangbourne, Dunluce)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support</p>

	<p>No Waiting Mon-Sat 8am-5pm – Object</p> <p>My priority is to ensure efficient traffic flow, and prevent the tedious inability to pass up or down the high street at busy times the parking restrictions need to be sensibly placed to facilitate the smooth flow of traffic.</p>
(88) Local resident, (Purley on Thames, Whitchurch)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Too often cars are parked along the High Street up to the give way area by the gallery and illegally parked on the junction with Hardwick Road, this is dangerous and obstructive.</p>
(89) Local resident, (Whitchurch-on- Thames, Duchess Close)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>High street too congested - many people using for commuter parking. Hard to pass pub and entrance to Duchess close has v poor visibility - would be keen lines prevented parking until further up</p>
(90) Local resident, (Whitchurch-on- Thames, Duchess Close)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p>

	<p>Very strongly support any actions to substantially reduce the impact of parking in the village and improve visibility, car and pedestrian safety and the environment.</p>
<p>(91) Member of public, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Very strongly support - parking congestion in High street is terrible!</p>
<p>(92) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>The High Street is very unsafe for the school children at the moment.</p>
<p>(93) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Overall, I believe that these proposed parking restrictions will provide a safer and more fluent traffic situation in the High Street at Whitchurch. I am aware that considerable consultation has taken place over such proposals in recent years and this is the most satisfactory way ahead. These proposals should now be implemented as soon as possible.</p>

<p>(94) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>The situation is terrible at the moment. This is much needed!</p>
<p>(95) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Fully support. The village has become an overflow car park for Pangbourne and the station</p>
<p>(96) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>As a resident of Eastfield Lane I welcome the plan for double yellow lines at the junction of Eastfield Lane and High Street and the double yellow lines on the west side of the High Street. These will greatly improve sightlines for drivers and pedestrians.</p>

<p>(97) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I've followed the design of this scheme, attending several meetings. I believe the design will improve traffic flow and road safety without inconveniencing residents too much, if at all. I don't think it would be possible to find a better solution so hope this is approved.</p>
<p>(98) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Proposal addresses the existing problems with traffic and parking in Whitchurch</p>
<p>(99) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>The traffic disruptions are becoming more regular and not restricted just to the rush hours. Whether people are working from home or travelling to work, the fact that there are currently no restrictions on parking means that the traffic and parking situation is unsustainable. There are also people from other villages using our roads to park to commute as it's the closest place to avoid the toll and any parking charges when they either walk to Pangbourne or the train station. When Eastfield house begins its development, the situation will become even worse. The traffic and</p>

	<p>parking has become a dangerous mixture for pedestrians as there is speeding motorists who have poor or no visibility due to parked cars. The village needs to do something and before a terrible accident happens.</p>
<p>(100) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Keen to see parking priority for local residents Also to improve flow of traffic in high street</p>
<p>(101) Local resident, (Whitchurch-on-Thames, Hardwick Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I live in the village on Hardwick Road and travel daily as a pedestrian, cyclist, motorcyclist and car driver daily in the village. This always involves negotiating the junction between Hardwick Road and the High Street and the hazards, poor visibility and vehicles travelling on the opposite side of the road caused by poor parking on the High Street opposites the junction and the entrance to Hardwick Road. Parking that goes against the Highway Code rule to not park within 10m of a junction for this reason.</p> <p>I've had a good number of near misses trying to pull out of Hardwick road, particularly when turning right on to the high street and also when heading up the high street and right into Hardwick road. This is particularly dangerous and difficult to take avoiding action suddenly on two wheels due to the camber, and drain covers and slippery white lines in the middle of both roads at the junction.</p> <p>The difficulty for cars to make progress heading up the high street due to the parking also seems to contribute to a degree of road rage and speeding when approaching the junction which has, on a few occasions, made the near misses I have experienced rather frightening.</p>

	<p>I understand that people get emotional about parking, especially if it means they can't park right outside their own property. I do believe, however, that it's the best interests of everyone who lives, works and goes to school in the village to have parking controlled to safe places make it lower risk for all.</p> <p>As an aside I do worry that only looking at the high streets parking problem will push problem parking into other roads in the village, Hardwick road in particular, which already has its own challenges in inconsiderate and dangerous parking that breaks Highway Code rules that's apparently unenforceable by the council due to the lack of road markings...</p>
(102) Local resident, (Whitchurch-on-Thames, Hardwick Road)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Driving up and down the High Street, particularly in the rush hour is a nightmare. It is also very dangerous for pedestrians.</p>
(103) Local resident, (Whitchurch-on-Thames, High Street)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I would rather the designated bays did not sit opposite driveway entrances (such as the southernmost one opposite Duchess Close). This one should be shifted 5m north.</p>
(104) Local resident, (Whitchurch-on-Thames, High Street)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support</p>

	<p>No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>The high street is a death trap today and something needs to be done. Clkearing the bust junctions - particularly where the kids cross to access the school is essential</p>
<p>(105) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Having some basic Highway-Code-compliant road markings such as yellow lines at junctions and pinch points is vital for improving safety for pedestrians and drivers and easing congestion for drivers on the High Street. This will also improve visibility for all road users and pedestrians, especially children trying to cross the road to school near Eastfield Lane who currently have to step out from behind parked cars who are pulling out and accelerating to get round those. Our village is not a free car park - with more than 1,000 vehicles a day coming through it there is already enough traffic. I am concerned that there is already a lot of pavement driving in the Upper High Street and can see that this will increase with the resident bays at that end as there will not be room for 2 way traffic. That is my only area of concern with this scheme and I am generally supportive. Resident parking is vital at the Lower Hight Street to stop commuter parking and for all the safety reasons mentioned above. With other villages in the locality with residents parking we are in danger of being a magnet for people to come and park in the area. They are blissfully unaware of the congestion, hazard and pollution they leave behind when they go off for the day (or longer!). Thank you for all the work you are doing on this. It has been an issue for Whitchurch for a long time.</p>
<p>(106) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p>

	<p>This plan has been in progress for many years now and finally is getting close which most residents will be grateful for. Traffic flow should be improved and unfettered parking eliminated.</p>
<p>(107) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>unrestricted parking causes both traffic congestion issues as well as pedestrian safety concerns</p>
<p>(108) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I support the plans, too many non residents park in our village and walk to Pangbourne station/shops etc.</p>
<p>(109) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>To improve traffic flow & stop parking on the pavement</p>

<p>(110) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Largely speaking I support the proposal as long as it is an easy process for residents to acquire temporary parking permits for their visitors and trade workers.</p>
<p>(111) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I live in the High Street. I want to see parking for local residents without off-street parking, but NOT for commuters who catch the train from Pangbourne station, and NOT for people who leave their car in the High Street for a week or more while they go on holiday (eg train to Gatwick etc).</p>
<p>(112) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>20 yr residency in WoT, part of an earlier WoT Traffic & Pavements group, living immediately south of The Ferryboat Inn. Over the years, have seen parking grow from a traffic slowing advantage to where pedestrian safety and driver's line of sight are compromised despite measures by OCC road painting.</p>

	<p>Aesthetic objection to yellow lines is irrelevant. Scenes in the "Morse / Lewis / Endeavour" tv series show historic Oxford streets with yellow lines. If it's OK for Oxford, it's OK for WoT.</p> <p>Finally, if the lower narrows was given cross hatching and cameras installed, this would provide a good income for OCC whilst at the same time keeping that area free.</p> <p>Hope this helps regards, John</p>
(113) Local resident, (Whitchurch-on-Thames, High Street)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>General overcrowding and also use by people who park and then commute from rail station is not helpful and best prevented</p>
(114) Local resident, (Whitchurch-on-Thames, High street)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>We support this proposal. As residents of the High Street we regularly have cars parked blocking our drive way making it impossible or dangerous to get out. Either the drive is blocked or the view is so restricted we cannot see oncoming traffic.</p>
(115) Local resident, (Whitchurch-on-Thames, Hillside)	<p>Scheme in general – Support</p>

	<p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Particularly support double yellow lines outside Modern Artists Gallery at intersestion of High St and Hardwick Road, which feels like a dangerous intersection to drive through.</p>
(116) Local resident, (Whitchurch-on-Thames, Hillside)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I support the plan. It will be beneficial for the village</p>
(117) Local resident, (Whitchurch-on-Thames, Manor Road)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I'm glad something is being done and support the actions being taken</p>
(118) Local resident, (Whitchurch-on-Thames, Manor Road)	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p>

	<p>Parking has been a problem in Whitchurch for years. Limiting visitor parking to 2 hours will help the problem of commuters parking in Whitchurch to avoid paying to park in Pangbourne. My only concern is that it will push the problem onto Manor Road, and residents only parking for Manor Road and Eastfield Lane should be considered in the future if this occurs. We have 2 young children and it is very dangerous when crossing the High Street to go to the school. A zebra crossing would be very beneficial, but anything that can be done to improve sight lines should be encouraged</p>
<p>(119) Member of public, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I support these proposals as Whitchurch on Thames is beginning to look like a NCP car park. People park wherever they like: on verges, close to junctions, on pavements and on corners often in contravention of the Highway Code and often in a manner which would constitute illegal parking. People often park and leave their car all day whilst they travel by train to London which is not acceptable given that there is a car park at the station. We have lost so many of little enclaves of nature that used to exist to constant mud – so many insects that have lost their homes and birds a source of food. Residents think nothing of owning three cars despite not having anywhere to park instead of realising the a small rural village is not a suitable location for them to live.</p> <p>I would prefer to see the High Street completely free of parked cars so that the traffic could flow in both directions (as it used to). It is not safe at the moment and it surprises me that we have not had any fatalities in the village (although we have had plenty of near misses). Crossing at the Upper Narrows with children is a heart stopping experience. Exiting Hardwick Road to turn left is like taking your life in own hands every time as you have to drive between two rows of parked cars which block the junction (usually in contravention of the Highway Code).</p> <p>I also support Monday - Saturday as the parking on a Saturday is just as bad as during the week (in fact I would prefer a Monday to Sunday). It is so unpleasant to walk around the village at the weekend, choking on all the traffic fumes. It also makes unsafe for children to be out and about which is a shame as they benefit so much from being outside. Research is constantly illustrating how terrible our dependence on the car is, for example in August 2023 air pollution was linked to the deadly resistance to antibiotics. I also don't think people should be encouraged to drive to the pubs either as this only increases the risk of drink driving. There is of course the link to climate change which most people prefer not to recognise or acknowledge. The fact is that road vehicles – cars, trucks, buses and</p>

	<p>motorbikes – account for nearly three quarters of the greenhouse gas emissions that come from transport. If people want to visit Whitchurch on Thames they should be encouraged to walk or cycle or at the very least car share. Residents need to consider reducing the number of cars they own (concreting over gardens to provide parking space is not the answer). I very much hope that OCC implement this plan and consider strengthening the restrictions in the future. I am however concerned that as a result of this implementation that people will seek to park in other places in the village such as Eastfield Lane and Manor Road, neither of which are a practical, safe or welcome alternative.</p>
<p>(120) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Fully supportive of this scheme. Well overdue</p>
<p>(121) Local resident, (Whitchurch-on-Thames)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I support the parking restrictions being in place Mon – Sat but don't support the addition of additional parking space at the top of the hill by Hardwick Road. Whitchurch is a village that pre-dates cars. Therefore, it cannot comfortably accommodate the number of cars that already exist on the High Street and at the top of the High Street and Hardwick Road. Some households have three or 4 cars and SUVs and this is not sustainable from the point of space and also for safety and environmental reasons. Restrictions also need to be introduced on other roads in the village where there are too many cars parked on the pavement and road.</p>

<p>(122) Local resident, (Whitchurch-on-Thames, Swanston Field)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>One concern i have is this may drive all-day parkers (i.e. Commuters) to Swanston field and surrounding lanes. I'd like reassurance that this will be monitored and if this becomes a problem, then steps will be taken to ensure this is mitigated against</p>
<p>(123) Local resident, (Whitchurch-on-Thames, Swanston Field)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I have lived in the village for many years and the parking situation has been awful. I strongly support the proposal. The scheme proposed will help residents find parking closer to their properties, stop all-day parking by non-residents, improve traffic flow and pedestrian/cyclist safety.</p>
<p>(124) Local resident, (Whitchurch-on-Thames, Swanston Field)</p>	<p>Scheme in general – Support</p> <p>Residents permit parking – Support Shared-use parking – Support No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>I am very happy with the plans.</p>

<p>(125) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Scheme in general – No opinion</p> <p>Residents permit parking – Support Shared-use parking – No opinion No Waiting at Any Time – Support No Waiting Mon-Sat 8am-5pm – Support</p> <p>Two concerns that I wonder if you have considered: 1) This will undoubtedly lead to more parking on Manor Road, particularly the section close to the High Street which is quite narrow already. With more parked cars there, it may become a single-lane road requiring reversing when traffic from opposite directions meet (potentially requiring reversing relatively blindly into the High Street). The Thames Water lorry that accesses the Manor Road sewage works daily already has problems accessing Manor Road (not infrequently causing it to drive on the pavement). This issue could become exacerbated when parking inevitably increases on Manor Road. 2) The rules won't make a difference without enforcement. I have not ever seen, or heard of, any parking enforcement in the village even though there is daily parking in intersections (High Street / Hardwick Road) and on pavements which render the pavements unusable to pedestrians, forcing them into the road. It seems unlikely that the rules will make a difference unless they are actually enforced. I would encourage you to consider if and how that may happen.</p>
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C. Email/Written responses

RESPONDENT	COMMENTS
<p>(126) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Concerns – My concern after having lived in the village for many years, is that there is a tricky balance of having enough space for residents to park their cars, as well as having space to pull in, to allow the ebb and flow of moving traffic.</p> <p>I personally think we need a few more resident parking spaces along the High st, because if there are no parked cars, moving traffic tends to speed up. Having to manoeuvre a few parked vehicles, acts as a natural traffic calming</p>

	<p>system in itself. If they are only given to residents (for those that have no off road parking) or visiting spots for a limited time frame, it will prevent commuters coming from elsewhere and parking all day.</p> <p>I have in the past run the cycling proficiency classes for several years at the local primary school. Most people drive at the speed limit but they're a few that speed through the village along Hardwick Rd and the High St. especially if the roads are clear from parked vehicles.</p> <p>Also, if there aren't enough parking spaces for the local residents it will only move the issues of overcrowding on the High St to other areas within the village.</p> <p>Lastly, I think it would be helpful to have flash on speed monitors that let drivers know the speed they are doing, especially as you come into the village on the hill, down towards the narrowing, as it's always too easy to speed (often unintentionally) coming down into the village.</p>
<p>(127) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Concerns – I wanted to express my thoughts and concerns regarding the proposed parking restrictions in our area.</p> <p>Firstly, I would like to state that I wholeheartedly agree with the proposal to implement parking restrictions in our locality.</p> <p>As a new resident, I have already experienced some of the challenges associated with parking in the vicinity. It is clear that parking restrictions are essential to improve traffic flow and maintain safety for all residents and pedestrians in the area.</p> <p>However, I do have some concerns about the proposed restrictions. I am worried that if the restrictions are implemented as they currently stand, it may lead to people parking their vehicles outside Hill Cottages.</p> <p>Since our property does not seem to be included in the proposed restrictions, I am concerned that it may attract more vehicles, causing congestion and inconvenience for us as residents.</p> <p>I kindly request that the council consider extending the proposed parking restrictions to include our address at Hill Cottages. I understand the importance of balancing the needs and concerns of all residents and I appreciate your efforts in addressing these matters.</p> <p>I hope that my feedback will be taken into consideration as you continue to develop the parking restrictions plan.</p>

(128) Local resident, (Whitchurch-on-Thames, Fir Bank)	<p>Concerns – I am concerned that drivers, desperate not to miss their train, may feel forced to use Manor Road and its elegant verges as a car park. Is it possible to discourage this? My personal interest is that we live at Fir Bank, and also voluntarily care for some of the verges.</p>
(129) Local resident, (Whitchurch-on-Thames, High Street)	<p>Concerns – I am an active member of the local ‘Community Speed watch team’ and since April this last year I have regularly monitored the speeds and behaviour of the cars travelling up and down the high street at different times of the day as part of this team.</p> <p>Plus soon after moving here in 2015, I installed 4 CCTV cameras on the front of our cottage overlooking the pavement and road which has enabled me to see why several parked cars have been written off within a few yards of our cottage by cars travelling up the High Street.</p> <p>You will see on your plan called ‘map 1’ there are 3 proposed new parking areas; the lower and longest one, next to the ‘walled garden’ and near the Greyhound Pub; this already is a favourite parking area with cars parked there everyday though further south opposite Prospect House there is usually another group of parked cars which I guess has been removed to make it safer for people crossing the road from Eastfield lane, this maybe a helpful improvement.</p> <p>The middle proposed parking area is outside our cottage ‘Mallards’ and rarely gets used for parking, at the moment, except weekends when ‘Thames path walkers’ come in numbers and can’t find safer places.</p> <p>When we moved here about 8 years ago it was just after the toll bridge had been closed for a year to be rebuilt and people working in Pangbourne or going to the Railway Station had got used to parking outside our cottage and walking over the bridge. So since other drivers were parking outside our cottage when we first moved in we thought we might as well join them and also parked outside.</p> <p>However, over the next few years there were 6 collisions with parked cars just where you are planning to have a designated parking zone.</p> <p>Four of the parked cars were ‘write offs’, 2 caused serious damage requiring expensive repairs.</p>

2 were owned by my wife; the 3rd a loan car given by the garage to my wife whilst her car was being repaired from a collision outside our house which didn't become a write off and 2 occasions my wife's car wasn't a write off but needed expensive garage repairs.

The 6th was a new Mercedes owned by a driver who lived higher up the high street and had parked behind my wife's car whilst in the Greyhound pub. This particular crash was so violent that the Mercedes was launched into the air and ended up wedged against the wall of our cottage by our front door and against the wing of my wife's car; completely blocking the pavement. The noise of this crash was so loud we came out of our cottage to see what had happened and found the Mercedes a few feet from our front door with no driver. Luckily no one was walking by at the time or this easily could have resulted in fatalities.

I should emphasise all these write offs and serious collisions occurred to cars parked in the High Street just outside our cottage exactly where you plan to create a new official parking zone.

Why so many write offs? Well fortunately due to having CCTV installed, on every occasion I was able to play back the accident and see the cause and the vehicle involved.

Basically, the drivers are champing at the bit to get going after several 'hold ups' from Pangbourne and pulling in behind parked cars waiting for oncoming cars to pass them, in their haste, mistime their acceleration past the parked cars and catch the corner of the parked car. This type of diagonal collision evidently is worse than a direct back shunt and as I said caused 4 of those cars to be 'write offs'.

I see this so clearly when doing 'community speedwatch duty', drivers coming from Pangbourne have been frustrated and stopped by several chicanes and each time they get a brief opportunity to get going they race up to the next chicane.

Lets list the 'one way' hold ups from Pangbourne village:

One way through the railway bridge

Barrier stop at the toll booth

One way stretch by the ferry boat pub

One way past parked cars opposite Prospect House just before Eastfield Lane (this you propose to remove).

One way past parked cars by the walled gardens

So far at all these one way hold ups the view ahead is restricted so some care by the drivers is automatic ...

But at the last section of parked cars by our cottage they can see a long stretch of straight road ahead and they are champing at the bit to get going and make up time

Well after a few years, the habit of parking outside our cottage and walking to Pangbourne had subsided, drivers got back to crossing the toll bridge again and so with very few drivers parking outside our cottage we decided to park opposite our cottage in a layby, which is not official, but can accommodate about 3 cars inside the dotted white lines marking the edge of the road. I attach a photo showing my red car and my neighbours blue car (Ford Cottage). This parking causes no one any problems as you will see there is a very tall wall behind and we are relatively safe and because we are 'off road' plus we cause no problem to the flow of two way traffic. Plus because we didn't park outside our cottage hardly any others parked outside.

Now you talk about making it easier for residents to park near their houses ... well you obviously are not aware there are only three houses along the High Street which don't have their own off road parking! Yes just three of us and your creating how many residents parking slots? 10 ... 15? Who has done this research? it just doesn't make sense!

Who are the 3 without off road parking? Us at Mallards, next door at Ford Cottage and 'The Little House' almost opposite Manor Road entrance. This includes all the houses on both sides of the road from Manor road right down to the Ferry Boat pub.

That's actually just 3 cars in total as my wife, now incredibly traumatised by all these accidents to her car over a few years, now parks off road in a nearby garage. The Little House probably parks near the entrance to Manor Road which is a pretty safe location and probably closer from her house to your proposed new parking just before Manor Road. So your proposed scheme will not make any improvement for her except possibly to increase her risk to a car write off.

So if myself and my next door neighbour are happy to park opposite our cottages in the layby, because its much safer and we don't cause a bottle neck for traffic by doing so; why would you encourage others to park outside our cottages and cause another dangerous bottle neck frustrating drivers even further? I am sure you think you are helping us by giving us residents parking outside our house, but trust me we do not want to go back to the continuous string of car accidents outside our cottage.

It's much safer for us and everyone else if we park in the layby opposite.

Of course we would be delighted if you made residents parking in the lay by for us, but if not, that's not a problem we can continue as we are.

	<p>What would be better highway scheme would be to make it no parking all the way down the High Street from Manor Road to the Ferry Boat. Making visitors to Pangbourne and the railway station go over the Toll bridge and park in Pangbourne.</p> <p>So in conclusion what you plan is to create three parking zones with ' 2 hour no return restrictions' which will actually make more bottle necks and you will have the additional problem and expense of finding someone for the job of policing the 3 locations?</p> <ul style="list-style-type: none"> • This will not improve traffic flow and it actually adds more bottle necks. The small one by Manor Road particularly dangerous as it is already tricky seeing to the left coming out of Manor Road, this new parking Zone will also make it tricky seeing approaching cars from the right. • Only 2 residents will benefit by being able to park outside their property ... and they don't want to because its too dangerous. • Yes it will prevent all day parking by non residents, sometimes cars or vans are parked for weeks at a time but at what cost? and who will monitor the 2 hour restriction ... a part time traffic warden? • What I suggest is that you have one '2 hour max' parking zone outside the Walled Garden house and make the rest 'no parking' all the way along the High Street up to Manor Road. Keep it simple and cheaper. After all, this suggestion will allow you see how it works and review the situation after a year. <p>However if you decide to ignore my advice; please don't have the middle parking zone right outside my cottage, we don't want to have cars parking, loading / unloading all day outside our living room. Please make the middle zone shorter by deducting the 2 resident car spaces which myself and my neighbour in Ford Cottage don't want and start and finish the zone a little bit further down the High Street opposite Raquets and Ash Court where there are just blank garden walls.</p> <p>Finally when we first moved here we were reminded this village was a 'place of natural beauty'. What is it going to look like with all the new road markings and sign posts explaining the parking restrictions?</p>
(130) Local resident, (Whitchurch-on-Thames)	<p>Concerns – Our main concern is the overflow of cars into Eastfield Lane as a result of the restrictions on the High Street. This is already a busy road, with Whitchurch Primary School at the end of it (with children and parents walking in the middle of the road to and from school as there is no pavement) and a lot of construction and then operation traffic inevitable while Cedar Lodge is under renovation and then in operation.</p>

	<p>The impact of the restrictions on the High Street will doubtless mean some parking is displaced into Eastfield Lane, the entrance to which is very narrow and cannot easily accommodate two way traffic at the best of times. That will be a major issue as cars simply will not be able to get through if there are cars parked here too on the street. So we would ask that the restrictions also be extended to Eastfield Lane.</p>
<p>(131) Local resident, (Whitchurch-on-Thames, Hartslock Bridleway)</p>	<p>Object – We have lived in this village for many years and know the high street well. For several years some people in the village have campaigned for parking restrictions we are not happy about them got following reasons,</p> <ol style="list-style-type: none"> 1. It will increase the speed of traffic as it did during the pandemic because of the lack of parked cars. 2. A lovely rural village will become an urbanised village as traffic speed will increase. 3. The church will become un-usable during the week Monday to Saturday as it is frequently used for concerts, baptisms, weddings and funeral services and weekday services. 4. The Greyhound Pub is providing a useful service for villagers and people outside the village and if there are some parking restrictions that service may have to cease and perhaps the pub as well. 5. People will park instead in Eastfield Lane and Hardwick Road and Manor Road and then they will require double yellow lines and the village will be totally urbanised. 6. The permit parking proposed is not enough for residents and their visitors. Anyway my experience is that the local authority will change fees for permits in due course and you will then pay for the privilege of parking outside your own house
<p>(132) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Concerns – The plans which were published a year or so ago and which we viewed in the village hall showed that there would be no cars parked opposite the entrance to our houses, but the new plans show a "Resident Permit Holders Only" area right outside Nos. 2 and 3 of Whitchurch House. There are five houses, whose owners and visitors use this entrance multiple times every day, and many deliveries, service lorries, etc. If there is a car parked anywhere between the two entrances to Whitchurch House (immediately opposite our entrance) this makes exiting from our driveway extremely dangerous. If cars coming from the south up the High Street have to overtake a parked car in this area, they are inevitably on the wrong side of the road opposite the entrance to these houses, and there have been some near misses in the past on the occasions when a car has been parked there. If parking was allowed in this area on a permanent basis, there would surely be an accident soon. Luckily our fellow residents in the village are very good at telling people what a danger they are causing when they see people parking there. on the only occasion when there was a fire (in the 1990's) EVEN WITHOUT A CAR PARKED OPPOSITE THE ENTRANCE it took the fire engine about eight manoeuvres to get into the driveway. We are concerned that in an emergency it would</p>

	<p>be impossible to get emergency vehicles in and out of the entrance. If there is a car parked opposite our entrance it is difficult to turn into the drive even in a medium sized car.</p> <p>In the old plan there was a small parking area just north of Tudor Cottage (the only houses with no off street parking in that area are Ford Cottage and Mallards, who have an area where they park on the other side of the road immediately opposite their houses), not opposite any exits.</p> <p>I hope this all makes sense, but we are very concerned.</p>
<p>(133) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Concerns – I would like to share some thoughts and concerns on the proposals.</p> <p>Firstly, I do believe that the implementation of parking restrictions opposite Prospect House would be a helpful amendment as this is typically the first point at which traffic builds and can make it very tight for cars to pass and also for pedestrians to cross onto the west-side of the street after walking over the toll bridge.</p> <p>However, the proposed amendments set out the nearest resident only parking space a good 30-40 meters up the street from us and appears to only have room for one decently sized car. This would likely service the 'Little House' almost opposite Manor Road entrance (which does not have off-street parking), yet would not be helpful to ourselves nor the Mallards (our immediate neighbours) who are the other two out of only three properties on the High Street that do not have off-street parking. Our strongly preferred solution would be to designate the lay-by opposite Ford Cottage for residents parking only (currently marked in between the two no-waiting lines on east side of the street in between Ash Court and Swanston West). This has two distinct advantages of allowing us to park right in front of our property and also puts our cars out of the way of traffic.</p> <p>Whilst we are new the area, we are aware there have been multiple crashes in the past from drivers speeding up the High Street at night and crashing into cars parked right outside our property. In addition to the safety considerations, designating this lay-by as a residents only parking would also mean we are less disruptive to the flow of traffic on the street.</p> <p>Failing this, I would propose at least adding an additional resident only parking space in front of Ford Cottage and the Mallards and moving the shared use parking further south given there are no properties facing the 'Ash Court' building marked on your map. The current proposal places the shared parking directly in front of our house and we would find it incredibly disruptive to have people continually parking in front when I don't believe there is the need to.</p>

	<p>I should also note that there is very little need outside of these three properties for residential on-street parking across the rest of the street and therefore its safe to assume the shared use parking will be used almost exclusively for non-residents. This is not something I am looking to diminish, I love the fact we have a lively pub at the Greyhound on the evenings and weekends and also keen to allow non-residents access to Pangbourne to encourage trade and access to the beautiful walks we have nearby. However I do feel that the proposed plan puts my access to nearby on-street parking at all times of the year significantly at risk.</p>
<p>(134) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Object – After MUCH consideration of your ideas for ' Permit Holder Only & Share Use parking bays' along with 'Proposed sections of No waiting at any time (double yellow lines) & No Waiting Mon-Sat 8am - 5pm (single yellow lines) along with other restrictions to be introduced ! (which actually reads almost like an April Fools joke for our beautiful village).</p> <p>Thus my answer to your 'Proposed Parking Restriction Amendments' Are not a solution, simply a bandage and make work project without providing solution, that requires cost and administration. The plan does not provide parking for residents or visitors. Any proposal put forward should have a common sense solution.</p> <p>We have a commercial business and residence on the High St. opposite Hardwick Road. We do not have a garage - just a loading bay. We rarely have a parking problem, some residents have up to 3 cars per family. We give and take with parking and always make sure that we do not block each others main entrance to our homes and our shop. We all have many deliveries especially since lockdown which is gradually decreasing. We know that most residents need to park right outside their own property both young and old.</p> <p>The main problem is traffic speed through the village and I invite any member of your team to come along and sit and watch from gallery as to see what really is happening. I have witnessed down hill traffic from Whitchurch Hill coming so fast that cyclists have been knocked off their bikes (one boy on a bike into our doorway).</p> <p>Tempers flare due to the wait at the toll bridge (which should be payment manned left and right side especially during school exit times and rush hour) There are also a few groups of cyclists who race through but the majority are motorists who pay no attention to speed whilst driving through our village.</p> <p>Your idea would make it easier for all to speed. It is not the parking that is the problem.</p>

	<p>We need traffic calming and camera's. 30mph on the downhill from Whitchurch Hill is ridiculous it should be 15–20pm - (out of respect for the young boy who was killed on the hill whilst cycling) with camera or 'speed count sign acknowledgment installed along the High Street. It seems to work well in other villages</p> <p>If the children and parents who walk to school require help crossing - maybe install a crossing area at the lane next to the Greyhound or to employ someone to assist. I know just walking a dog or children through the village and over the bridge is not exactly enjoyable due to the narrow pavements and fast through traffic</p> <p>The Commercial space known as Modern Artists Gallery and the Residence known as 'Dingledell has NOT been allocated parking spaces for our Residence or Gallery.</p> <p>The Commercial space has always existed and was once the local village shop and post office. It still behaves as a village shop.</p> <p>For your information: We are unable to park behind the 'loading bay'. The bay is too narrow to back in and out of 'safely' - onto the main road. Once inside the loading one cannot open the vehicle doors. It was build in the 1880's thus not for todays vehicles. We would require street parking for Dingledell and the commercial space.</p>
<p>(135) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Object – I am writing to object to the proposals set out in your letter of 20th October.</p> <ol style="list-style-type: none"> 1. The inevitable signage & yellow lines will be damaging to the appearance & rural character of the village conservation Area 2. The stated objective of improving traffic flow will merely encourage increased through traffic & use of the village High Sheet as a rat-tun for non-residents 3. The introduction of limited parking bays are insufficient for the needs of residents, non-residents & visitors 4. The proposals will cause serious hardship to residents of numerous properties with no off-street parking. their visitors, in my case carers, & maintenance workers 5. The proposals will also be damaging to village businesses such as the 2 pubs & overflow from the Old Stables meeting room & will make weekday events at the parish church impossible.

	In view of the above I ask that these damaging proposals should be withdrawn.
(136) Local resident, (Whitchurch-on-Thames, Eastfield Lane)	<p>Support – We heartily endorse the objectives of the proposals outlined in your letter of 20th October 2023. In particular we applaud the plans to improve traffic flow at the pinch points opposite Walliscote house and Prospect House, and also at the junction of Hardwick Road & the High Street.</p> <p>The visibility improvements benefitting pedestrians, school pupils and parents in the vicinity of the Greyhound PH are also welcome.</p> <p>While these amendments are laudable we hope that the review will take into account also of the knock-on impact of the proposals on roads such as ours. Has the review considered the almost inevitable prospect of displacement parking by non-residents seeking alternative all-day parking in the vicinity ?</p> <p>We fear that Eastfield Lane with its pavement free narrow road would become impassably dangerous for pedestrians if unregulated long stay parking was permitted. Would it not now be timely also to introduce a 20mph speed limit at the same time as regulating the non-resident parking ?</p>
(137) Local resident, (Whitchurch-on-Thames)	<p>Concerns – Concern is whereby High St. residents requiring surplus parking & any W-on-T. visitors will transfer to MANOR Rd causing negative impact on access issues at junction with OLD Gardens.</p> <p>Ref. OLD GARDENS weekly SODC REFUSE Service - the Vehicle/Lorry length necessitates a Diagonal Reversing manoeuvre from across whole width of Manor Rd from a point West of Old Gardens entrance, enabling regular collections from nine properties. To facilitate this procedure it would be imperative that an appropriately distanced No Parking Zone be implemented, noting that collections can be made from as early at 6.30am, therefore No Parking At Any Time restriction on north side of Manor Rd would alleviate any problem with access or damage to vehicles parked in that area. Also noting, restriction would allow fast & safer access for emergency vehicles ie Fire Engines.</p>
(138) Local resident, (Whitchurch-on-Thames, High Street)	<p>Object – Firstly, I must say I support the principle of residents permits and double yellow lines on the High Street. However, in the current proposal I object on the grounds of safety:</p>

	<p>1) The situation of the car parking spaces just southbound of Manor Road - adjacent to Whitchurch House - these are too close to the driveway to our driveway (shared with 5 properties total). This is an unsighted exit onto the road as it is (enabled by a two-way mirror) and so is already hazardous. When there is a car parked anywhere opposite (i.e. where the proposed spaces are) - it is very hard to pull out and frequently one is left with a car coming from the left and the right, both on the driveway side (as they seek to overtake the parked car). This will be exacerbated by the multiple spaces proposed and the full time nature of cars parked there. It is only a matter of time before there will be a serious accident. Access to the driveway off the high street is also made far harder when there is a parked car on the opposite side - this is challenging in a car and even worse in a van or (in the worst case) and emergency services vehicle. My proposal would be that there should double yellow lines outside Whitchurch House and that some of the single yellow line areas further south are made into spaces.</p> <p>2) Manor Road - already it is hard to pull out of Manor Road due to limited visibility splay - this will be exacerbated by the proposed spaces outside of Whitchurch House as cars will be overtaking and unsighted as they come up the hill. Given the lack of double yellow lines on Manor Road, I am also concerned about parking being shifted there, making it much harder to residents to park/cycle. Having previously lived on Manor Road, I know this is already a problem. I would suggest that the parking scheme is also extended into Manor Road.</p> <p>3) Hardwick road and the upper narrows - the junction between Hardwick Lane and the high street needs to be considered in totality - currently restrictions are only proposed on the high street side. This will just encourage residents and visitors to park all along Hardwick road where there is no pavement and it is very challenging already to walk or cycle. The proposed scheme limits parking significantly and also makes it likely that the speed of traffic will increase, particularly downhill into the village as there is less need to proceed carefully. Coupled with likely additional parked cars in Hardwick Road, an accident at this junction seems likely. I would suggest that the scheme is extended into Hardwick Road.</p>
<p>(139) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Object – Whilst some changes to these may be desirable, even necessary, the current proposals are in my view unacceptable, and I am writing strongly to object to them.</p> <p>I should explain that I have lived in Whitchurch-on-Thames for about 35 years, initially by the Toll Bridge but for the last 30 years at the top of the High Street. We are fortunate enough to have off-street parking, but I am very familiar with traffic and parking conditions in the High Street as I very regularly drive or walk down from and back up to our house into Pangbourne. My grounds of objection are as follows:</p>

1. In broad terms, the proposals are far too wide-ranging and overly complex; and are in any event unnecessary, and excessive in scope, to meet the objectives of improving traffic flows and improve visibility for more vulnerable road users.

2. I agree that there is, probably, too much unrestricted parking available in the High Street at the moment, and this does cause problems with traffic flows, with some drivers moving forward and getting stuck in a queue of traffic adjacent to parked cars, thus blocking the oncoming vehicles. However, the presence of parked cars in the village is beneficial in that it helps to slow traffic down, and perhaps also to discourage those who could use other, more suitable routes from 'rat-running' through the village instead.

3. It seems clear to me that the current proposals would leave insufficient parking for residents and their guests and visitors. This would be a very unfortunate, and serious, consequence of implementing these proposals. It does not appear that the implications of this, in terms of increased parking taking place elsewhere in the village, have been properly considered.

4. The proposals would also introduce ugly and unnecessary single and double yellow lines into the village Conservation Area. This would be very damaging to both the character and the appearance of the Conservation Area. This is a consideration, in accordance with government policy and the law, to which substantial weight should be attached.

5. The yellow lines are unnecessary because (a) the single existing white lines along the side of the road are, according to my observations, perfectly effective in preventing parking along those sections of the road that have these lines, and (b) no-one parks along the eastern side of the High Street in any case (except in the 'lay-by' area a short distance to the south of Manor Road, where cars can be parked without interfering with the traffic).

6. The Greyhound pub, which I am very pleased to see is enjoying a revival, would surely suffer a significant loss of trade, as would other small businesses in the village. Events at the Church would also be badly affected. These businesses and activities contribute hugely to the life and vitality of the village.

I would urge you please to reconsider these proposals and look more carefully instead at extending to a limited degree the existing white lines along the High Street, so as to lengthen the areas where no parking is to take place. This would allow more space for traffic to pause while letting vehicles coming in the opposite direction to pass, and would avoid the need to introduce yellow lines and the signage associated with these.

	<p>I don't necessarily object to some areas of shared use and dedicated residents only/ visitors and guests parking, although I am far from convinced this is needed if the proposed swathes of yellow lines are abandoned, as they should be. This is however more a matter for those residents who live along the High Street and have limited or no off-street parking to comment on.</p>
<p>(140) Local resident, (Whitchurch-on-Thames, High Street)</p>	<p>Object – I understand that there is a proposal to have parking spaces located opposite the entrance to the Swanston properties (my own included) on the High Street, Whitchurch-on-Thames. I refer to the spaces a short distance to the south of the junction between the High Street and Manor Road.</p> <p>The entrance to the Swanston properties that I refer to is in a narrow gap in a high brick and flint wall. It is an old wall which is one of the features of the village which gives it its pleasant character. Turning in and out is already difficult, especially for larger cars and vans but it will become impossible if cars are parked immediately opposite. In practice you need some turning space beyond the mid-line of the road in order to complete the turn, even in my ordinary family car, you simply cannot get the right angle otherwise without scraping the wall or hitting a car that was parked there. I would invite you to come and see (and try if you want!) and I would be happy to show you what I mean. When I first became aware of the possibility of spaces there, I was very surprised - I measured a notional parking space and I know that all the users of that turning would end up habitually colliding with a vehicle parked in that location or the wall if they attempted that turn with a car parked.</p> <p>People generally do not park there at the moment, which is a reflection of the instinctive reaction visitors have when they see the situation - i.e. that it would not be sensible to park there as it would impede our access. On the rare occasion that someone has parked there, perhaps somewhat unthinkingly, it does cause problems. My wife and I each have been on such occasions been compelled to turn in the opposite directions to that which we wish when exiting the driveway, or go past the turning, do a 3-point turn in the road and approach it from the other direction just to navigate around the parked car. It's not practical and it is not safe.</p> <p>So please I would urge you very strongly please to absolutely not have any parking in this area, but to mark it to be kept clear. It would be a substantial impediment to our access, a matter of daily dread for those of us driving to and from home every day, and a serious safety issue, for there to be parking in this location. I had previously communicated these points to the parish council and believed they had been met with understanding, but I gather there is still some proposal that includes them.</p> <p>This would be a serious and substantial access issue, please do not put the parking spaces there.</p>

<p>(141) Local resident, (Whitchurch-on-Thames, Old Gardens)</p>	<p>Concerns – I am particularly concerned that residents (due to the lack of resident spaces) will now park on Manor Road at the entrance to Old Gardens. Waste and other lorries need that space to reverse into Old Gardens so any parking on the roadside opposite will severely restrict their ability to do so.</p> <p>You must therefore seriously consider double yellow lines on Manor Road opposite Old Gardens</p>
<p>(142) Local resident, (Whitchurch-on-Thames, Eastfield Lane)</p>	<p>Concerns – Firstly I appreciate the proposal is trying to ease the traffic flow through the High Street. I have a couple of concerns with this:</p> <p>1) Free flowing traffic will not adhere to 20mph and deem High Street unsafe for anyone crossing By having the High Street free of cars this is likely to enable drivers to not stick to the 20mph speed limit and therefore render the crossing of the High Street extremely dangerous - more so than it is already. My daughter along with many other children cross the High Street to get to their school bus twice a day and with no designated crossing, it is already a hazardous situation. The new 20mph is great, but there are already many drivers who do not adhere to this (maybe some angry face signs need to be implemented like they have in Woodcote), at least with drivers needing to pull in around parked cars it slows the flow of traffic and enables gaps in the traffic to cross.</p> <p>2) It will make Eastfield Lane unsafe for the children and residents of Whitchurch. By stopping the majority of the High Street parking, this will take away any parking for the houses by the Ferryboat and up to the new proposed resident parking - the proposal does not give enough spaces for the number of residents affected, and therefore this only pushes the problem into Eastfield Lane and Hardwick Road. Eastfield Lane as I am sure you know has no parking restrictions and also no pavements, but it does have a very popular Primary School at the end. Many children of the school, including 2 of my own, walk down Eastfield Lane twice a day. Currently with no cars parked it can be an unsafe walk with just the school traffic. The likelihood of High Street residents (or the number of drivers who choose to park in the High Street and walk to Pangbourne Station) who will instead choose to park in Eastfield Lane as the closest next option, will cause Eastfield Lane to become an extremely dangerous and unsafe lane for an already busy children's route to school.</p> <p>3) Cause of traffic The flow of the traffic in the High Street builds up because of traffic being diverted from other villages or due to hold ups in Pangbourne, not, I believe, due to the cars parked in the High Street.</p>

	<p>It is not ideal that there are some drivers who park on the High Street, leave their car there all day whilst they get the train. But surely this can be overcome by the 2hrs only parking plus permit holders throughout the High Street. Unless some other provision of parking is provided, by restricting the High Street parking as proposed is just moving the problem elsewhere in a small village and likely to cause more hazardous scenarios for the village residents, especially children.</p>
<p>(143) Local resident, (Whitchurch-on-Thames, Manor Road)</p>	<p>Concerns – As residents of Manor Road, we are conscious that clearing the High Street of parking will impact us and our neighbours particularly. More cars will want to park on our road where there is already some inconsiderate parking.</p> <p>These are the items I think it would be wise for the council to consider:</p> <ol style="list-style-type: none"> 1. steps to keep the Manor Road junction onto the High Street clear on both sides for at least 4 car lengths. 2. a need for designated passing points/no parking areas, The curve in Manor Road causes poor visibility when effectively made single lane by parked cars. 3. stopping cars parking opposite the junction of Old Gardens onto Manor Road. Cars that presently park there cause bin lorries and fire engines difficulty in manoeuvring into Old Gardens. A no-parking area, allowing their turning circle to be clear, would be better and could provide a passing area as per point 2. 4. Could the green-line areas on the High Street be Monday to Friday rather than Monday to Saturday? This would allow the pub to have some parking at weekends and visitors/walkers the chance to bring business to the village.