

## **TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY, 2010**

### **HENLEY-ON-THAMES - PROPOSED AMENDMENTS TO WAITING RESTRICTIONS**

#### **Report by Head of Transport**

#### **Introduction**

1. The purpose of this report is to consider the objections/comments received following the consultation and formal advertisement of proposals to amend waiting restrictions along lengths of various roads in Henley-on-Thames. The extent of the amended restrictions is shown on the plans included at Annex 1.

#### **Background**

2. Vehicles parked at, or close to the junctions of Crisp Road with Hop Gardens, Simmons Road and Luker Avenue; Goodall Close with Greys Road and St. Andrew's Road with Greys Road present a hazard to road users and can adversely affect the free flow of traffic.
3. Uncontrolled waiting and parking in Deanfield Road, Goodall Close, Hop Gardens, Laud's Close, Leaver Road, Luker Avenue, Mount View, Simmons Road, Tilebarn Close and Upton Close results in a risk of accident and obstruction and can affect the ability of the emergency services to access premises. Some existing restrictions on these roads are proposed to be amended to assist in allowing a more focussed enforcement regime.
4. The proposals include amending parts of existing restrictions in Deanfield Avenue, Deanfield Road, New Street, Northfield End and Thames Side to provide more on-street parking.
5. The proposals include provision of Residents' Parking/Pay and Display on parts of New Street, Thames Side and Upton Close.

#### **Consultation**

6. An informal consultation on suggested amendments to existing waiting restrictions which sought the views and comments of local and statutory stakeholders was carried out between 17 October and 31 December, 2008. This resulted in some amendments to the original suggestions which then formed the formal proposals.
7. The proposals were subsequently advertised in the local press. Notices were posted on site and copies of the notice, draft order, statement of reasons and plans posted to all statutory consultees and affected frontages.

Consultation with statutory consultees and affected frontagers was carried out between 17 September and 31 October, 2009.

8. A substantial number of responses were received. These are set out at Annex 2.
9. For convenience the responses are summarised in this report in a general category and then by individual road.

### **General**

10. Both Thames Valley Police and Henley-on-Thames Town Council offer support for most of the proposals. Their responses on individual roads are set out below.
11. The Henley Business Partnership responded, indicating serious concerns about the proposals. The Partnership is concerned that decreasing the number of free parking spaces on the subject roads is a bad thing for Henley. The concerns raised by the Business partnership are mirrored by 34 responses from business operators and their employees. These responses highlight the need to ensure that existing businesses within the town remain viable. They ask that the needs of, particularly low-paid, workers be taken into account, if they are not to seek employment elsewhere. Residents show concerns that they may not be able to park outside their homes. A number of responses show concern over displacement of vehicles and parking onto other local roads.
12. Two responses from individuals supported the proposals. One reply supported the proposals but added a concern that Greys Hill might be subject to more pressure from displaced vehicles. The other supportive response made the points that there was parking on street and off street which was either free or subject to small charge. It continued by stating that the town had good rail and public transport links and as result saw little justification for on-street commuter parking. It continued that the respondent felt that the hazards arising from present on-street parking were considerable.

### **Crisp Roa**

13. Thames Valley Police support the proposals. They have received a number of complaints about the parking at their local surgeries.
14. The Town Council support the proposals.
15. One response from a member of the public objects to the proposals stating that it will remove parking spaces where no problem exists and that the proposals will result in an increase in vehicle speeds through the estate.

**Deanfield Avenue**

16. Thames Valley Police, the Town Council, the Business Partnership and one resident object to the proposal as they believe it will result in an increase in congestion with a risk of accident.
17. One letter supports the removal of yellow lines to create more parking spaces.

**Deanfield Road**

18. Thames Valley Police support the proposals in respect of 10 am to 3 pm Monday to Friday as it would completely resolve the parking problems in the road caused by college students. They note that it would allow better targeting of enforcement while reducing inconvenience to residents and their visitors. They would prefer the short length of 'No Waiting at Any Time' near Deanfield Avenue not to be altered.
19. Henley-on-Thames Town Council does not wish to see the double yellow lines removed. The Town Council notes that there may well be some displacement of vehicles onto Valley Road and suggest that 25 metres each side of the roundabout be included for 'No Waiting'.
20. The Business Partnership object as they believe it will merely move the problem to other roads.
21. Four residents wrote to support the proposals.
22. Three residents object to the proposed restrictions in the cul-de-sac between Nos. 1 to 13 Deanfield Road stating that they fear the restrictions will result in parking at the end of the cul-de-sac blocking access to their garages. Similar observations are made by two residents of the cul-de-sac between Nos. 27 and 35 and two further residents between Nos. 41 and 47 repeat the observations on the cul-de-sac. All of these believe that drivers will take a chance on not being caught by parking before 10 am.
23. A resident of Paradise Road believes the proposals are ill conceived; that the problem will move into Valley Road impinging on parking for the school. The letter states that the proposals will result in a greater incidence of speeding on Deanfield Road stating that congestion is not a problem at present. The writer hopes that the proposals do not proceed as it will cause more problems than it solves.
24. Two residents state that the change to restricted hours will lead to students believing that if they park before 10 am they can stay all day and that enforcement of existing restrictions is sporadic. One of these adds that they consider that congestion at peak times will be worse.
25. One resident is concerned about displacement to other areas.
26. Two residents wish to see no alteration to existing restrictions.

27. A resident of Upton Close wishes to see more parking on the road, rather than less.

### **Goodall Close**

28. Thames Valley Police support the proposals. Local Officers have observed vehicles trying to enter the close having to reverse to allow exiting vehicles to get out of the close.
29. The Town Council approves.
30. The Business Partnership objects. It does not want increased restrictions and understands that some residents agree.
31. One resident asks that, in addition, 'KEEP CLEAR' markings be put in place at the access to the shared parking areas.
32. A resident of Greys Road objects as (s)he parks in Goodall Close as (s)he works from home and is not prepared to pay for all day parking. As a family with a young child they will have to carry the child and bags further.
33. A resident of Upton Close states that many spaces will be lost and it seems pointless in proposing that nobody should park in the close during the day; the double yellow line is longer than necessary; parking in the horseshoe will block in residents' cars; permitting parking on both sides will allow only access on a bicycle.

### **Hop Gardens**

34. Thames Valley Police support the proposals as do the Town Council.
35. The Business Partnership objects. It states that the loss of free parking close to the town, together with changes in Crisp Road will encourage a 'rat-run' with faster driving in both roads.
36. Four identical objections have been received from people who work in West Street. All state that the proposals will make it more difficult for business users. What is meant to happen to all of us and students? Drive around the town to find spaces in car parks? Suggestion for parking on both sides of the road will make it more dangerous for school children and parents who use this road. Strongly object as they will make Hop Gardens more dangerous and are not necessary. A further 3 people who work in Henley but live in surrounding villages make similar observations.
37. A resident of Cooper Road says that the proposals will cause parking issues for local residents and push all parking further onto the estate. The area has many young families with children and a local primary school. Is there an intention to create a thoroughfare for traffic avoiding the town - using it as a cut through from the Oxford side of town to Reading or vice versa?

38. One resident objects as the proposal takes away from residents the all day parking and the removal of parking will lead to increased speeds. Problems will be shifted rather than eased. Asks for a more open dialogue with residents and businesses. This is repeated by two residents in Gravel Hill.
39. A Cholsey resident objects saying that it will make it more difficult to park and negotiate the road and in 9 years (s)he has seldom seen difficulties for drivers negotiating Hop Gardens.
40. A resident of Upton Close writes to say that the proposals will result in a dangerous increase in speeds through the Crisp Road 'rat run' from Fair Mile.
41. Nineteen identical letters ask that the proposals be reconsidered as there is no alternative parking available in the immediate vicinity which will cause problems for workers in the town and students; proposals will exacerbate parking problems in Henley; speed up traffic in residential roads; alternate side parking will impede driver vision and put pedestrians, especially children, at risk. All request open dialogue before such an inflexible and detrimental scheme is imposed.

#### **Laud's Close**

42. Thames Valley Police offer no objection.
43. The Town Council support the proposal.
44. One resident supports the proposal.
45. One resident asks why the times of the restrictions are 10 am to 3 pm rather than 9 am to 4 pm and how the restrictions will be enforced.
46. A further resident objects, asking that the restrictions not be implemented outside their home as they wish to be able to use it for themselves and their family to park when they come to visit.
47. One resident is concerned that the restriction on the north side only will allow cars to park on the other side either in front of, or alongside, their home. Asks for restrictions on both sides of the road.

#### **Leaver Road**

48. Thames Valley Police offer no objection.
49. The Town Council support the proposal.

#### **Luker Avenue**

50. Thames Valley Police offer no objection.

51. The Town Council support the proposal.
52. One resident objects, stating that they have no off-street parking; that parking is bad enough at present and the proposals may mean parking up to a half mile from their home. They conclude by stating that bringing this in will upset many residents of Henley.
53. A second resident indicates dismay at the decision to implement the proposals. While agreeing that parking on the estate has become burdensome and causes problems in terms of road safety and obstruction it identifies the cause as being workers in the town. (S)he complains that (s)he will not be able to park within 50 metres of home and it will impact on the value of their property.

### **Mount View**

54. Thames Valley Police offer no objection.
55. The Town Council support the proposal.
56. A resident objects that the proposals affect parts of the road used by SOHA residents who are senior citizens. (S)he also complains that available parking is frequently used by staff from a nearby supermarket; that the restrictions will not be enforced and the proposals are, therefore, a waste of money.
57. Another resident responded that there is already fierce competition for spaces, particularly near Mount View Court which is mainly occupied by senior citizens requiring access by their carers etc; that there is already resentment between residents and visitors to the town; the idea of residents having to park further away from their homes is ridiculous; surely residents have a right to park outside their homes. If this proceeds the County Council is obliged to introduce a permit holder scheme for residents.
58. Another resident responded that cars already park on the north side of the road and that permitting parking on the south side will result in the road being blocked.

### **New Street**

59. Thames Valley Police offer no objection.
60. The Town Council approves the proposal as it offers more on-street parking.
61. The Business Partnership welcomes the principle of extending permitted parking close to the commercial centre of the town.
62. Four residents responded. All ask that residents be provided with more, exclusive, parking in the town.

63. A local theatre asks for an amendment to provide loading bays outside the establishment; that no real thought has been given to their difficulties with access for patrons and users of the establishment due to Residents' Parking.

**Northfield End**

64. Thames Valley Police object to this proposal. The location has been subject of considerable consultation and complaint for years and they urge that the Highway Authority investigate making existing pavement parking formal before removing any restriction on this length of road.
65. The Town Council support the proposal, noting that it removes pavement and verge parking and gives residents use.
66. Two residents object as the proposal fails to meet the needs of residents. They have asked for Residents' Parking for residents of Northfield End.

**Simmons Road**

67. Thames Valley Police offer no objection.

**St. Andrew's Road**

68. Thames Valley Police offer no objection.
69. The Town Council indicated its support on road safety grounds.
70. A resident explained that he currently has problems exiting his drive and is concerned that the proposals will exacerbate this by pushing vehicles further up the hill.
71. One response from a person working in St. Andrews Road has no knowledge of any problems and asks that the County Council does not meddle where there is no problem.

**St. Anne's Clos**

72. Thames Valley Police offer no objection. The Town Council approve, as for Deanfield Road.
73. One resident responded that (s)he was not convinced that the proposal will be more effective than existing; that students will take a chance by parking before 10 am. They support the status quo which will save money by removing the need for new signs.

**Thames Side**

74. Thames Valley Police offer no objection.
75. The Town Council approves as it provides more on-street parking.

76. The Business Partnership welcomes the principle as it is near the commercial centre.
77. Twenty six residents of River Terrace and other local court developments responded in almost identical terms. The responses point out that many do not have off street parking; that they can presently stop on the existing lines to load/unload which they will not be able to do if the proposal is approved; that serious consideration be given to making the stretch of road Residents Only parking.

### **Tilebarn Close**

78. Thames Valley Police offer no objection.
79. The Town Council approve, as for Deanfield Road.
80. One resident responded stating that the timing should be 8 am to 4 pm; the restrictions should be on both sides; if waiting is one side residents and delivery lorries will still have some difficulty driving in and out of the development.

### **Upton Close**

81. Thames Valley Police offer no objection.
82. The Town Council approves on safety and emergency access grounds and residents' parking.
83. The Business Partnership objects to the proposals.
84. Two residents responded in support of the proposals. A further two offered qualified support but were concerned that the loss of parking spaces would cause some problems. Both asked if it was possible to convert part of the verge opposite the houses to 'hard standing' to allow 'pavement' parking.
85. Fourteen residents responded objecting to the proposals; that there would be insufficient parking for the number of residents vehicles; the problem is not as bad as reported; a number of residents' vehicles are parked all day as they do not need them during the day; parking should be for residents only and that even with Residents' Parking as proposed it would remain a lottery for residents but they will have to pay for it.

### **Financial and Staff Implications**

86. The cost of introducing these waiting restrictions will be met from the Southern Area's maintenance budget.
87. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.



**RECOMMENDATION**

88. **The Committee is RECOMMENDED to:**

- (a) approve the making of the Henley-on-Thames Amendments to Waiting Restrictions Order as published in respect of Crisp Road, Deanfield Road, Goodall Close, Hop Gardens, Laud's Close, Leaver Road, Luker Avenue, Mount View, New Street, Northfield End, Simmons Road, St. Andrew's Road, St. Anne's Close, Thames Side and Tilebarn Close;**
- (b) not approve the proposals in respect of Deanfield Avenue and Upton Close; and**
- (c) authorise the works necessary to implement the Order.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

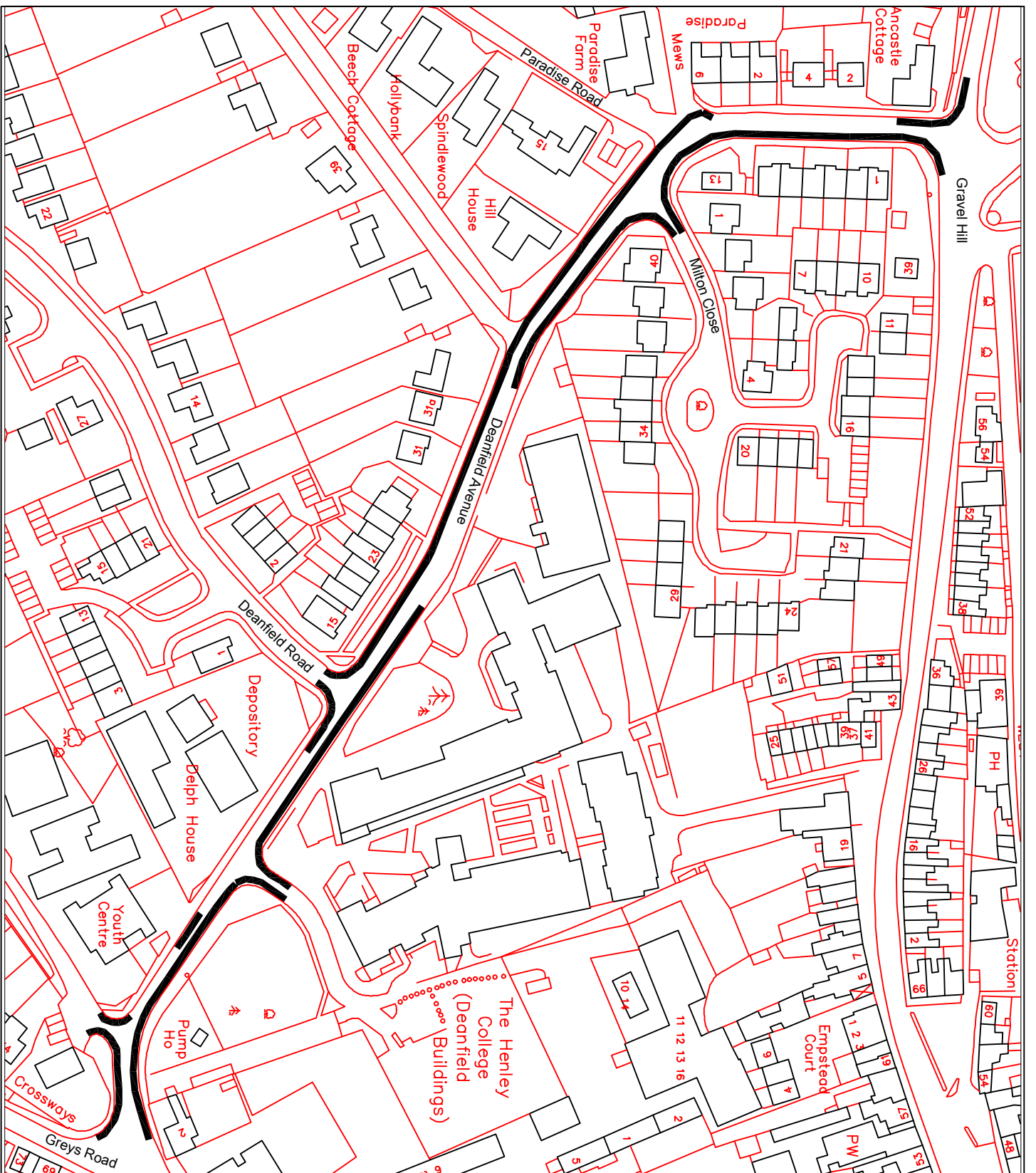
Background papers: Nil

Contact Officer: Malcolm Bowler, Senior Traffic Technician  
Tel: (01235) 466119

December, 2009.

## INDEX TO PLANS

LOCATION/ROAD	DRAWING	PLAN NO.
Deanfield Avenue	Proposed	1
Deanfield Avenue	Existing	11
Deanfield Road Area	Proposed	2
Deanfield Road area	Existing	12
Goodall Close	Proposed	3
Goodall Close	Existing	13
Hop Gardens Area	Proposed	4
Hop Gardens	Existing	14
Mount View	Proposed	5
Mount View	Existing	15
New Street	Proposed	6
New Street	Existing	16
Northfield End	Proposed	7
Northfield End	Existing	17
St. Andrew's Road	Proposed	8
St. Andrew's Road	Existing	18
Thames Side	Proposed	9
Thames Side	Existing	19
Upton Close	Proposed	10
Upton Close	Existing	20



Notes



Proposed 'No Waiting at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA07/8505.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



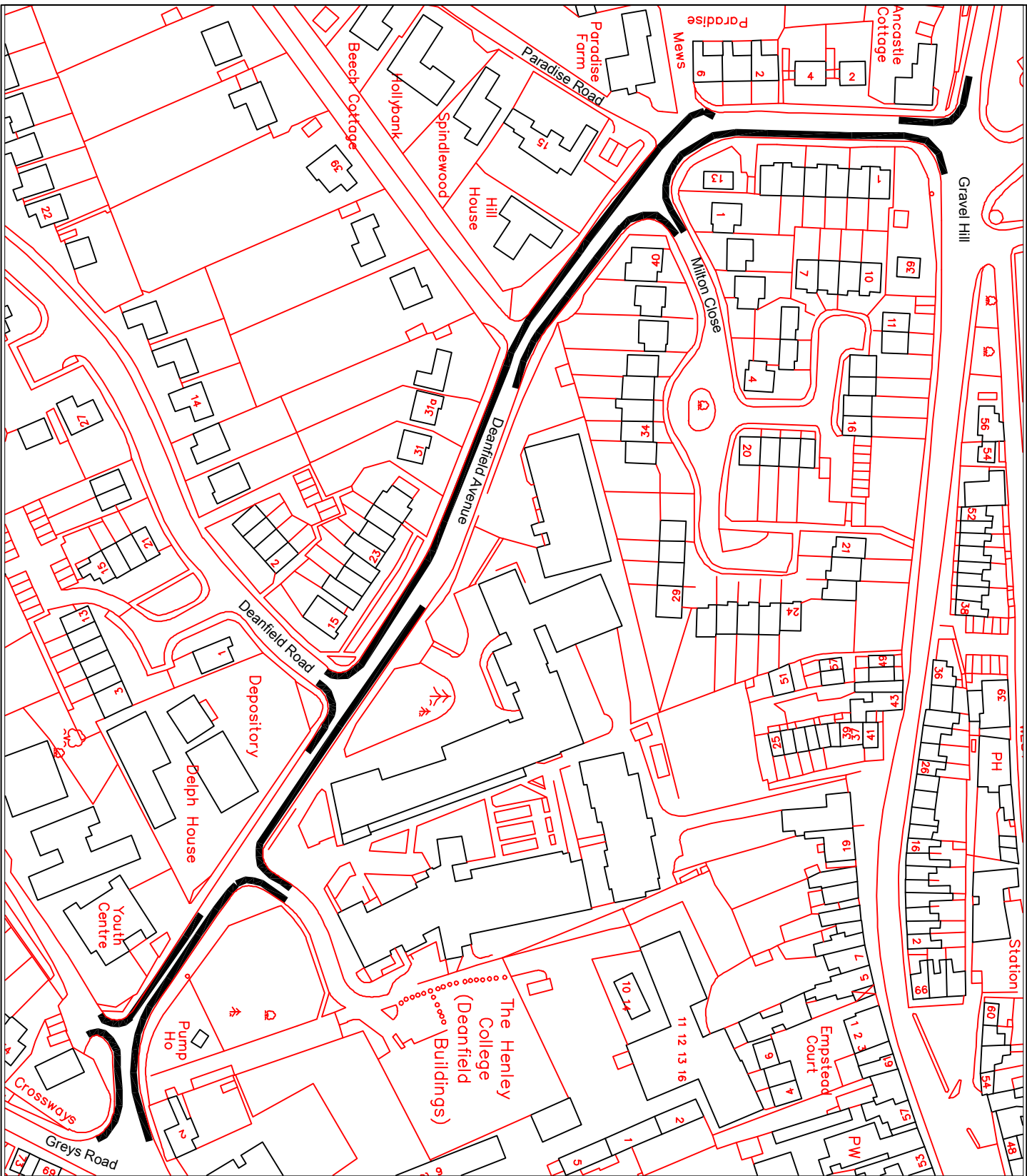
**OXFORDSHIRE COUNTY COUNCIL**  
**ENVIRONMENT & ECONOMY**  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**Client**  
 Richard Pudding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Specialist Street  
 Oxford OX1 1NE

**Project**  
 Proposed Amendments to  
 Waiting Restrictions

**Title**  
 Deanfield Avenue,  
 Henley-on-Thames

Scale	N.T.S.		
Drawn By	MHB	Checked By	
Date	Oct/08	Date	
Approved By		Date	
Drawing Number	S/TR0/03/08/1		
Rev		Date	



Notes



Existing 'No Waiting at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA07/8505.  
Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



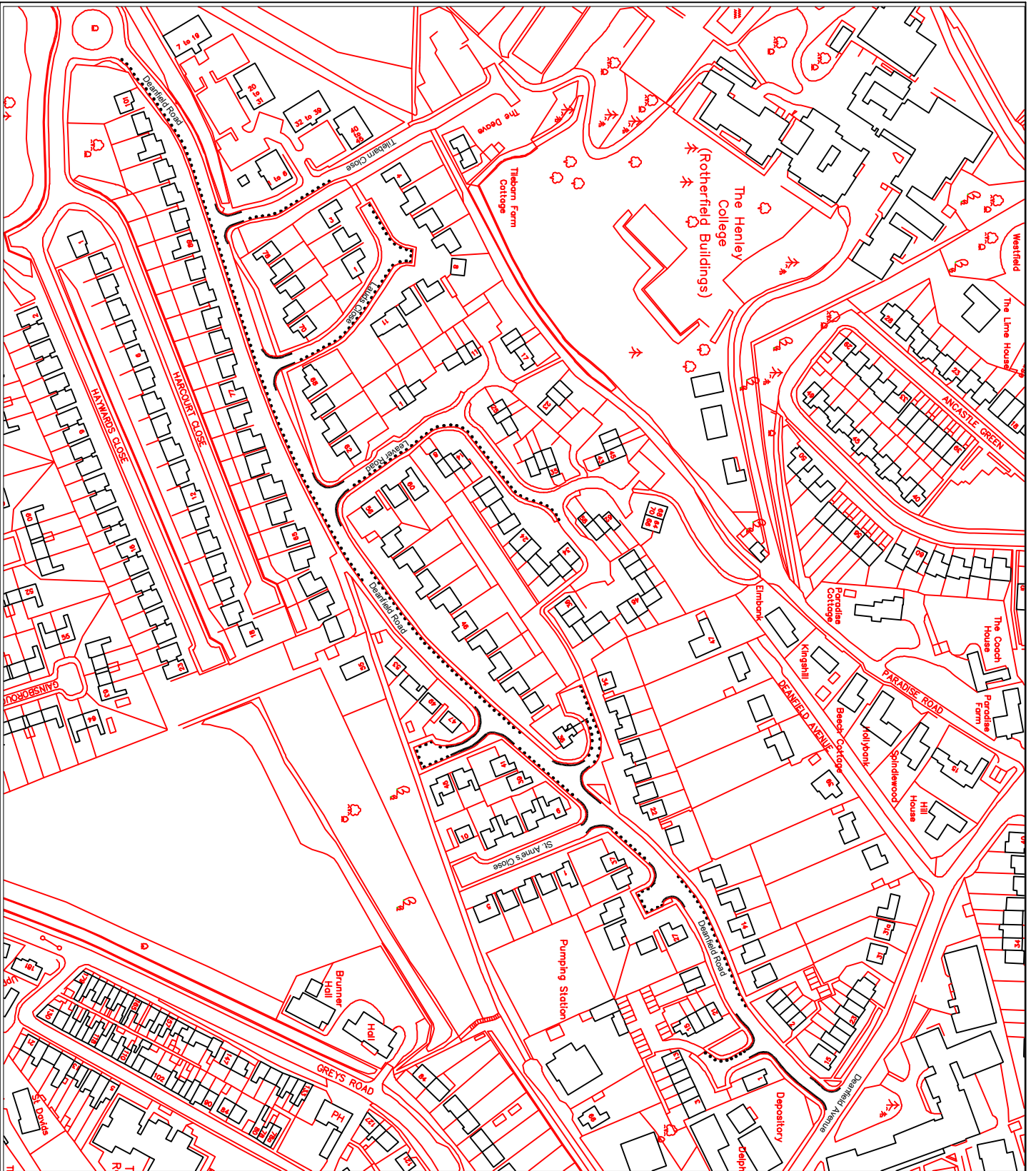
**OXFORDSHIRE COUNTY COUNCIL**  
ENVIRONMENT & ECONOMY  
www.oxfordshire.gov.uk

Client  
Richard Dunning  
Director for Environment & Economy  
Oxfordshire County Council  
Specialist Street  
Orders OX1 1NE

Project  
Existing  
Waiting Restrictions

Title  
Deanfield Avenue,  
Henley-on-Thames

Scale N.T.S.	Drawn By MHB	Checked By	Approved By
Drawing Number S/TRO/03/08/11	Date Oct/08	Date	Date
Rev			



Notes.

- No Waiting at Any Time'
- No Waiting 10am - 3pm Monday to Friday'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown copyright. 2. Unauthorised reproduction, infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LAQ78805.

*Do not scale this drawing*

Rev	Description	By	Date	CHK'd	Auth



**Client**  
 Richard Dudgeon  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Speedwell Street  
 Oxford OX1 1NE

**Project**  
 Proposed Amendments to  
 Waiting Restrictions

**Title**  
 Deanfield Road, St. Anne's Close,  
 Leaver Road, Lauds Close  
 and Tilebarn Close,  
 Henley-on-Thames

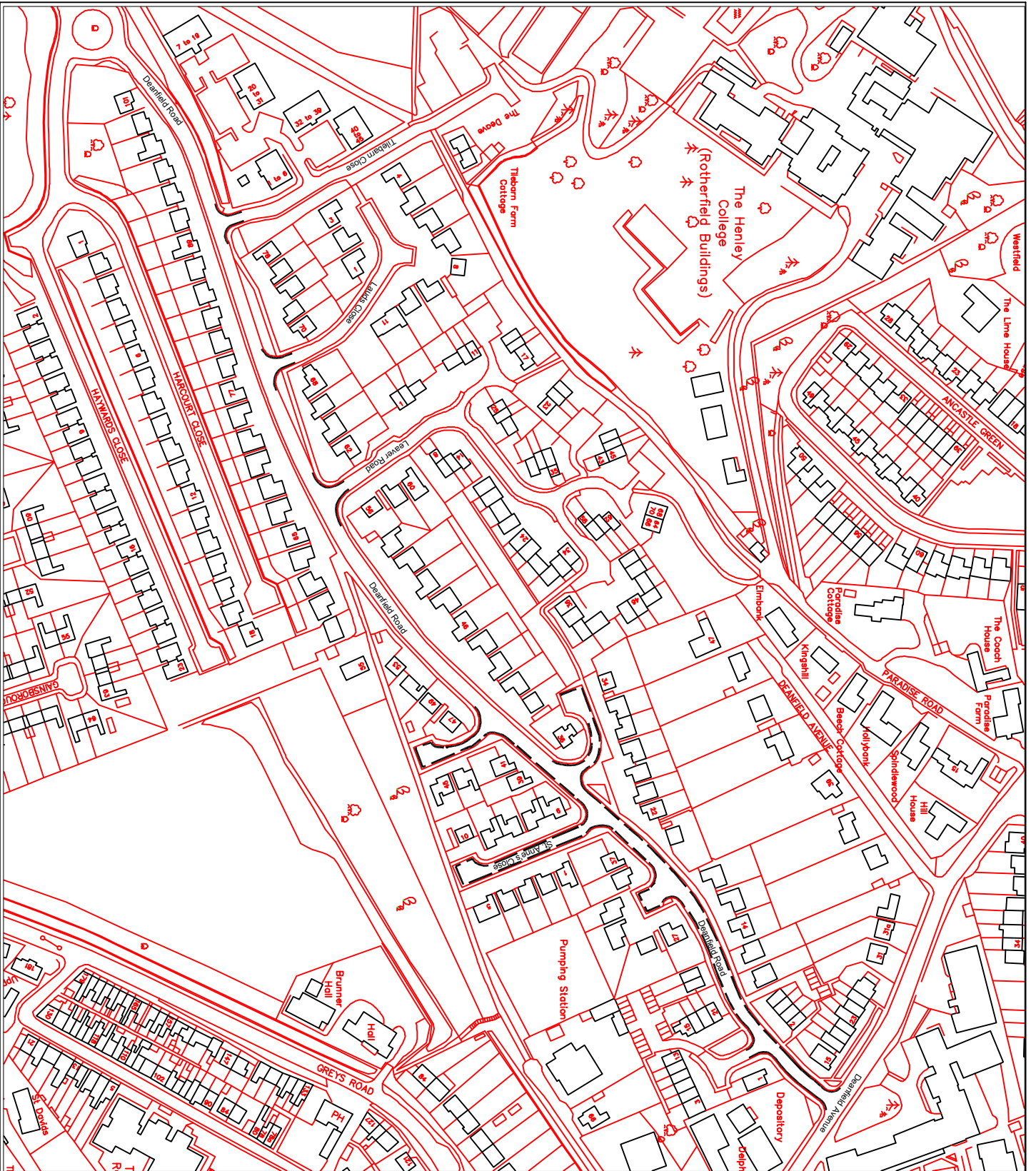
**Scale**  
 N.T.S.

Drawn By	Checked By	Approved By
MHB		
Date	Date	Date

**Drawing Number**  
 S/TR0/03/08/2

Rev A





Notes:

- Existing 'No Waiting at Any Time'
- - - Existing 'No Waiting 8 am - 6 pm Monday to Friday'



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. 2. Unauthorised reproduction, infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA078805.

*Do not scale this drawing*

Rev	Description	By	Date	CHK'd	Auth



**Client**  
 Richard Dudgeon  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Speedwell Street  
 Oxford OX1 1NE

**Project**  
 Existing  
 Waiting Restrictions

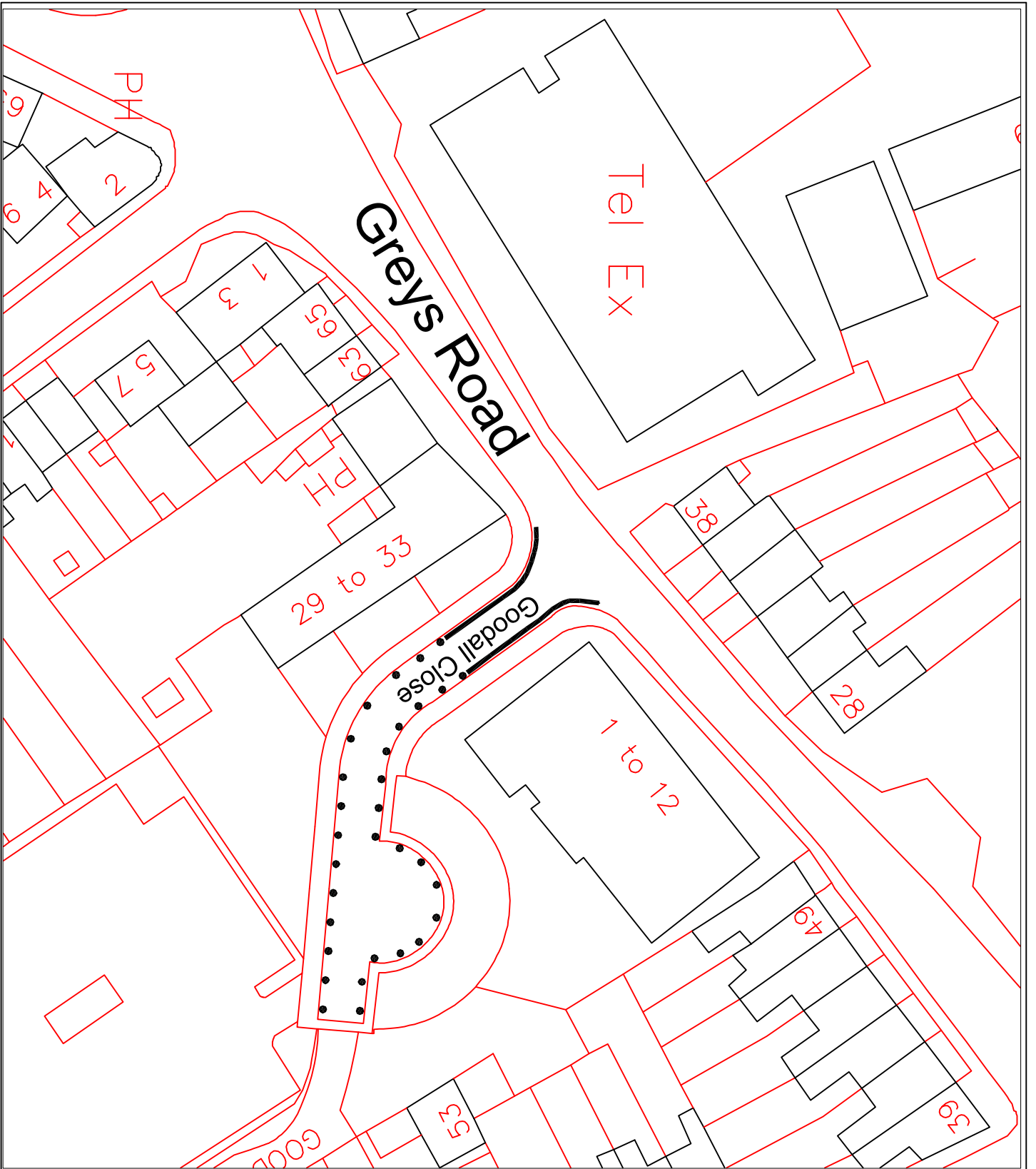
**Title**  
 Deanfield Road, St. Anne's Close,  
 Leaver Road, Lauds Close  
 and Tilebarn Close,  
 Henley-on-Thames

**Scale**  
 N.T.S.

Drawn By	Checked By	Approved By
MHB		
Date	Date	Date

**Drawing Number**  
 S/TR0/03/08/12

Rev A



Notes:



- Proposed 'No Waiting at Any Time'
- Proposed 'No Waiting: 10am to 3pm Monday to Friday'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA078805.

*Do not scale this drawing*

Rev	Description	By	Date	Chk'd	Auth



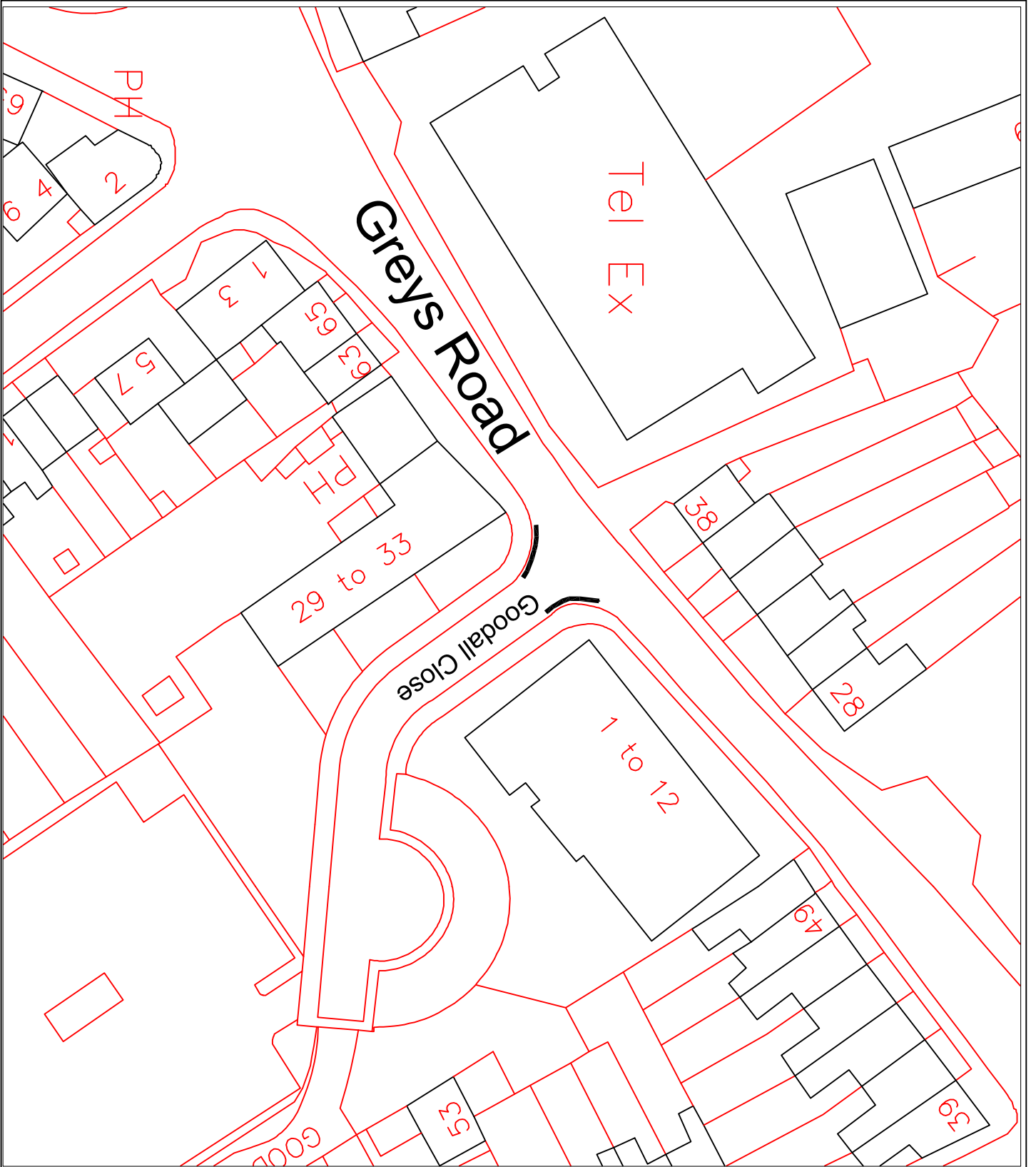
**OXFORDSHIRE COUNTY COUNCIL**  
 ENVIRONMENT & ECONOMY  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

Client:  
 Richard Dudding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Speedwell House  
 Oxford OX1 1NE

Project:  
 Proposed Waiting Restrictions

Title:  
 Goodall Close  
 Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Drawing Number	S/TR0/03/08/3						
	Date	Mar. 08	Date		Date		Rev



Notes:



Existing 'No Waiting at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA078805.

*Do not scale this drawing*

Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE COUNTY COUNCIL**  
 ENVIRONMENT & ECONOMY  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**Client:**  
 Richard Dudding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Speedwell House  
 Oxford OX1 1NE

**Project:**

Existing Waiting Restrictions

**Title:**

Goodall Close  
 Henley-on-Thames

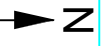
<b>Scale</b> N.T.S.	<b>Drawn By</b> MHB	<b>Checked By</b>	<b>Approved By</b>
<b>Drawing Number</b> S/TR0/03/08/13	<b>Date</b> Mar.08	<b>Date</b>	<b>Date</b>
			<b>Rev</b>





Notes:

- No Waiting at Any Time\*
- No Waiting 10am - 3pm Monday to Friday\*



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown copyright ©. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA07/8505.

*Do not scale this drawing*

Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE COUNTY COUNCIL**  
**ENVIRONMENT & ECONOMY**  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**Client:**  
 Richard Budding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Speedwell House  
 Oxford OX1 1NE

**Project**  
 Proposed Amendments to  
 Waiting Restrictions



**Title**  
 Hop Gardens, Crisp Road,  
 Simmons Road and Luker Avenue  
 Henley-on-Thames

**Scale**  
**N.T.S.**  
 Drawing Number: **S/TR01/03/08/4**

Drawn By	Checked By	Approved By
MHB		
Date Mar 08	Date	Date



Notes

-  N
-  Existing 'No Waiting at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LD07/8505.

*Do not scale this drawing*

Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE COUNTY COUNCIL**  
**ENVIRONMENT & ECONOMY**  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**Client**  
 Richard Budding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Speedwell House  
 100, High Street  
 Henley-on-Thames  
 Oxford OX1 1NE

**Project**

**Existing  
 Waiting Restrictions**

**Title**  
 Hop Gardens, Crisp Road,  
 Simmons Road and Luker Avenue  
 Henley-on-Thames

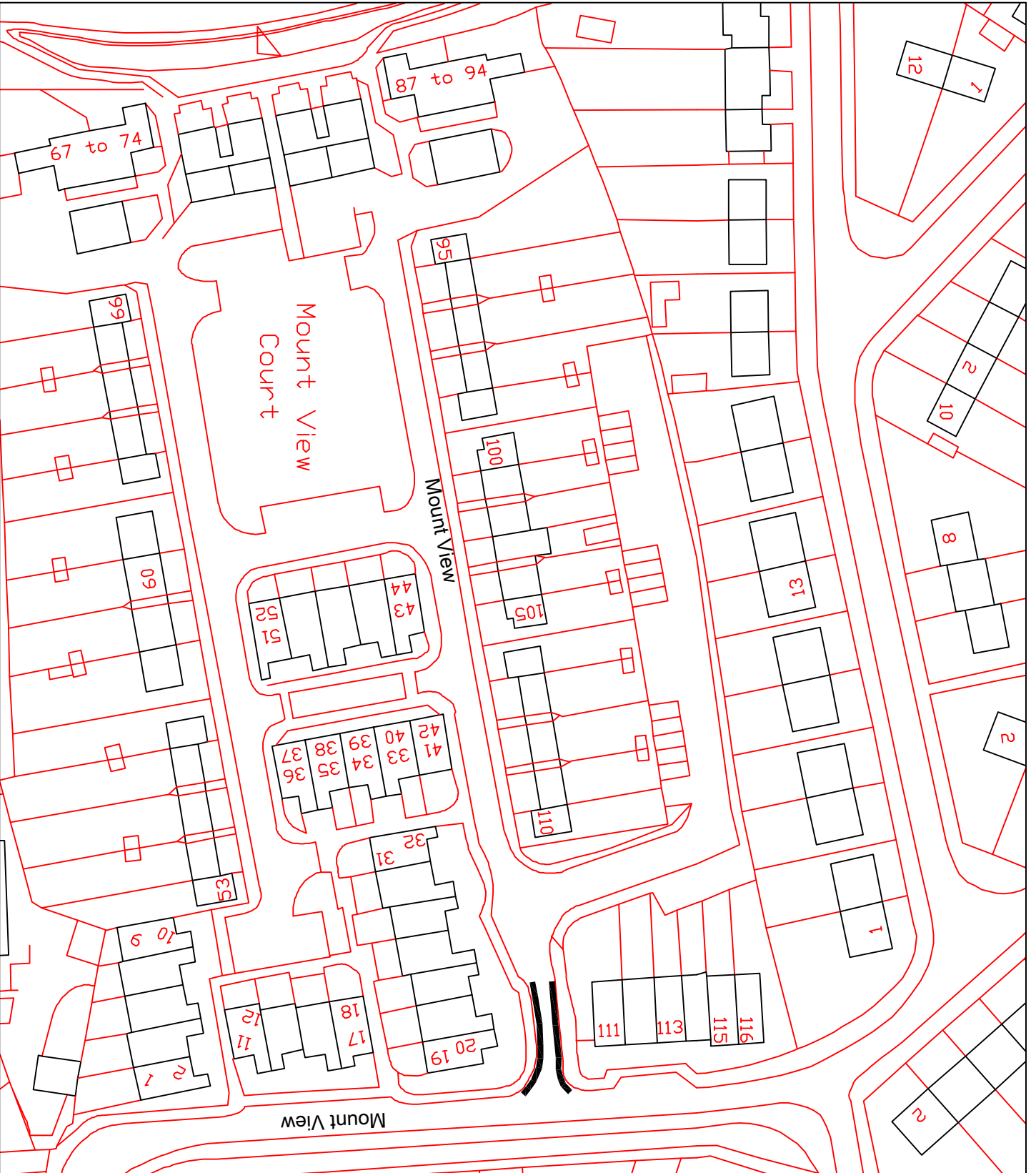
**Scale**  
**N.T.S.**

**Drawn By** MHB      **Checked By**      **Approved By**  
**Date** Mar 08      **Date**      **Date**

**Drawing Number**  
**S/TR0/03/08/14**

**Rev**





Notes:



Existing 'No Waiting at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA076805.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



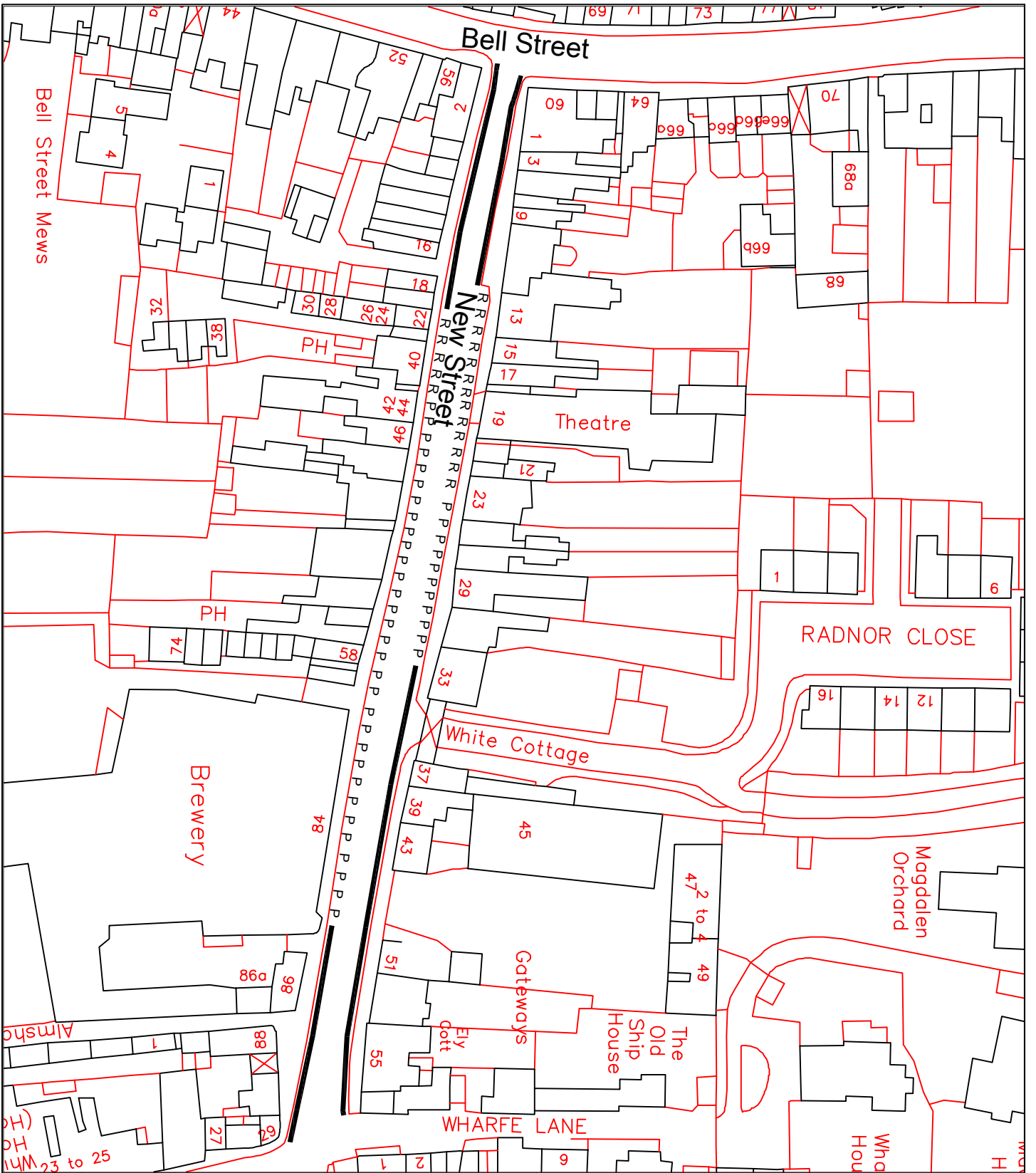
Client  
Richard Dudding  
Director for Environment & Economy  
Director for County Council  
Speedwell House  
Speedwell Street  
Oxford OX1 1NE

Existing Waiting Restrictions

Mount View,  
Henley-on-Thames

Scale	N.T.S.	Drawn By	Checked By	Approved By
		MHB		
Drawing Number	Date Aug 2008		Date	Rev
S/TR0/03/08/15				





Notes:



- No Waiting at Any Time
- RRR Residents' Parking
- PPP General Parking Places - Pay & Display

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. ? Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. LA078805.

*Do not scale this drawing*

Rev	Description	By	Date	CHK'D	Auth

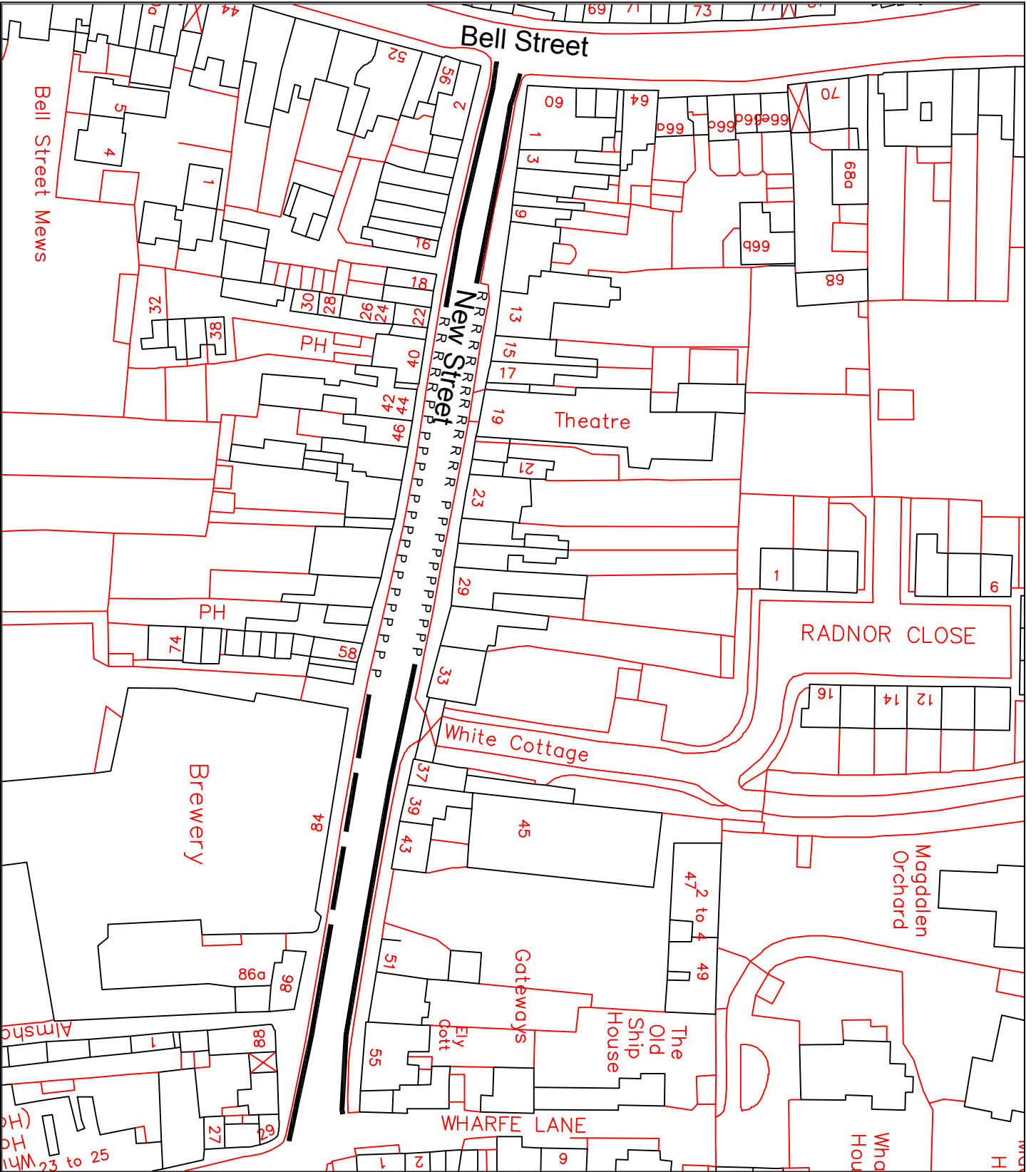


**Client**  
Richard Dudding  
Director for Environment & Economy  
Specialist House  
Speedwell Street  
Oxford OX1 1NE

**Project**  
Proposed Amendments to  
Waiting Restrictions

**Title**  
New Street,  
Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Date	Mar/08	Date		Date		Date	
Drawing Number	S/TR0/03/08/6						
Rev							



Notes



- Existing 'No Waiting at Any Time'
- - Existing 'No Waiting 8 am to 6 pm Monday to Friday'
- RRR Existing Residents' Parking
- PPP Existing General Parking Places - Pay & Display

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. ? Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council: LA078805.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE COUNTY COUNCIL**  
 ENVIRONMENT & ECONOMY  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

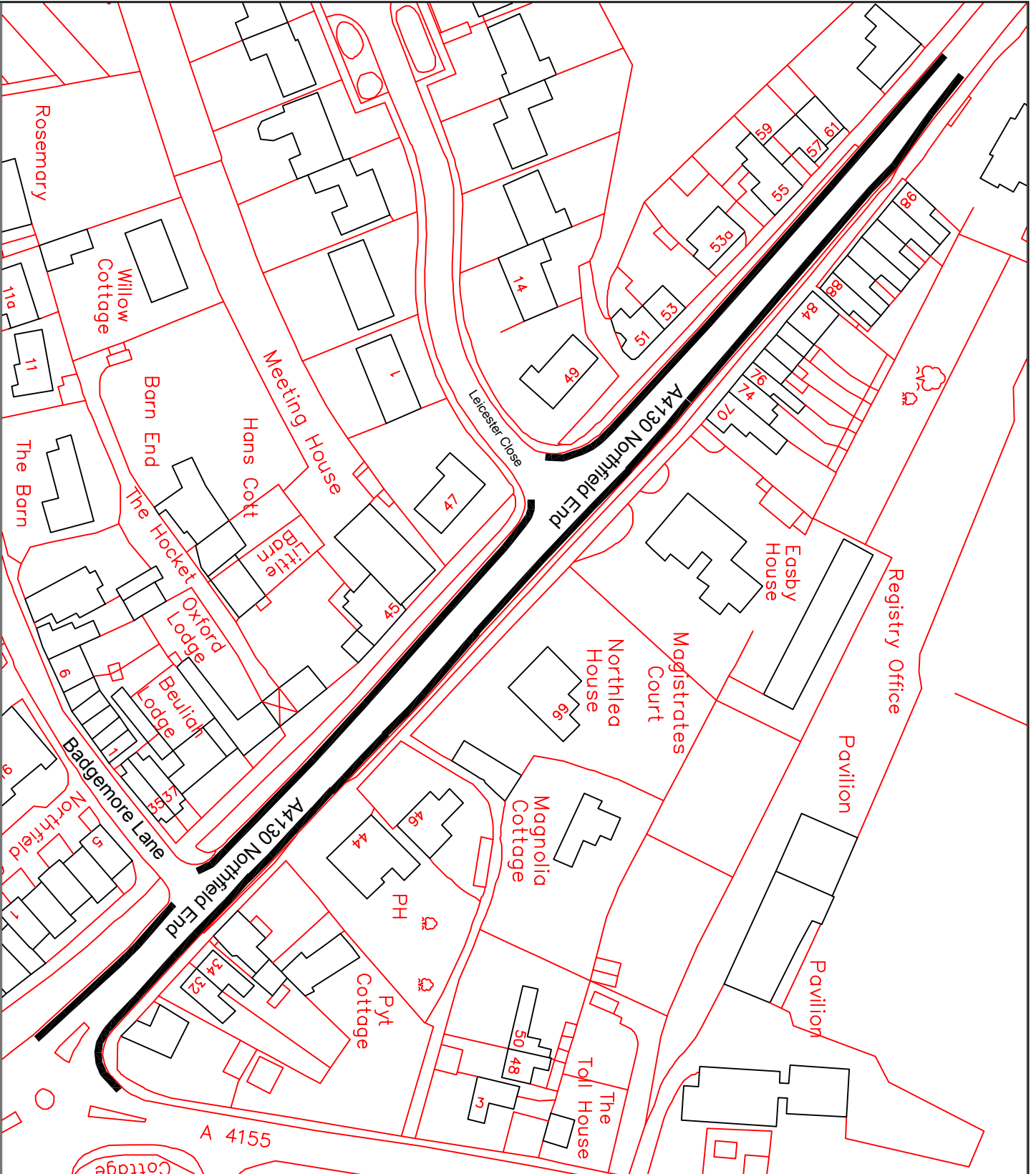
**Client**  
 Richard Dudding  
 Director for Environment & Economy  
 Specialist House  
 Speedwell Street  
 Oxford OX1 1NE

**Project**  
 Existing  
 Waiting Restrictions

**Title**  
 New Street,  
 Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Date	Mar-08	Date		Date			
Drawing Number	S/TR0/03/08/16						





Notes.



Existing 'No Waiting  
at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. ? Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA076605.  
**Do not scale this drawing**

Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE COUNTY COUNCIL**  
ENVIRONMENT & ECONOMY  
www.oxfordshire.gov.uk

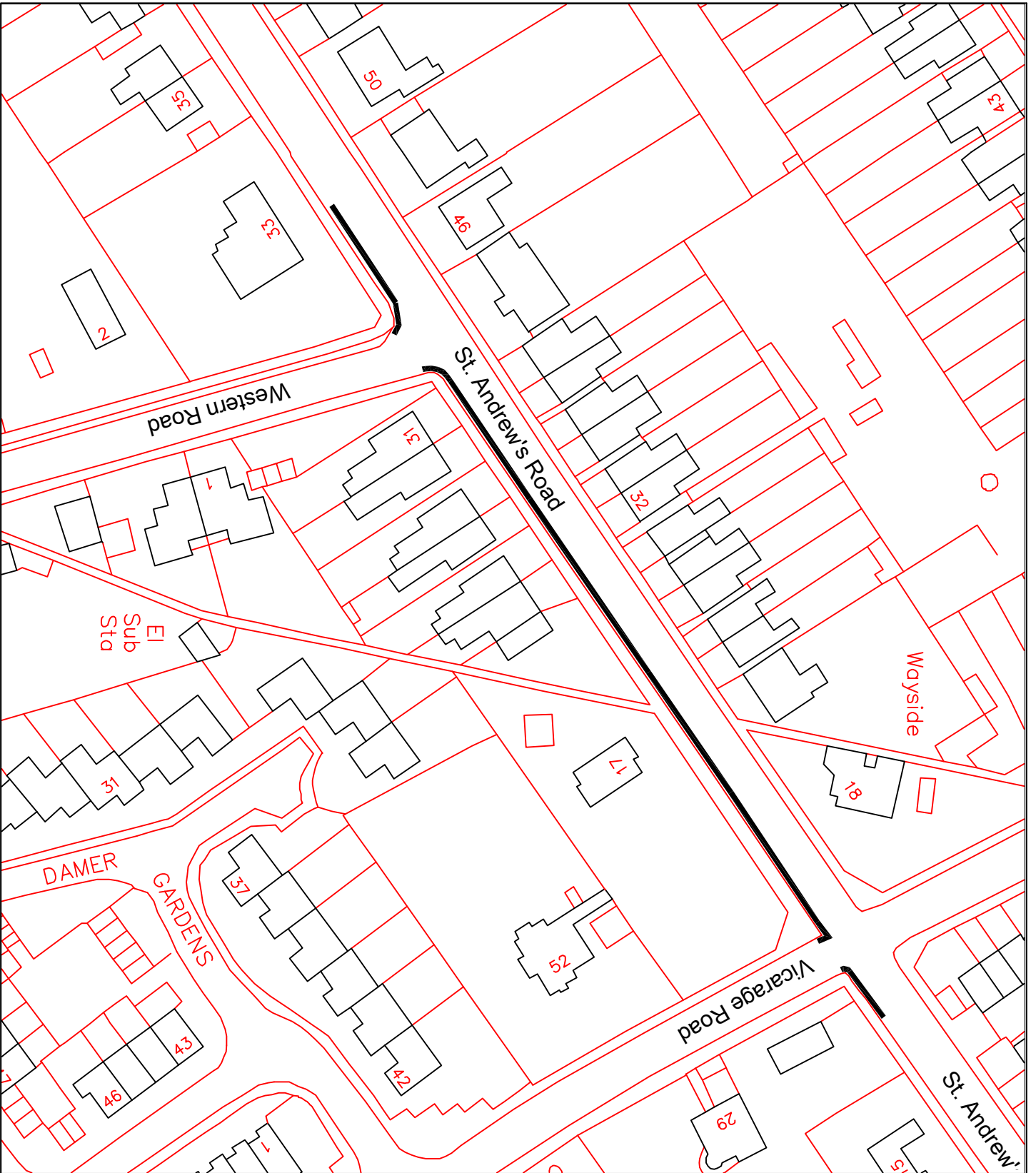
**Client**  
Richard Ouding  
Director for Environment & Economy  
Oxfordshire County Council  
Speedwell Street  
Oxford OX1 1NE

**Project**  
Existing  
Waiting Restrictions

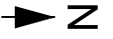
**Title**  
A 4130 Northfield End  
Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Drawing Number	S/TR0/03/08/17	Date	Oct 08	Date		Date	





Notes



— Proposed 'No Waiting at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. ? Unauthorized reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA076805.  
 Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



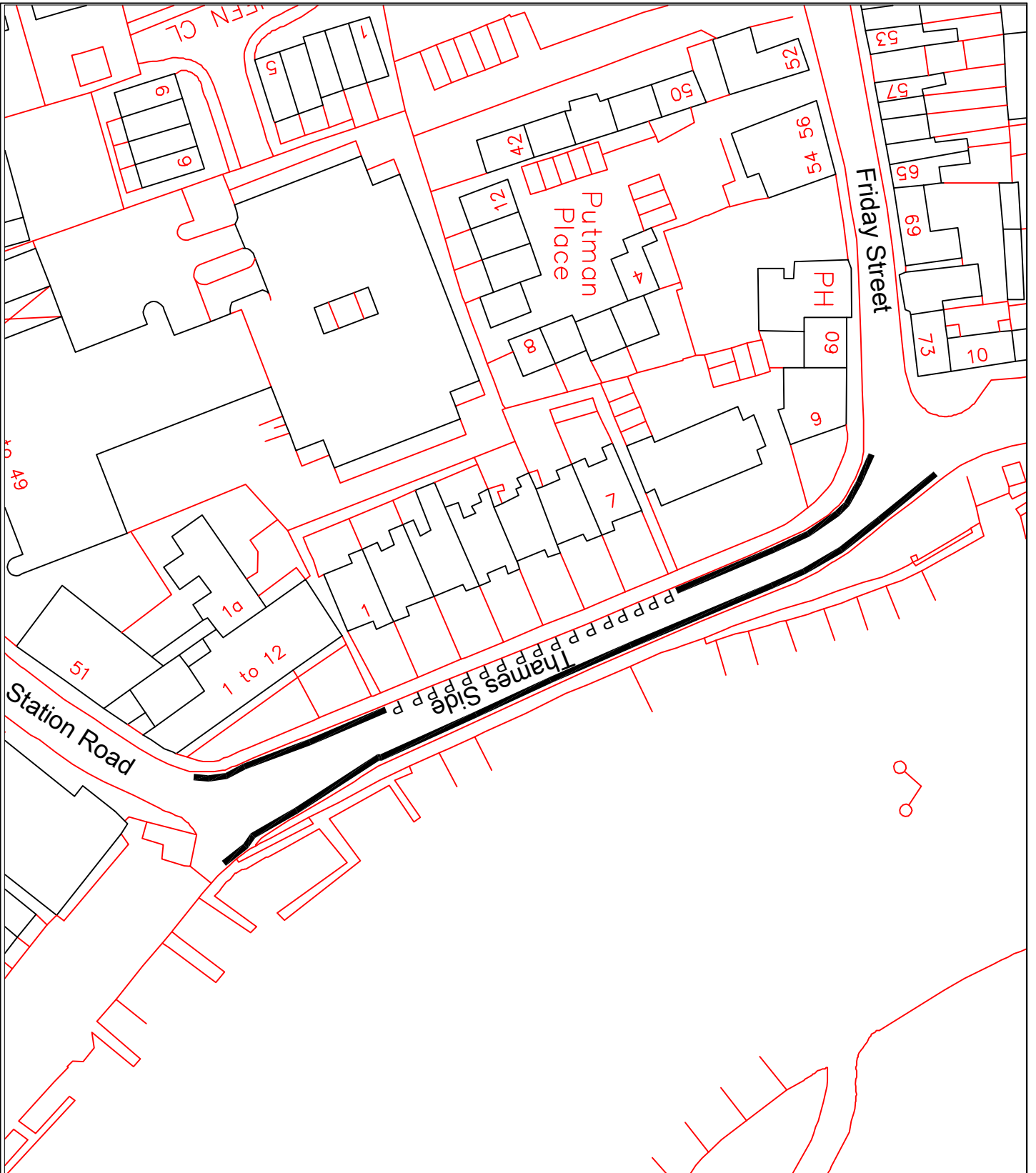
Client  
 Richard Dudding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Speedwell Street  
 Oxford OX1 1NE

Project  
 Proposed Amendment to  
 Waiting Restrictions

Title  
 St. Andrew's Road/Western Road  
 Henley-on-Thames

Scale N.T.S.	Drawn By MHB	Checked By	Approved By
Drawing Number S/TR0/03/08/8	Date Mar 08	Date	Date
Rev			





Notes



- 'No Waiting at Any Time'
- P P P General Parking Places - Pay & Display

Reproduced from the Ordnance Survey mapping with the Permission of the Controller of Her Majesty's Stationery Office Crown copyright ? Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA076905.

*Do not scale this drawing*

Rev	Description	By	Date	Chk'd	Auth

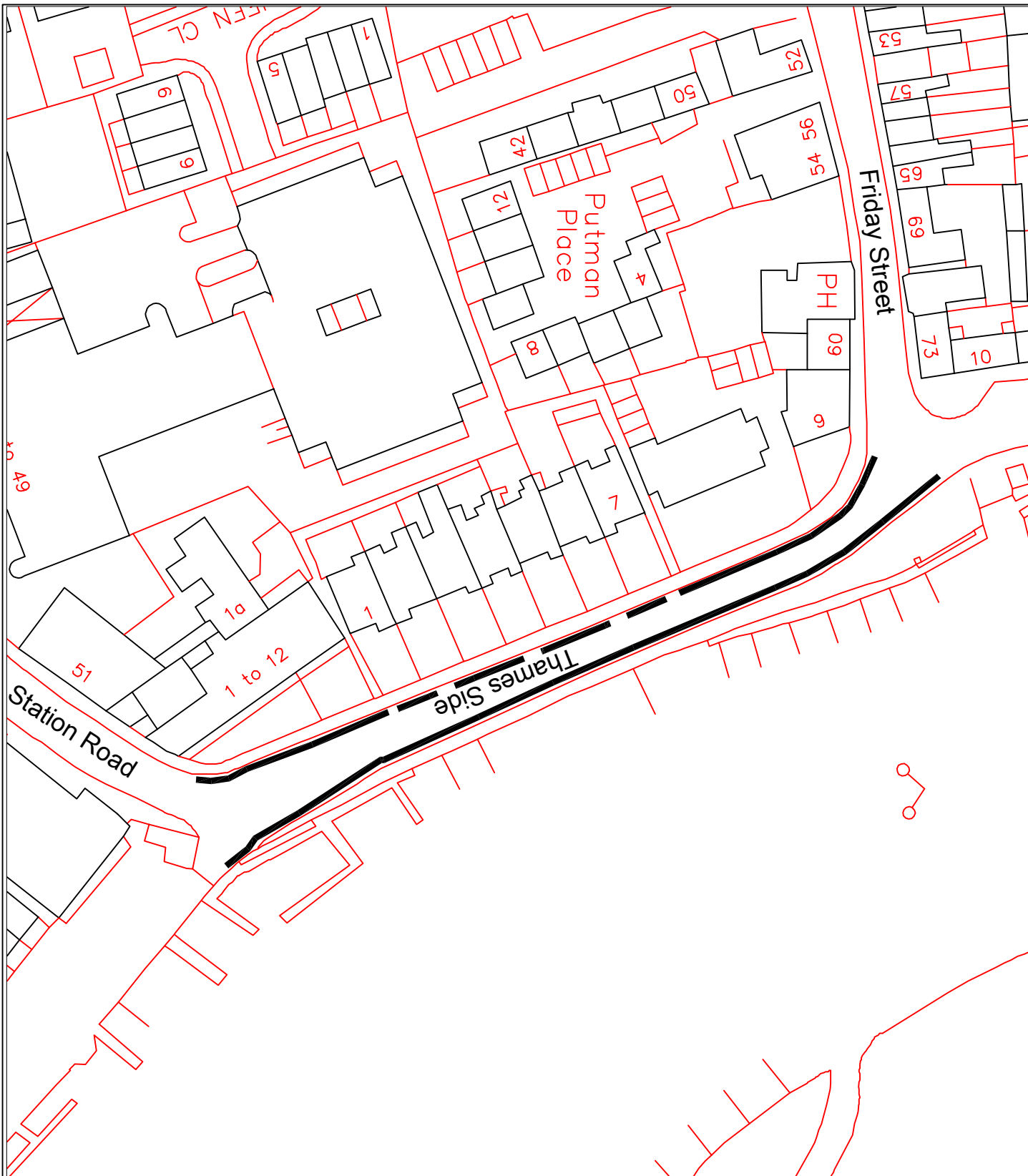


**Client**  
 Richard Dudgeon  
 Planning Management & Economy  
 Oxfordshire County Council  
 Speedwell House  
 Speedwell Street  
 Oxford OX1 1NE



**Project**  
 Proposed Amendment  
 to Waiting Restrictions

**Title**  
 Thames Side  
 Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Drawing Number	S/TRO/103/08/9	Date	Mar 08	Date		Date	



Notes

-  Existing 'No Waiting at Any Time'
-  Existing 'No Waiting 8 am - 6 pm'

Reproduced from the Ordnance Survey mapping with the Permission of the Controller of Her Majesty's Stationery Office Crown copyright ? Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LA076905.

*Do not scale this drawing*

Rev	Description	By	Date	Chk'd	Auth

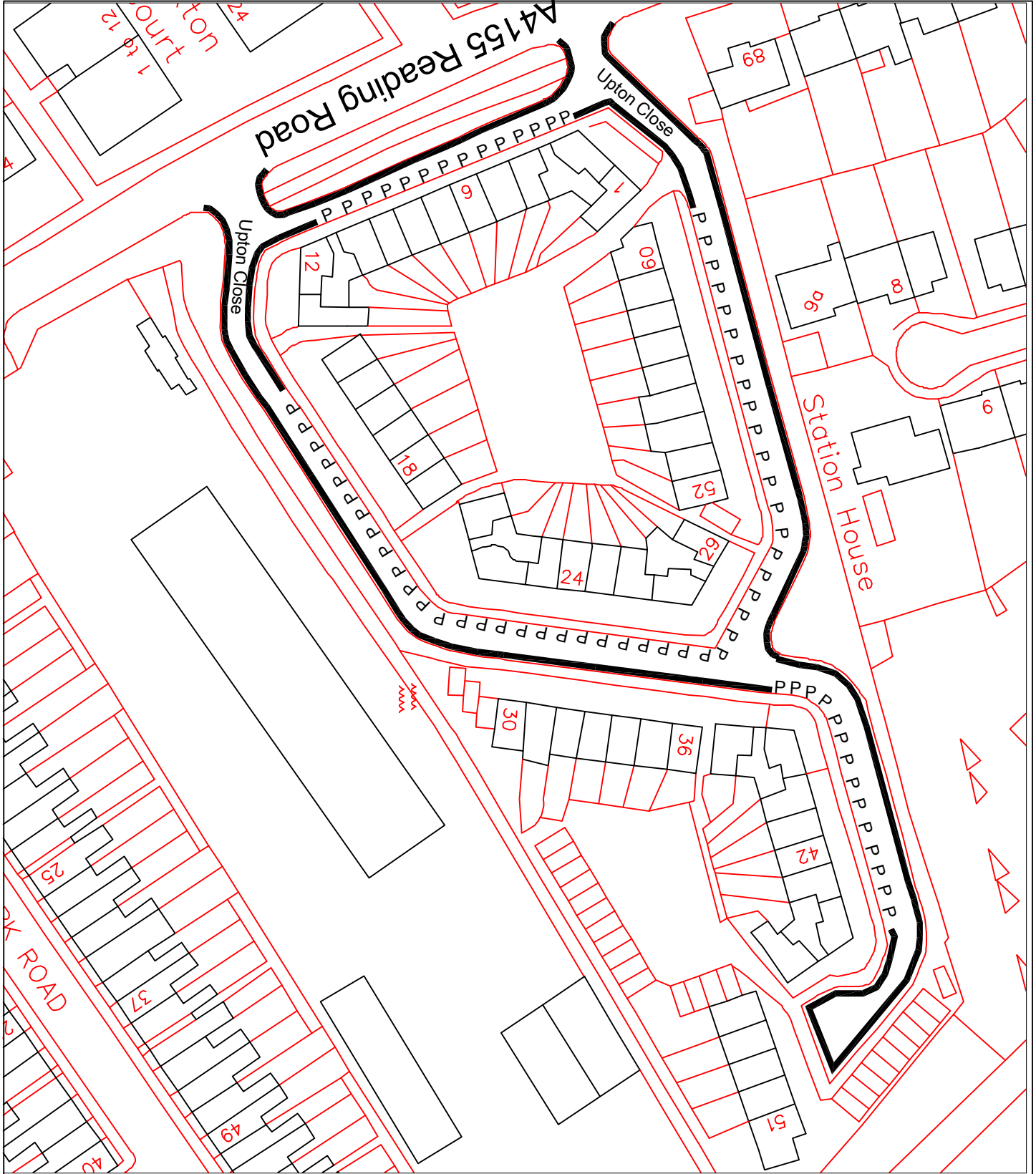


**Client**  
 Richard Dudgeon  
 Planning Management & Economy  
 Oxfordshire County Council  
 Speedwell House  
 Speedwell Street  
 Oxford OX1 1NE

**Project**  
 Existing  
 to Waiting Restrictions

**Title**  
 Thames Side  
 Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Drawing Number	S/TRO/03/08/19	Date	Mar'08	Date		Date	



Notes.



— 'No Waiting at Any Time'

P P P General Parking Places - Pay & Display

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LD07/8503. Do not scale this drawing

Rev	Description	By	Date	chk'd	Auth



**OXFORDSHIRE COUNTY COUNCIL**  
**ENVIRONMENT & ECONOMY**  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

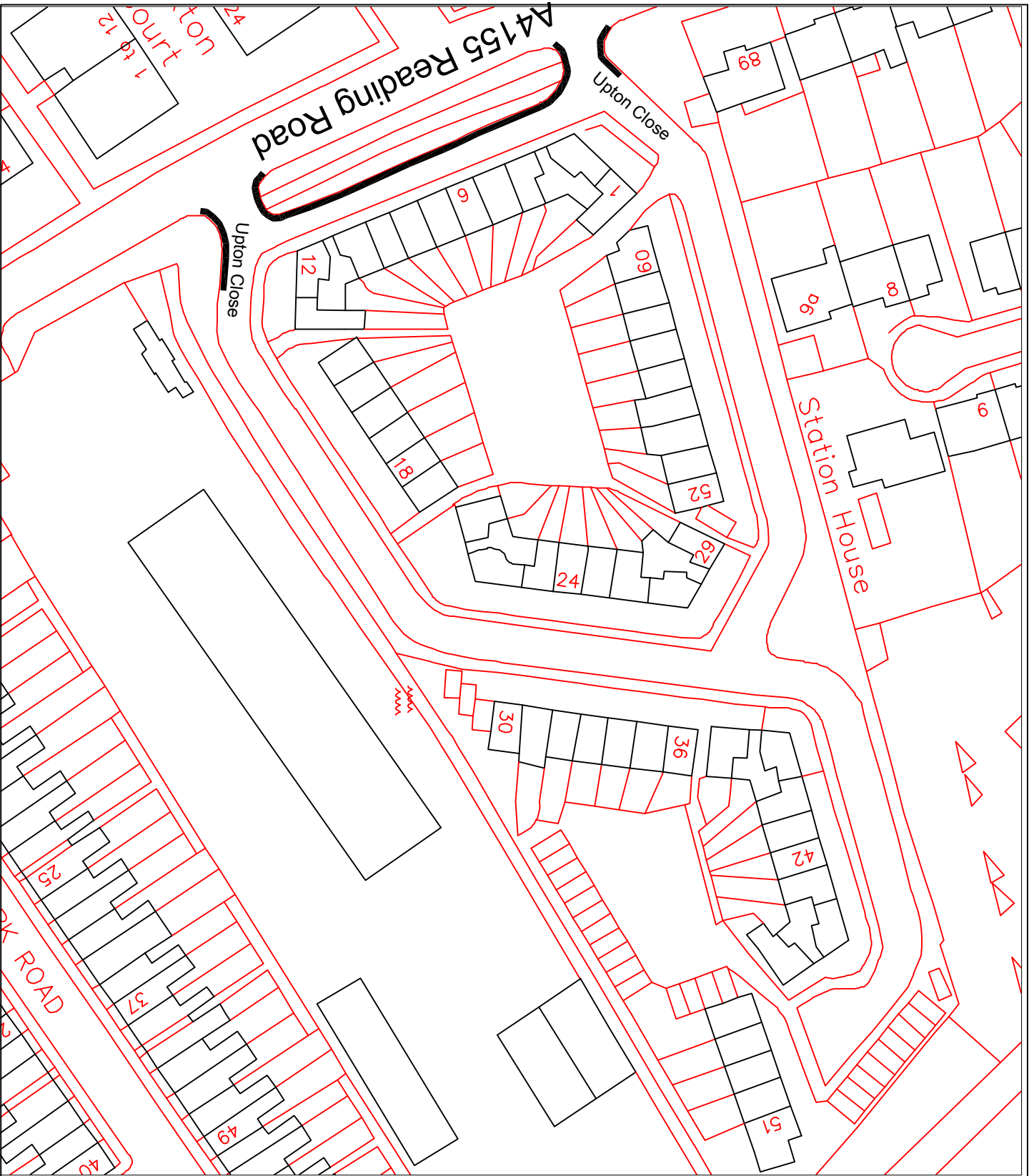
**Client**  
 Richard Budding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Specialist House  
 Oxford OX1 1NE

**Project**  
 Proposed Waiting Restrictions

**Title**  
 Upton Close  
 Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Drawing Number	S/TR0/03/08/10			Date		Date	
Rev	A						





Notes.



Existing 'No Waiting at Any Time'

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, LD07/8503. Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE COUNTY COUNCIL**  
 ENVIRONMENT & ECONOMY  
[www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk)

**Client**  
 Richard Budding  
 Director for Environment & Economy  
 Oxfordshire County Council  
 Specialist House  
 Oxford OX1 1NE

**Project**

Existing  
 Waiting Restrictions

**Title**

Upton Close  
 Henley-on-Thames

Scale	N.T.S.	Drawn By	MHB	Checked By		Approved By	
Drawing Number	S/TR0/03/08/20			Date		Date	
Rev	A						

**INDEX TO COMMENTS/OBJECTIONS SUMMARIES**

General

Crisp Road

Deanfield Avenue

Deanfield Road

Goodall Close

Hop Gardens

Laud's Close

Leaver Road

Luker Avenue

Mount View

New Street

Northfield End

Simmons Road

St. Andrew's Road

St. Anne's Close

Thames Side

Tilebarn Close

Upton Close

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	All locations	Mainly supportive - comments are recorded on individual roads.	Noted.
Henley-on-Thames Town Council	All locations	General support - details on various streets comments sheets	Noted.
Henley Partnership	All locations	<p>In principle we believe that decreasing the number of free parking spaces available on the subject roads is a bad thing for Henley business. Those currently using this resource will find other residential roads to park in. To have to pay for parking will increase the outgoings putting additional burdens on their lower-end budgets. If employers offer help in meeting additional costs these may be passed on to customers. They may choose to move to another job in a town where parking is free. We are concerned that the proposals stand alone and do not form part of an overall strategy for Henley. Their implementation will have uncalled for and unanticipated effects elsewhere in town. (NB comments on individual roads are to be found in those roads comments)</p>	<p>The response highlights the need for the needs of both residents and commercial interests to be carefully considered. Tours of the public car parks in the town area have revealed that a number are not at full occupancy. The issue of parking charges is important for those on lower incomes. The need for the commercial centre of the town to continue to be viable is important. The roads included were identified in the former ITS study as requiring action.</p>



Business in Henley	All locations	Wish to express concern over proposals to restrict free parking. For many who work in town the free on-street parking represents a considerable saving, particularly for the low paid. In these difficult economic times with worry about job security, reduced hours and pay freeze this will be important in making ends meet. Shop workers are the lifeblood of the town. They represent an easy target for the Council who hide behind the front of 'residents' views'. I hope that wisdom will prevail and the present enlightened parking policy will be left unchanged.	See the comments on the Business Partnership's response.
Warren Row, Reading	All locations	Worked in Henley for 23 years and seen the changes. Where do you propose we park if your scheme goes ahead? Long stay car parks at the Rugby Club, Goodall Close etc., are not large enough at present. The Railway Station is a long way for people who work at the other end of town, especially if they start at 6am and finish at 8pm and are female.	See above
Market Place	All locations	Junior staff working in town centre cannot afford parking charges. The number of free spaces is already limited and these proposals will exacerbate the situation. Far from increased restrictions we need existing ones lifted.	See the comments on the Business Partnership's response.

## Comments

Market Place	All locations	I am shocked at this ridiculous proposal. I am a business owner. At present I have to walk 15 minutes to my shop so that I do not have to pay for parking. I can't afford to pay as I work 6 days a week and do not live locally. If this goes ahead I feel that business owners should have a pass to park for free. Businesses are going to have problems keeping staff as they too will not want to pay for parking. I feel that businesses will suffer because customers aren't going to pay for parking. Marlow doesn't, why should Henley?	See the comments on the Business Partnership's response.
Not known	All locations	I am a member of staff at a store in Henley. Free parking is essential to many who travel to Henley to work. The added hassle of trying to find somewhere to park will force people to seek employment elsewhere. This terrible idea will have a detrimental effect on local businesses as they struggle to keep hold of employees and could force visitors and customers away as the limited parking spaces available will be taken by people working in the town.	See the comments on the Business Partnership's response.
Reading Road, Winnersh	All locations	Oppose the plan. I travel to Henley daily and work for a business that pays a vast amount of rates etc to operate in the town. Long term car parking is inadequate and not easily accessible. It is potentially dangerous for some, particularly females, to walk long distances in the dark. The continued success of Henley Town Centre is based on shops and businesses enabling the town to survive. If attracting staff becomes an issue due to parking then the whole town loses out.	See the comments on the Business Partnership's response.

Comments

Peppard Common	All locations	Add my voice to the many residents who disapprove of the planned changes to parking in our town. Forcing people to use official car parks will cause massive overcrowding or drive people to other towns. This is regressive in terms of Henley's future.	See the comments on the Business Partnership's response.
Resident of Henley	All locations	Is the purpose of reducing parking in Henley to dissuade those who live and work in town, thus reducing the demand for goods and services? Less parking will have an adverse effect on businesses. Abandon this negative proposal.	See the comments on the Business Partnership's response.
St. Mary's Close	All locations	Concerned. Present facilities are not adequate, particularly for short-term parking. I am afraid that your action will be to the detriment of the town and traders. Many people shop at out of town locations where parking is free and others go to Marlow. Henley is a lovely town which is going to be ruined unless parking facilities are increased. Many of the elderly are unable to walk from the long term car parks.	See the comments on the Business Partnership's response.
Town Centre Business	All locations	Unhappy about proposals. Will affect ability to sell/rent properties where no off street parking. As resident have to park on street and if it were not for free parking on a few roads in Henley I could not afford to live and work here.	Prospective purchasers will take parking issues into account. On street parking is not a right, rather it is a privilege we are sometimes allowed with permission, either express or implied.

Comments

Peppard Common	All locations	Strongly against these proposals. As small business working daily in Henley we find these proposals will have an adverse effect on our business, the town itself, business and individuals. Many businesses in Henley rely on trade from out of town. To introduce these changes means that many businesses will suffer from loss of trade as people will simply not be able to afford to car park fees. We have some new shops now coming into town. The parking changes could force some shops to close causing permanent loss and the individuals who will have to find new employment and may be forced from the town.	See the comments on the Business Partnership's response.
Unknown	All locations	Work in town. Will now have to try to find somewhere else to park for free. Doubt if I will be able to. I will probably have to park closer to town and pay car parking fees. The additional costs will affect my finances.	See the comments on the Business Partnership's response.
Hart Street	All locations	Currently park in Hop Gardens and walk to work off Reading Road. I am concerned about displaced residents taking up the option of overpriced permits. In order for me to pay for the privilege of parking in the town where I live and pay Council Tax I would like first a guarantee that I can arrive home and find a parking space at any time. The woefully inadequate car parks in Greys Road and behind Waitrose will not be able to take any increase in volume due to the roads you are planning to restrict.	See the comments on the Business Partnership's response.

## Comments

Market Place	All locations	<p>Given the current economic climate, many local retail businesses have found trading difficult over the last year or so. Like many small towns there are a noticeable number of vacant retail units that are not being filled. What will locals say when even more outlets close down? Money is tight all round which is why the ability to park off road for free is essential to keep the business community moving forward. Many employees will see the cost of parking taking away their hard-earned money which could well mean them leaving the community. Those who stay would use the town centre car parks leaving less available for shoppers/tourists. Majority of cars are only there in the day, leaving residential areas when most local people are returning from their jobs. I urge you to reconsider the parking proposals.</p>	See the comments on the Business Partnership's response.
Greys Road	All locations	Retail business in town centre. Strongly object to any changes in parking. There is little free parking and it is obvious to us that if no free parking is available in Henley people will be deterred from visiting.	See the comments on the Business Partnership's response.
Unknown - Employed in Town Centre	All locations	Oppose the proposal to massively reduce the amount of free parking in Henley Town. I have worked in town for last 15 years and have never had problems parking. Should the current proposals go ahead I have no idea where I will park. The proposal does not address all the issues such as where all the people who currently park on the affected streets would park in future. The proposals should be scrapped.	See the comments on the Business Partnership's response.

Unknown - believed Marlow	All locations	Where will I park? My wife and I are senior citizens and free on-road parking in Henley makes it a very attractive shopping centre and has been for many years. The introduction of parking meters would stop us from visiting. The proposals will have serious effects on retailers in the town.	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	Strongly object to remove free parking. Patients frequently complain that they are late for appointments as they couldn't find anywhere to park. Retailers will tell you how difficult the last few years have been with road closures and road works. It seems madness to fill car parks with shop workers cars. Cheap parking rates are fine Monday to Friday but when you work week ends not such a bargain. Please do not remove these free spaces unless you intend to provide an alternative (preferably for me on the Berkshire side of the river).	See the comments on the Business Partnership's response.
St. Marks Road	All locations	Whilst I realise that parking in the vicinity of the town is not as easy as it may be, it is unlikely to be improved by your proposals. I am resident and business owner and believe it is wrong to make residents pay to park outside their homes or indeed prevent them from doing so. It seems obvious that if parking spaces are at a premium, reducing parking is no way to improve the situation. It seems that most residents are against this proposal. I hope you will decide against this poorly thought out scheme.	See the comments on the Business Partnership's response.

## Comments

Friday Street	All locations	Strongly object on behalf of our business. We have several junior technicians who drive into town and are on trainee wages. They cannot afford to pay for parking and additional costs may well induce them to seek employment elsewhere. I intend moving to Henley and would strongly object to having to pay for a resident's permit. The present system whereby residents park in the streets in the evening and leave for work in the morning does at least provide us with some free parking.	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	I object to these changes mainly as there is limited room to park as it is. No-one I know will ever pay to park in Henley. It does not make sense to look for a new job in a recession so I can see few leaving work. My employer would not offer to help with parking costs.	See the comments on the Business Partnership's response.
Nuffield	All locations	If I have to pay to park or walk further into work it wouldn't be worth the effort to travel to Henley to work 4 hours a day on minimum wage so I would be better off staying at home and claiming benefits.	See the comments on the Business Partnership's response.

Employed in Town Centre	All locations	Employed by Youth & Community project in town. Have no designated parking at work. I find this a strain as I do not live in Henley. I have to travel over a wide area and need to be able to access my car quickly. The two short-stay car parks are not suitable for my needs as I may need more than 3 hours. I am not paid a large salary and try to find free parking wherever possible, partly because of cost and also convenience. This is not ideal but is better than finding the roads I currently park in full of newly painted yellow lines. If this happens I am not sure what I will do. It will almost inevitably affect my work which is already stressful enough.	See the comments on the Business Partnership's response.
Business in Henley	All locations	If you get rid of the areas of free parking used by people who work in town you must create an alternative. If workers occupy the long-term car parks it will be difficult for visitors to find somewhere. Visitors will then use the short-term car parks, staying in the town only for a short while. Working in Henley will be less attractive.	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	I object to the scrapping of free on-road parking in Henley-on-Thames. I have worked in Henley for 25 years and this will dramatically affect the heart of Henley trading. Having to pay £250 a year for parking commuters in my position would have to consider whether employment in the town is viable. Some retail employers would find difficulty in recruiting staff from outside. If employers decided to assist in parking fees the costs would possibly be passed on to customers.	See the comments on the Business Partnership's response.



Business in Henley	All locations	I am aware that many low-paid shop and office workers will find a £10 charge to park their cars painful. The long-stay car park is just not cheap enough. These proposals will only shift the current parking problems elsewhere. As I walk to work I see workers arrive and park where residents have just driven off and there is at present a balance but only just. Business is only just viable and we face more and more financial demands with diminishing turnover and pressures from Internet and shopping centres. It is a vastly tricky problem as one wants to discourage habitual, thoughtless and unnecessary parking by some inconsiderate drivers.	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	I want to voice my concerns. I have worked in Henley for 15 years. I park my car near my place of work and walk and have no problems from the residents. Where will I park in future? Being able to park near my place of work means I can quickly respond if my 17 month old son needs me to return home. I also feel that these proposals will restrict the number of people coming into the town. This will surely have a detrimental effect to businesses within the town. I live in Reading and have little choice but to drive to work.	See the comments on the Business Partnership's response.
Business in Henley	All locations	As an employer in the town I cannot believe that, yet again, Oxfordshire County Council are considering applying parking restrictions to this end of town (Reading Road). It is hard enough for businesses in Henley to survive in Henley due to credit crunch and house prices without throwing more obstacles in the way. I employ 12 staff who all drive to work and bring money into the town. We already park some way from the office to ensure we are not a nuisance to residents and as an employer I cannot afford to pay their parking fees.	See the comments on the Business Partnership's response.

Comments

<p>Employed in Town Centre</p>	<p>All locations</p>	<p>Object. If the proposal takes effect where will I be parking? Further out of town? - No it would be too far for me to walk especially as I sometimes finish late; park closer to town? - No, who can afford the extra payments these days?; ask my employer to pay for it? You got to be joking; find another job out of Henley? - yes that's possible; pay the £10 per week in Mill and Rugby Club? - No I can get a job in Oxford and get paid more but pay less for parking as park and ride is £8 per 5 days. More shops will close in Henley because of this, make no mistake of that.</p>	<p>See the comments on the Business Partnership's response.</p>
<p>Upton Close</p>	<p>All locations</p>	<p>Henley needs more spaces that can be used all day for people needed to work in the town. Loss of easy parking will send a clearer message not to come to Henley. The new scheme will be a disaster and will be difficult to change</p>	<p>See the comments on the Business Partnership's response.</p>
<p>Employed in Town Centre</p>	<p>All locations</p>	<p>Object to the proposed changes. The town is already known around the county as an expensive place to visit and it seems the County Council are prepared to make this worse. Who exactly benefits from these proposals? They seem excessive and are conducive to turning visitors and business away from the town. If the changes go ahead I believe people would seek alternative employment away from the town to avoid the crippling charges. I hope the County Council realise the negative effects such action will cause.</p>	<p>See the comments on the Business Partnership's response.</p>

Comments

Employed in Town Centre	All locations	Object to the proposals. I have concerns over parking in Henley and cannot see the benefit of such restrictions. They will surely affect the town along with the number of visitors and local businesses would suffer as a consequence. In the height of a credit crunch/recession I ask why we are making the town of Henley a more difficult place to visit and park in?	See the comments on the Business Partnership's response.
Employed in Town Centre	General	Isn't parking for those staying all day difficult/far enough away already. Proposals seem to be reducing parking for everybody. Could the car parks really cope with the cars displaced? This will surely force people to leave jobs in Henley as I can't take advantage of discounted edge of town parking as I only work part time.	See the comments on the Business Partnership's response.
Marlow -Employed in Town Centre	General	I will have serious problems parking in Henley as my employer will not pay for any parking charges. I drive from Marlow 5 days a week and park in Luker Avenue or Mount View and then have a 5 minute walk to my work. It is going to be very difficult as I do not believe I can park in the designated car parks for more than 3 hours. The only thing I can do is park much further away and I will worry when night falls. I am discouraged at this prospect.	See the comments on the Business Partnership's response.
Greys Road	All locations	Object. This will put further pressure on Greys Road and already the daytime parking by students and Henley town centre employees already causes great inconvenience to residents. Protest until you have made adequate alternative off street parking available at reasonable cost.	It is not the duty of the Highway Authority to provide parking.

Comments

West Street	All locations	At present have no off-street parking. West Street has double yellow lines on both sides. Proposals will reduce the ability for us to park nearby during the day when we are often at home.	There is no right to park/wait on any road. Whilst some on-street permitted parking will be removed, all effort has been made to reduce this.
Luker Avenue	All locations	As a resident who has no off-street parking, I am concerned about parking. Parking is bad enough at the moment and if you bring this in I will probably be parking up to half a mile away from my home. As a single mother with a small child and coming home most nights in the dark this would be an absolute nightmare and not very good for my personal safety. I am strongly against this as I feel will be many other residents. Bringing this in will upset many Henley residents.	The proposals are made with efforts to reduce the problems associated with thoughtless parking. Where possible the lengths of road affected are as short as possible.
Greys Hill	All locations	Concerned about the knock-on effect of the proposals and the pressure it may place on Greys Hill and surrounding roads.	There will be some displacement. It will be essential that this is monitored.
Cromwell Road, Henley	All locations	Understand you are collating views on Residents' Parking'. In my view this is long overdue. The town has c500 parking spaces many of which are free or incur small charges. There is clearly little or no justification for on-street commuter parking. Town has good rail and public transport links. The hazards arising from present levels of daytime on-street parking are considerable. Fully endorse the proposals and look forward to an extension of such restrictions in future.	Noted.
Western Road, Henley	All locations	I appreciate the problems but believe it will have repercussions on other roads.	There will be some displacement. It will be essential that this is monitored.

Comments

Church Street	All locations	Object. No provision has been made for people who currently park in affected areas. Many of them will now look to park as close to the Town Centre as they can on roads that are not affected (such as Church Street). Parking for residents of those roads will become impossible during the day. There is no strategy to address Henley's parking problems. These restrictions will just cause inconvenience and additional costs for a lot of people. No changes should be made until a comprehensive traffic strategy has been developed.	The proposals have tried to restrict any disadvantages to residents in the affected roads.
Elizabeth Road	All locations	I agree in principle to the proposed parking restrictions. I would have thought that Greys Hill was a very important road to have brought into this proposal. Parking on this hill should be totally restricted for the safety of all.	There will be some displacement. It will be essential that this is monitored.
Valley Road	All locations	I am pleased to see that some of my suggestions are covered in these revisions. (See Deanfield Road for other comments)	Noted.
Ancastle Green	All locations	Concerned that Ancastle Green is not included. Everything proposed is driving people away from a town that relies on visitors and business. The town has faults that need rectifying before you apply any new proposals. Your proposals will result in pushing more vehicles onto Ancastle Green as people living here will be forced off their own street.	There will be some displacement. It will be essential that this is monitored.

Comments

Henley Resident	All locations	Totally against the proposals. A lot of people rely on parking in various roads and are encouraged to park there so it releases car parking spaces in the town centre. With children who live out of town where are they to park when they visit. Why should I pay for parking elsewhere when I pay road tax?	Noted.
Church Street	All locations	Wish to express disappointment that Church Street has not been included in the proposed scheme whereas roads further away have been included. I am constantly vying for a parking space within a reasonable walking distance of my house. Can be troublesome for my wife when dropping off shopping or small children. Church Street is one of the closest streets to College and town and is frequently used by shoppers, workers and students. Estimate that non-residents take up over half the available space. When your plans for nearby roads, Deanfield Road area, the issue on Church Street will become even more severe. I fear I will have no option but to park on other roads which will no doubt upset residents there. We have a lack of off-street parking and a proximity to the town centre which encourages free parking from non-residents.	There will be some displacement. It will be essential that this is monitored.
Clements Road	General	A number of the roads are subject to some unpleasant driving and would greatly benefit from double yellow lines and/or passing places.	Noted.

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Crisp Road	Yes, these are needed. From Street Surgeries carried out in this area, this often comes up as a problem parking area. Aware of complaints of obstructive parking	Noted
Town Council	Crisp Road	Approve - good safety measures near school and houses.	Noted
Upton Close	Crisp Road/Luker Avenue	Too many spaces will be lost where they are currently not causing a problem. Removing parking will dangerously increase speed through the estate	The proposals reinforce the advice within the Highway Code in respect of parking near junctions

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Deanfield Avenue	Outside Youth Centre. Yellow lines were not put back recently and caused no end of problems. If this were to recur it would result in problems with the Youth Centre entrance being obstructed. College buses stop opposite at start and end of day to drop off & pick up. Allowing parking would narrow the road at these times and cause further problems.	The respondent makes valid points which are reflected in the recommendations
Town Council	Deanfield Avenue	Do not approve. Will lead to congestion especially at College start and finish times with coach parking on no waiting areas. Will block roads.	The respondent makes valid points which are reflected in the recommendations
Henley Partnership	Deanfield Avenue	Object. The parking currently taking place there will merely move into other residential roads.	Noted
Resident of Deanfield Avenue	Deanfield Avenue	Object. This is a nasty corner & when coaches are picking up students it makes it dangerous. As a long-time resident I feel we need more 'No parking' not less.	The respondent makes valid points which are reflected in the recommendations
Upton Close	Deanfield Avenue	The increased double yellow lines in some areas that waste parking spaces that do not seem to cause a problem.	No reduction in available spaces



Comments

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Deanfield Road	Request that a short length of 'No Waiting at Any Time' not be removed as parking at that location is a problem. The proposal to introduce the 10 am to 3 pm Monday to Friday waiting restriction would completely resolve the parking problems in this road caused by students parking. Would be better to be 9 am to 4 pm.	Noted. Removing current 'No Waiting at Any Time' on this short length should not have adverse effect on congestion. Restriction between 10 am and 3 pm allows for better targeting of enforcement resources. It also seeks to reduce the inconvenience for residents and their visitors.
Town Council	Deanfield Road	Do not approve the removal of double yellow lines. Restricted waiting approve but note will displace college parking into Valley Road and adjoining roads. Suggest adding 'No Waiting' to roundabout and first 25 metres of roads there for safety.	Removing current 'No Waiting at Any Time' on this short length should not have adverse effect on congestion. Displacement is a probable result. Parking at roundabouts is covered in Highway Code
Henley Partnership	Deanfield Road	Object. The current parking will merely move to other residential roads.	It is probable that there will be displacement. The proposals do not remove parking completely from the road but seek to control it in order that traffic may flow along the road.
Deanfield Road	Deanfield Road	Object to 10 am to 3 pm Monday to Friday in the cul-de-sac between Nos. 1 to 13 because there is room to park a car legally at the bottom. We are afraid that if the 'No Waiting' is introduced it will encourage parking on the whole area at the bottom of the cul-de-sac and block access to garages on private land owned by residents. We are old and our car is in regular use so we need access to our garage.	Obstructive parking, such as that which prevents use of an access, is unlawful. These proposals will not alter that.

Comments

Deanfield Road	Deanfield Road	Object to 10 am to 3 pm Monday to Friday in the cul-de-sac between Nos. 1 to 13 because there is room to park a car legally at the bottom. If the single line is introduced not only would we have less parking but it would encourage visitors, mainly Henley College students, to park in the available space making it difficult to enter the private access road to the garages. We would like the situation to remain as it is.	Obstructive parking, such as that which prevents use of an access, is unlawful. These proposals will not alter that.
Deanfield Road	Deanfield Road	Object to 10 am to 3 pm Monday to Friday in the cul-de-sac between Nos. 1 to 13 because there is room to park a car legally at the bottom. Stronger objection is that if this is introduced it will encourage and suggest parking is allowed at the bottom of the cul-de-sac. This would cause obstruction and block access to private land owned by the residents leading to garages. We would like the situation to remain as it is.	Obstructive parking, such as that which prevents use of an access, is unlawful. These proposals will not alter that.
Deanfield Road	Deanfield Road	Cul-de-sac between 41 & 47 Deanfield Road. Object. Current 'No Waiting at Any Time' on both sides of the entrance to the cul-de-sac works well. The proposal to extend the restricted parking in the cul-de-sac is unnecessary as we never have any problems entering or leaving our property as a result of long-term parking. We go further and welcome students parking in our cul-de-sac as it acts as a deterrent to burglars etc. The cul-de-sac is only 60 yards long. The existing restrictions are more than adequate and are respected.	The proposal reinforces the advice in the Highway Code in respect of parking near junctions. Implementing the proposals without including this cul-de-sac would almost certainly displace obstructive parking into the cul-de-sac.

Comments

Deanfield Road	Deanfield Road	Cul-de-sac between Nos. 41 & 47. As we cannot close or secure our gates when a car is parked on the garage approach, we park on the existing parking area. In the mid 1990's it was agreed to leave this area uncontrolled. We would not wish to see this changed.	The proposal reinforces the advice in the Highway Code in respect of parking near junctions. Implementing the proposals without including this cul-de-sac would almost certainly displace obstructive parking into the cul-de-sac.
Deanfield Road (3 different responses)	Deanfield Road	Objects to the change in times for cul-de-sac between Nos. 27 and 35. Further objects to the amendment proposed opposite the cul-de-sac as a coach parks there and forces traffic onto the opposite side of the road as it passes the throat of the junction. The existing restrictions have proved to be 'bliss'. The proposed relaxation will result in itinerants, shoppers, part-time students at the College and workers in the town parking all day and many will take a chance on getting caught out if they overstay. These people are already aware that there is little chance of being caught such is the lack of policing.	The reduction in the time will allow for better targeting of the area for any enforcement required.
Deanfield Road	Deanfield Road	Objects to the change in times for cul-de-sac between Nos. 27 and 35. Further objects to the amendment proposed opposite the cul-de-sac as a coach parks there and forces traffic onto the opposite side of the road as it passes the throat of the junction. The existing restrictions have proved to be 'bliss'. The proposed relaxation will result in itinerants, shoppers, part-time students at the College and workers in the town parking all day and many will take a chance on getting caught out if they overstay. These people are already aware that there is little chance of being caught such is the lack of policing.	The reduction in the time will allow for better targeting of the area for any enforcement required.

Comments

<p>Paradise Road</p>	<p>Deanfield Road</p>	<p>Believe suggestions are ill-advised. Loss of parking will move the problem further up onto Valley Road where the vehicles will impinge on parking for Valley Road School. Parked cars act as a traffic calming measure which greatly improves safety. If all along Deanfield Road was open there would be greater incidence of students driving at breakneck speeds. Never experienced long delays so would suggest that congestion is not a major issue. It would cause problems for residents who need the parking areas. Only rarely seen vehicles parked in front of driveways. There is no problem in parking in Tilebarn Close. Hope that the proposal does not go ahead as it will create further and worse problems than it is attempting to solve.</p>	<p>It is probable that there will be displacement. The proposals do not remove parking completely from the road but seek to control it in order that traffic may flow along the road.</p>
<p>Deanfield Road</p>	<p>Deanfield Road</p>	<p>The change to 10 am will translate to the typical College student as 'If I park before 10 am I can stay all day.' Enforcement is sporadic. I cannot imagine why this change is proposed. A very obvious increase in permitted parking, coupled with a reduction of obstruction would be achieved by having restricted parking on the north side of Deanfield Road where Tilebarn Close, Lauds Close and Leaver Road open onto the road, leaving the south side with unrestricted parking. This would give approximately 60 metres of kerb space while making the exiting of these three side roads safer as visibility would be improved. My long-term observation indicates that nothing is likely to reduce the traffic speed of most of those using the road at times of greater congestion, that is mothers rushing around with children and pupils from College. Neither of these groups is likely to appreciate kinematics and the result of impact.</p>	<p>The reduction in the time will allow for better targeting of the area for any enforcement required. The proposal for alternate side parking should act as a 'calming' feature.</p>

Comments

Deanfield Road	Deanfield Road	Proposal to allow parking between 3 pm and 10 am includes the period when students from the College are being brought in and out by car and coach. The late afternoon would be even more chaotic than it is now. This is also the time when younger children are coming and going to school. It seems likely that cars will park partly on the pavement. This already happens which makes life difficult and dangerous for mothers with buggies. I do not understand the need to change the restrictions from existing 8 am to 6 pm. Suggests that the Police might save wages of Traffic Wardens & PCSO's if permitted parking hours extended.	The reduction in the time will allow for better targeting of the area for any enforcement required.
Deanfield Road	Deanfield Road	Would like to retain the existing Restrictions on the north side of the road. Before they were in place had problems with cars obstructing drive. Half-hourly bus stops opposite and if cars park on my side the road will be blocked.	Buses are at the stop for only short periods which should not have a serious effect.
Deanfield Road	Deanfield Road	Would like to keep existing restrictions as they are.	The reduction in the time will allow for better targeting of the area for any enforcement required.
Deanfield Road	Deanfield Road	The proposed timing for the waiting area are good. The parking that currently occurs is inconsiderate, is not safe and creates difficulties for residents.	Noted.

Comments

Deanfield Road	Deanfield Road	I am pleased that action is being taken at last. I am at a loss to understand the logic of the period 10 am to 3 pm. The majority of parking starts between 8.30 am and 9.30 am. It is unlikely that these vehicles will be moved at 10 am so regular enforcement will be needed.	The reduction in the time will allow for better targeting of the area for any enforcement required.
Deanfield Road	Deanfield Road	In favour. We live in the road and regularly suffer the consequences of poor parking, mainly students. They park over driveways and between making it difficult to drive out of our home. The sheer number makes the current situation untenable.	Noted.
Deanfield Road	Deanfield Road	I welcome your parking restrictions. Currently during the day emergency services could not get down this road.	Noted.
Valley Road	Deanfield Road	Students at the College use these roads and we believe that the revisions will merely push the parking issues onto Valley Road and other nearby roads creating new hazards especially at the roundabout. (Suggests use of private land to provide off-street parking)	It is probable that there will be displacement. The proposals do not remove parking completely from the road but seek to control it in order that traffic may flow along the road.
Upton Close	Deanfield Road	I was surprised by the clear empty roads that are not used for parking during the day because of restrictions. Deanfield Road and the adjoining roads need to be used for parking by everybody in the town. This will create many spaces for Henley.	The roads within these proposals are, during term time, regularly congested by the sheer volume of parked vehicles where waiting has previously be allowed.

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Goodall Close	Support. Lines are needed here. Often seen vehicles pulling into the junction having to reverse out onto main road as another vehicle is trying to get out. Current parking only allows a single flow of traffic.	Noted.
Town Council	Goodall Close	Approve	Noted.
Business Partnership	Goodall Close	Do not want increased restrictions. We understand that at least some of the residents do not want them.	See comments on the General comments page.
Goodall Close	Goodall Close	Asks for 'Keep Clear' markings to be placed at multiple access 29 - 35 Goodall Close.	This could be accommodated within the works if authorised.
Greys Road	Goodall Close	Proposed changes will cause us great inconvenience. We have recently had a baby. Parking in Goodall Close is the nearest place to our house which reduces the distance my wife has to carry our son with bags, push car etc. If the proposal takes place she will have to park further away up Greys Road which will cause her lots of issues. I will also have to park further away as I am not prepared to pay all day parking.	The present situation in Goodall Close is such that there is a serious risk of collision. The public car park at Goodall Close has not been seen to be over-subscribed on a number of visits.
Upton Close	Goodall Close	Many spaces will be lost and it seems pointless in proposing that nobody should use some of the spaces during the day. The double yellow line at the southwest is longer than necessary and wasting spaces. Parking in the horseshoe will block in residents cars. Restricted parking on both sides will only allow access on a bicycle.	The present situation in Goodall Close is such that there is a serious risk of collision. The public car park at Goodall Close has not been seen to be over-subscribed on a number of visits.

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Hop Gardens	Support	Noted.
Town Council	Hop Gardens	Approve	Noted.
Business Partnership	Hop Gardens	Object. Significant loss of free parking close to the town and, together with changes in Crisp Road will encourage a 'rat-run' with faster driving down both roads.	There is likely to be some displacement of vehicles which will need to be monitored. It is unlikely that it will promote 'rat-running'.
Not known	Hop Gardens	Work in West Street and park in Hop Gardens. Aware that other workers, residents and students park there too. Proposed restrictions will make it more difficult for me to park there. In my numerous years of parking I have found that nine out of ten times there has been no need for drivers to reverse on meeting opposing traffic. I strongly object to the proposals as they will make Hop Gardens more dangerous and are not necessary	The respondent's experiences are contrary to the experiences of others, including Officers.
Shepherd's Lane, Caversham	Hop Gardens	Work in West Street and park in Hop Gardens most times and walk to work. The proposals will make it more difficult for me and other business users. What is meant to happen to all of us and students? Drive around the town to find spaces in car parks? Suggestion for parking on both sides of the road will make it more dangerous for school children and parents who use this road. Strongly object as they will make Hop Gardens more dangerous and are not necessary.	See the comments of the Business Partnership in the General comments part of this Annex.



Comments

<p>West Street (2 responses)</p>	<p>Hop Gardens</p>	<p>Work in West Street and park in Hop Gardens. Aware that other workers, residents and students park there too. Proposed restrictions will make it more difficult for me to park there. In my numerous years of parking I have found that nine out of ten times there has been no need for drivers to reverse on meeting opposing traffic. I strongly object to the proposals as they will make Hop Gardens more dangerous and are not necessary</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Cooper Road</p>	<p>Hop Gardens</p>	<p>Will cause parking issues for local residents and push all parking further onto the estate. The area has many young families with children and a local primary school. Is there an ulterior motive for this regulation, for example start using this as a main thoroughfare for traffic avoiding the town - using it as a cut through from the Oxford side of town to Reading or vice versa?</p>	<p>There is likely to be some displacement of vehicles which will need to be monitored. It is unlikely that it will promote 'rat-running'.</p>

Comments

<p>Not known (2 responses)</p>	<p>Hop Gardens</p>	<p>Object as taking away all day parking local for residents who rely on parking in Hop Gardens as they cannot park in their own streets. Where are we to park? Will dramatically affect commuters who work locally and students at Henley College who have little alternative parking close by. The proposal affects road safety as the removal of on-street parking will speed up traffic rather than slow it down. How does this reduce hazards to schoolchildren, pedestrians and other road users? Use on a daily basis and aware of congestion only before 10 am and 3 pm when traffic is heavy around Badgemore School. Unclear as exactly what problems OCC are trying to solve with these draconian proposals. They will simply create parking misery for residents, people working in Henley and visitors alike. Problems will shift rather than be alleviated. Safety concerns will not be addressed by the new scheme. Seems likely that considerable amounts of traffic between Fairmile and Gravel Hill will in future divert through Badgemore Lane, Crisp Road and Hop Gardens. Needs to be open dialogue</p>	<p>The proposals remove some available on-street permitted waiting. Currently, the uncontrolled parking causes congestion and sometimes requires drivers of opposing vehicles to reverse for some distance to allow others to pass. These proposals will ease this, remove hazardous parking/waiting near the school whilst retaining as much permitted parking as is feasible. It is unlikely that it will promote 'rat-running'.</p>
<p>Hambleden</p>	<p>Hop Gardens</p>	<p>I work in the town centre for a charity and park in Hop Gardens. It is impossible for me to get to work without driving. I am not paid a great deal, that's why, so it was important for me to find somewhere I could park without paying. If I have to pay for a long-stay car park it will make serious inroads into my small salary.</p>	<p>See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Hop Gardens</p>	<p>Hop Gardens</p>	<p>There is no enforcement of existing double yellow lines at end nearest Gravel Hill. Unless there is Police enforcement you can paint yellow lines all over Henley - their significance will not be observed. Suggest proposal is modified to prevent parking across my gateway which is currently protected by a white line.</p>	<p>Noted.</p>

Comments

Gravel Hill	Hop Gardens	Object. I live in Gravel Hill. Many terraced cottages like mine have no parking space and our only option is to park in Hop Gardens. If restrictions are placed there many residents will have nowhere to park.	The times of the restriction are intended to minimise inconvenience for residents. The need to address the problems were identified some time ago.
The Rowans, Cholsey	Hop Gardens	Object. I believe it will make it more difficult to park and also negotiate the road. Drivers' line of sight will be limited by having cars parked on alternate sides of the road and when vehicles are manoeuvring in the road it will be more difficult. In my 9 years working in the town I have seldom seen difficulty and the majority of drivers are both careful and courteous. I support extending the restrictions at the junction of Crisp Road with Hop Gardens where over-parking endangers both drivers and children.	The respondent's experiences are contrary to the experiences of others, including Officers. The support for the some of the measures is noted.
Hart Street	Hop Gardens	Worked in Henley for 5 years and lived in Hart Street for 2. I own a car but do not use it to commute as I walk to work. I need somewhere within a reasonable distance to park my car and Hop Gardens is my preference. It is more suitable than many roads in the town. The new parking measures proposed are both unnecessary and an inconvenience for residents in the town centre who have no alternative parking. Hop Gardens has little through traffic and has plentiful passing places. A partial ban will force me to drive to work as I would no longer have the option of leaving it in Hop Gardens. Reducing the capacity will not help solve the parking problem in Henley it will only make the problem worse and increase pressure on other areas.	See the comments of the Business Partnership in the General comments part of this Annex.

Comments

Market Place	Hop Gardens	I moved to the address in March 2009. I am not entitled to a Residents' Parking Permit because there is private parking in the square outside my rented property. My name is on a waiting list and it may be 2 or 3 years and £650 per year and even then with no guarantee of a place to park. When I asked where I could park I was told Hop Gardens. When that road is busy I have to park at the far end which is a half mile away. Where will I be able to park?	The times of the restriction are intended to minimise inconvenience for residents. The need to address the problems were identified some time ago.
Upton Close	Hop Gardens	The reduced parking will dangerously increase the speed of traffic through the Crisp Road rat-run from the fair mile.	It is unlikely that it will promote 'rat-running'.
Hop Gardens	Hop Gardens	Support further restrictions for Hop Gardens. West side should be 'No Waiting at Any Time' People only park on the east side making it a narrow single-file road. Your plan infers that vehicles could be parked on both sides of the road outside the restricted times which is nonsense. Equally staggered parking would cause chaos. Exiting the north lane of the cottages on this road is dangerous as cars are able to park far too close, meaning you cannot see oncoming vehicles, often driving at speed.	It is during the working day that the existing parking in Hop Gardens causes the greatest concern.

Comments

<p>Grove Road, Sonning Common</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>West Street</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

Ipsden, Wallingford	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
Harpsden Road	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

<p>Newland</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Nettlebed</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>



Comments

<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

<p>Employed in Town</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
<p>West Street</p>	<p>Hop Gardens</p>	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Laud's Close	No objection	Noted
Town Council	Laud's Close	Approve	Noted.
Laud's Close	Laud's Close	There are access problems with lots of cars parked morning and early afternoon. I fear the proposal to restrict 10 am to 3 pm parking on the north side will still allow lots of cars to park on the south side. This will mean that virtually every car will be parked in front or alongside our house. Would it be possible to have parking restrictions from 10 am to 3 pm on both sides?	The proposals have tried to address the major problems. As with all such proposals there will be those who feel they gain little. It would be excessive to seek to restrict parking/waiting on both sides of the road.
Laud's Close	Laud's Close	Strongly support the proposals and hope they will be strongly monitored/policed.	Noted
Laud's Close	Laud's Close	Why 10 am to 3 pm and not 9 am to 4 pm? How will restrictions be policed? Current restrictions are ignored.	The shorter time of the restrictions is to allow for more targeted enforcement activity while seeking to inconvenience residents and their visitors as little as possible.
Laud's Close	Laud's Close	I would like the proposal not to be implemented outside my house as I wish to be able to use it as a place my family and visitors can use to park on when they come to my house.	As stated elsewhere, there is no automatic right to park/wait on any part of any road.

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Luker Avenue	Support	Noted.
Town Council	Luker Avenue	Approve	Noted.
Luker Avenue	Luker Avenue	As a resident who has no off-street parking, I am concerned about parking. Parking is bad enough at the moment and if you bring this in I will probably be parking up to half a mile away from my home. As a single mother with a small child and coming home most nights in the dark this would be an absolute nightmare and not very good for my personal safety. I am strongly against this as I feel will be many other residents. Bringing this in will upset many Henley residents.	The proposals seek to re-inforce the advice of the Highway Code in respect of parking near junctions. The lengths of restriction have been kept as short as is feasible.
Luker Avenue	Luker Avenue	As residents we are dismayed at the decision to extend 'No Waiting at Any Time' approach to help control the parking issue. We agree that the volume of the cars parked on this estate has become burdensome and cause problems in terms of safety and obstruction. Most of the traffic and parked cars is caused by people who work in the town using the roads for free parking. Your Order will frustrate and annoy residents. We will simply not be able to park within 50 m of our home. With young families parking near our houses is crucial for moving our children safely from our homes to our cars. It will also impact on the value of our homes. A combination of Residents Bays and passing would generate income from residents and allow safe passing along the road. We are not complaining about the lack of free parking, simply the ability to park outside our home.	The proposals seek to re-inforce the advice of the Highway Code in respect of parking near junctions. The lengths of restriction have been kept as short as is feasible.

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Mount View	No objections	Noted.
Town Council	Mount View	Approve	Noted.
Mount View	Mount View	Plan shows restrictions in parking bays used by SOHA residents. I think it unfair to take away bona fide parking bays. The residents of the five blocks of flats (52 in total) are senior citizens with warden assistance. They have little parking and you wish to restrict what they do have. The problem is that people park on the corners quite often block cars in a parking bay. The parking area is for Mount View Court residents and is mostly abused by staff at Waitrose. The restrictions will not be enforced so you are wasting the tax payer's money. There have been times when ambulances could not get to sick people in the flats and had to park in the road, blocking it. (Made other suggestions which are not reported here)	The proposals have taken the residents into account. The restrictions should address the problems for emergency vehicles outlined in the response. The times of the restrictions are to enable focussed enforcement activity while causing as little inconvenience to residents and their visitors as possible.



Comments

<p>Mount View</p>	<p>Mount View</p>	<p>There is already fierce competition for spaces in Mount View, particularly near Mount View Court with its large number of elderly residents to whom health professionals, emergency services, care support and visitors need to access through the day and require ample parking. There is already resentment between residents and visiting parkers. The problem will be magnified with an increase of displacement from other areas. Surely residents have a moral right to park outside their house. The idea of residents having to decamp to outskirts parking at considerable cost, having been forced out by people coming to Henley to work, is clearly ridiculous. I believe that if you go ahead with these proposals you obligate yourself to introduce and enforce a permit holders scheme for tenanted properties in Mount View/Crisp Road area.</p>	<p>The proposals have taken the residents into account. The restrictions should address the problems for emergency vehicles outlined in the response. The times of the restrictions are to enable focussed enforcement activity while causing as little inconvenience to residents and their visitors as possible.</p>
<p>Upton Close</p>	<p>Mount View</p>	<p>Cars already park on the north side of the road. Permitting parking on the south side of the road will block the road.</p>	<p>Restricting waiting on one side still allows for parking on the opposite side of the road.</p>

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	New Street	No objection	Noted.
Town Council	New Street	Approve - more on street parking	Noted.
Business Partnership	New Street	Welcome the principle the extension of parking as it is close to the commercial centre of Henley.	Noted.
New Street	New Street	Pleased to note that there will be more parking in New Street. Disappointed that you are not increasing parking for residents. There is insufficient parking for residents around town and this is a good time to rectify an awful situation. As the new parking spaces are outside Hotel du Vin and this is where their customers park, it will not improve parking for the rest of us. Could you not consider putting more residents' parking bays from 39 to 51 New Street?	The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.

Comments

New Street	New Street	<p>Priority should be to ensure that there is sufficient Residents' Parking for residents of a street which is mainly residential with almost no off-street parking. For residents it is a case of where they park not whether they park. Does it not make sense to try to allow such residents to park in their street, rather than forcing them further afield. Isn't the key here to ensure that within a small radius of the town centre there are sufficient car spaces available? This will make the town and its various businesses viable. Providing Pay and Display spaces on a predominantly residential street already deficient in Residents' Parking bays does not provide an adequate solution. Additional parking outside the Brewery should be Residents' Parking or more provided further up the street.</p>	<p>The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.</p>
New Street	New Street	<p>Please include some Residents' Parking in New Street</p>	<p>The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.</p>
New Street	New Street	<p>There is little Residents' Parking in New Street and it is often difficult to find a parking spot. Suggest that if the new parking area is Pay and Display that the whole north side is made Residents Only. Nearly all the Residents' Parking is above the theatre. There is little space between the theatre and the river. I believe there are 25 households between the theatre and the river.</p>	<p>The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.</p>

Comments

Kenton Theatre (2 responses)	New Street	Ask for the two loading bays in New Street to be relocated to outside the theatre. This would reduce disturbance to residents, pedestrians and other traffic. Management and Trustees are disappointed that no real thought has been given to their difficulties with access for patrons and users of the facilities due to Residents' Parking outside.	It is not possible, at this late stage, to amend the proposals to cater for this request.
------------------------------	------------	---	---

Comments

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Northfield End	Object. Location has been subject of considerable consultation and complaint for some 15 years. The Highway Authority made provision for residents to park on a cobbled/paved area between the road and the footway in contravention of the existing waiting restrictions. The current measures do not address this. Would urge that the Highway Authority to fully investigate making existing pavement parking formal before removing any waiting restriction at this location.	The objection is noted.
Town Council	Northfield End	Approve - removes parking on pavement/verges & gives residents use.	Noted.
Northfield End	Northfield End	Object. Proposal does not resolve the problem of parking for residents in the relevant length of Northfield End who have no on-plot parking, nor for visitors to houses that have only limited on-plot parking. The proposed Order does not provide anywhere that Northfield End residents can reliably park near their homes. The Highway Authority continues to fail to meet the reasonable needs of local residents who wish to park legally. The few spaces being created are insufficient and will, for much of the time, not be available to local residents. Recommend that the proposal not be confirmed; that further consultation be carried out; existing restrictions on the north side be removed between Nos. 34 and 98 but only if either the whole length is made 24 hour Residents' Parking or sufficient Resident's Parking is made available for Northfield End within the unrestricted parking length. Alternatively that the existing pragmatic parking be legalized with similar protection for residents.	As indicated elsewhere, parking on the road is a privilege we are sometimes allowed. There is no right to park/wait on a road.

Comments

Northfield End	Northfield End	Existing verge and pavement parking if vehicles are parked properly does not obstruct the pavement. There is no 'Residents' Parking' for those who live in Northfield End. If the Order is made this will make it impossible for most residents to find alternative parking in the vicinity. The Highway Authority has signally failed to provide legal practical parking arrangements for local residents. A practical solution has to be found before any such Regulation Order is enforced. Residents must be provided with adequate local parking for themselves and occasional guests; arrangements should be made to restrict casual parking in the area by other visitors and by those commuting to work at this end of Henley.	As indicated elsewhere, parking on the road is a privilege we are sometimes allowed. There is no right to park/wait on a road.
----------------	----------------	--	--

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Simmons Road	No objection	Noted.

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	St. Andrew's Road	No objection.	Noted.
Town Council	St. Andrew's Road	Approve - safety	Noted.
St. Andrew's Road	St. Andrew's Road	Currently have problems exiting my drive where parked vehicles restrict visibility. I fear that by extending the yellow lines it will push even more cars uphill to park close to our driveway.	Any displacement will need to be monitored.
Works in St. Andrew's Road	St. Andrew's Road	No knowledge of any problems. Please don't meddle where there is no problem.	The junction has been subject to complaints due to the nature of the road.



Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	St. Anne's Close	No objection	Noted
Town Council	St. Anne's Close	Approve as per Deanfield Road	Noted.
St. Anne's Close	St. Anne's Close	Not convinced that a reduced 'No Waiting' time will prove more effective than the existing 8 am to 6 pm. Police have not been proactive so if restrictions times are reduced students will park before 10 am and take a chance until 3 pm. Leave well alone and save money by not needing new signs.	The reduction in the times of restriction will allow for better targeting of enforcement resources.

Comments

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Thames Side	No objection	Noted.
Town Council	Thames Side	Approve - more on street parking	Noted.
Business Partnership	Thames Side	Welcomes the principle as near the commercial centre of Henley	Noted.
River Terrace	Thames Side	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---



TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>Royal Mansions</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
-----------------------	--------------------	--	---



Comments

<p>Royal Mansions</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
-----------------------	--------------------	--	---

Comments

<p>Royal Mansions</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
-----------------------	--------------------	--	---

Comments

<p>Royal Mansions</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
-----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---



TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

TDC14  
Thames Side

ANNEX 2

Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House &amp; Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
----------------------	--------------------	--	---

Comments

<p>Royal Mansions</p>	<p>Thames Side</p>	<p>Parking on this stretch of road is long overdue for residents as River Terrace or lower Station Road have no residents' parking facilities available. The nearest ones are at the top of Station Road or Friday Street. Here in Royal Mansions we have no off-street parking. Parking our cars on Pay and Display is near impossible most of the time and loading/unloading runs the risk of a parking fine. We were totally dismayed to see that River Terrace was to have yet more pay and display. That is not what is required as there is plenty of pay and display in Meadow Road, on the green at Station Road as well as at the Railway Station. What is required is Residents' Only Parking for the residents of River Terrace and Royal Mansions. The quest for parking is horrendous requiring parking many streets away or driving round for a long time in the hope of finding somewhere available. The proposed restaurant at Hobbs would mean that the nearest parking for customers would be the pay and display suggested for River Terrace. This would make the situation even worse for residents than it already is. We hope you will revise your plans and make River Terrace Residents' Permits only.</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
-----------------------	--------------------	--	---

Comments

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Tilebarn Close	No objection	Noted.
Town Council	Tilebarn Close	Approve - see Deanfield Road	Noted.
Tilebarn Close	Tilebarn Close	Timing should be 8 am to 4 pm as the students regularly park between these times. Waiting restriction should be on both sides of the road. If one side is 'No Waiting' then students will park on the other side so the present situation will not change. With 44 flats, some with 2 cars, plus delivery lorries it is often difficult driving in and out of the development.	The shorter period of restriction will allow for better targeting of enforcement resources while minimising the inconvenience for residents and their visitors.

<b>Respondent - Road Name only</b>	<b>Location</b>	<b>Summary of Comments</b>	<b>Officers Comments</b>
Thames Valley Police	Upton Close	No objection	Noted.
Town Council	Upton Close	Approve safety and emergency access - residents' parking	Noted.
Business Partnership	Upton Close	Object. We understand that residents have objected.	Noted.
Upton Close	Upton Close	Object. Proposal results in a loss of 45 spaces which is unacceptable as many of these lost spaces are utilised by residents in the evening and weekends. Introducing Pay & Display Monday to Friday 8 am to 6 pm is unacceptable as many residents of Upton Close have vehicles which remain parked at home during weekdays. Introduce a Residents' Parking Scheme in Upton Close. I will be happy to pay £65 a year as long as we do not lose the 45 spaces.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.

Comments

Upton Close	Upton Close	<p>Express concern. The removal of 45 parking spots is worrying enough but, in conjunction with the loss of many more parking spaces in the surrounding roads and streets will have an alarming impact on the residents and it appears that not much consideration has been given to these residents. The problem is not with residents - there is no problem at weekends and evenings. I would have little objection to paying for a Residents' Permit but will there be any guarantee that I will be able to find a parking space near my home. I would expect a Council that was supposed to be working in the interests of Council Tax payers to be working on solutions to provide adequate parking for its residents, not removing it. Part of the money raised from parking permits could be used to make parking possible on the pavement next to Jewsons and on the verge next to Station House. The parking space in the courtyard is quite well used but a number of cars have been broken into. Do you propose to provide adequate lighting and security? The least one would expect from a responsible council. Also points out</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	Welcomes the proposals	

Comments

Upton Close	Upton Close	<p>Agree with sorting out the situation in Upton Close. Agree with Residents' Parking. Disagree all spaces should be available to non-residents, this is not the case where you have already done this in town. Agree that if spaces are available to non-residents they must be short-term parking. Disagree with where you are putting the yellow lines. You seem to have them on both sides for larger tracts. I disagree with some letters that the close is empty at night and week-ends. There are still many residents' cars needing parking which would not fit into your proposals. Previous proposals had more spaces available. Keep outer side for parking. If you decide to have 'bumped kerb' parking, this must be for residents only.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>I reject the proposal. I am not happy Residents' Parking in the close need to pay £65 a year.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>I see a problem due to the loss of parking spaces. I fail to see the reason for no parking in the cul-de-sac the cars there do not obstruct emergency services or the garages. I have a baby and need the convenience of being able to park outside my house. I would be forced to park at least 50 yards away. If we have a permit scheme it should be for Upton Close residents only and no Pay &amp; Display scheme. I feel we will lose enough spaces without selling tickets to non-residents.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>

Comments

Upton Close	Upton Close	Points out that no mention is made of parking in two areas behind houses. There is the possibility of parking obstructing accesses and driveways. The draconian measures proposed would make this more likely.	Noted.
Upton Close	Upton Close	I accept the part that limits parking to allow the services (ambulance/fire) access to within 40m of the property. Do not accept the payment of a Residents' Parking Permit fee. At the moment parking is a lottery but it is free. With a Residents' Parking Permit it will still be a lottery but we will be paying for it. The only people gaining seem to be Oxfordshire County Council Environment and Economy Dept.	Noted.
Upton Close	Upton Close	Object. Proposal results in a loss of 45 spaces which is unacceptable as many of these lost spaces are utilised by residents in the evening and weekends. Introducing Pay & Display Monday to Friday 8 am to 6 pm is unacceptable as many residents of Upton Close have vehicles which remain parked at home during weekdays. Introduce a Residents' Parking Scheme in Upton Close. I will be happy to pay £65 a year as long as we do not lose the 45 spaces.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Welcome the proposed parking restrictions but the change to Pay & Display requires clarification. Can we residents obtain a season ticket to park or is it free for us? Traffic congestion is bad. On occasions removal vehicles have been unable to access properties and residents also have access problems.	Adequately summarises the reasoning behind the proposals.



Comments

Upton Close	Upton Close	Object in the strongest possible terms. Can see no other Eason than increasing County Council revenue. Proposal will reduce parking by 25 to 30 spaces. Where will cars that are parked outside now and at week end park? Will the permit be free or is there a cost? What will happen if there isn't a parking space available when I want to park my car? Where will my friends and family park when they come to visit? Where will grades men park when they come to do repairs, especially if they require a large van?	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Write to clarify that my driveway will be protected and that parking across it will not be allowed	Noted.
Upton Close	Upton Close	Can you inform where the residents of a number of houses where they are to park in the new plans? With the unrestricted parking at the present time this area does not accommodate all the cars needing to park here.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Object on the basis that the number of parking spaces which will be lost on Upton Close. We will be left with 45 spaces for 60 houses. I object that I will now be forced to pay to park near my house, always assuming there would be an available space. I agree that parking on corners should be restricted to allow access to emergency vehicles. I do not accept the need for Pay and Display at all.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.

Comments

Upton Close	Upton Close	<p>The residents are not in favour of the scheme with the exception of a resident who has off-street parking in his frontage with a dropped kerb. It appears there was parking problem years ago when staff from a business nearby used the Close. The office is now closed and the residents who complained no longer live here. The Close needs 2 spaces per car, i.e. 120 spaces. Under the new scheme there will be 65 spaces out of the current 110. At 1am 13 October 2009 92 cars were parked in Upton Close with 18 spaces empty. Recently at 11pm there were 2 spaces available and the parking would have allowed a fire engine to pass. I would prefer to see half-pavement parking, no parking at certain points and free parking for everyone. (Comments from this responder in other streets)</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>At present residents are aware that ambulances, fire engines etc will just bulldoze all vehicles aside in an emergency. When damage occurs then it is matter between the insurance company and the Emergency Services. If in future we have to hand over money to Park in Upton Close then ensuing damage done by the Emergency Services will involve Oxfordshire County Council. I hope the County Council are well insured to cover any lawsuits arising from such situations.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>Vote against the proposals. We were very concerned with the loss of up to 45 car spaces. Many residents are likely to have to park too far away for comfort. Paying for a permit for a space away from our front door feels a bit harsh.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>

Comments

Upton Close	Upton Close	As a resident of Upton Close we agree that something has to be done about the parking situation. The plans we received go too far. There are 60 houses with 2-4 cars per house. 120 spaces are needed. Your plans leave 50 spaces and moving 45 spaces. That is not enough plus some of those spaces are for meter parking. Where are residents going to park? Instead of double yellow lines on the outer edge could we not have pavement parking on both sides?	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Write to express general support for proposed restrictions. However, I am concerned that the proposals as they stand will not offer residents enough parking spaces. The last proposal circulated indicated a reduction in available parking spaces. These spaces could be used by both residents with parking permits and pay and display users. I believe that this will result in insufficient parking for residents and their visitors encouraging people to pave their front gardens. I believe that the proposal should be accepted in part but that additional parking spaces be created along the straight sides to the north of Nos. 52 to 60 and to the south of Nos. 14 to 20.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Accept part of the proposal.	Noted.
Upton Close	Upton Close	Object strongly	Noted.