

Divisions affected: *Goring*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

GORING: VARIOUS LOCATIONS – PROPOSED PARKING RESTRICTIONS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following as advertised:

- a) New 'No Waiting at Any Time' (double yellow lines) restrictions, on sections of Glebe Ride, Lockstile Mead, Lockstile Way, Station Road, Valley Close and Wallingford Road, as advertised.
- b) New 'No Waiting Mondays to Fridays 10am - 11am' (single yellow lines) restrictions on sections of the north and north-west sides Lockstile Way, as advertised.
- c) New 'No Waiting Mondays to Fridays 3pm – 4pm' (single yellow lines) restrictions on sections of the south and south-east sides Lockstile Way, as advertised.
- d) In Cleeve Road, east side, downgrade the existing 'No Waiting at Any Time' (double yellow lines) to 'No Waiting Mondays to Fridays 10am - 11am' (single yellow line), as advertised.
- e) In Grange Close, sections of both sides, confirm the existing single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction, as advertised.
- f) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 8am – 6pm, and associated removal of 'No Waiting at Any Time' on sections of Croft Road, Manor Road and Thames Road, as advertised.
- g) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 10am – 3.30pm, and associated removal of 'No Waiting at Any Time' on sections of Cleeve Road, as advertised.
- h) In Cleeve Road, downgrade the existing time-limited parking spaces, for up to 2 hours, no return within 1 hour, from 8am –

6pm to change to 10am – 3.30pm, still on Mondays to Fridays, as advertised.

- i) In Glebe Ride, north side, the proposed time-limit for both the existing unrestricted spaces and the newly proposed spaces should be abandoned. However, the proposed removal of two sections of 'No Waiting at Any Time' (double yellow lines) towards either end, should proceed as advertised.**
- j) In Thames Road, east side, the short section of parking in the layby, should be corrected within the new Traffic Regulation Order (TRO) maps to show it as unrestricted, as marked and signed on site.**

Executive Summary

1. This report presents responses to the statutory consultation on the proposals to introduce new & amend existing parking measures in Goring, as shown in **Annex 1**.
2. Following the County Council taking over Civil Parking Enforcement (CPE) from Thames Valley Police, in November 2021, officers have been contacted by Goring Parish Council to undertake a review of parking & waiting restrictions at various locations within the village.
3. Some of the locations requested by the Parish Council are suffering from all-day parking by rail commuters, and officers worked with the Parish to formulate parking restrictions that would deter all-day parking but allow short-stay parking that would impact less on local residents. There were also other aspects to the proposals, which can be summarised as follows:
 - i. In Lockstile Mead, Lockstile Way and Valley Close, it was proposed to protect junctions with new double yellow lines (No Waiting At any Time) and introduce '1-hour' single yellow lines, operating between 10-11am on the north side and 3-4pm on the south side. This would deter all-day parking but allow residents to continue to park – if they are able to move their vehicles between those hours.
 - ii. In Cleeve Road, Croft Road, Glebe Ride, Manor Road and Thames Road, some sections of double yellow lines were agreed to be unnecessary on safety or congestion grounds and it was proposed to replace these with sections of short-stay parking – limited to 2 hours, operating on Mondays to Fridays, between 8am-6pm, except that, in Cleeve Road, the hours of operation would be shortened to 10am-3.30pm to facilitate activities on the nearby recreation ground.
 - iii. In Station Road, the existing 4 short-stay parking spaces are proposed to be removed and replaced with double yellow lines (No Waiting At any Time) to facilitate a trial footway scheme.

- iv. In Grange Close, the existing single yellow lines, which are present to deter all-day parking, have not been signed correctly, or included in the legal TRO maps, and so it was proposed to confirm the single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction.

Financial Implications

4. Funding for the consultation on the proposals has been provided by the Parish Council. The costs of implementing proposals, if approved, would come from the Community Infrastructure Levy budget for parking schemes, received via South Oxfordshire District Council, the local Planning Authority.

Legal Implications

5. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

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

Sustainability Implications

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

Formal Consultation

8. A formal consultation was carried out between 20 March & 19 April 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, local District Councillors, Goring Parish Council and the local County Councillor representing the Goring division.
9. A letter was also sent to approx. 440 properties in the area, and street notices were placed on site in the immediate vicinity of the proposals.
10. 128 responses were received via the online survey during the course of the formal consultation, and these are summarised in the various tables below:

Table1. Who responded

Capacity	Number	Percentage
Local resident	121	94%
Member of public	1	1%
Local Cllr (i.e. Town/Parish/District)	2	2%
As part of a group/organisation	1	1%
Other	3	2%
Total	128	100%

Table 2. General opinion of the proposals

Opinion	Number	Percentage
Support	41	32%
Partially support	41	32%
Object	35	27%
No objection	11	9%
Total	128	100%

Table 3. Opinion of the proposed 'No Waiting at Any Time' restrictions (double yellow lines, in various locations.

Road	Support	Partially support	Object	No objection	Total
Glebe Ride	33	10	38	47	128
Lockstile Mead	33	20	30	45	128
Lockstile Way	36	23	27	42	128
Station Road	52	12	33	31	128
Valley Close	31	16	29	52	128
Wallingford Road	39	12	26	51	128

Table 4. Opinion of the proposed 'No Waiting Mondays to Fridays 10am - 11am' restrictions (single yellow lines), in various locations.

Road	Support	Partially support	Object	No objection	Total
Cleeve Road	32	13	33	50	128
Grange Close	33	13	29	53	128
Lockstile Way	39	16	34	39	128

Table 5. Opinion of the proposed 'No Waiting Mondays to Fridays 3pm – 4pm' restrictions (single yellow lines) on Lockstile Way.

Opinion	Number	Percentage
Support	32	25%
Partially support	15	12%
Object	36	28%
No objection	45	35%
Total	128	100%

Table 6. Opinion of the proposed '2 hours, no return within 1 hour, on Mondays to Fridays 8am – 6pm' parking spaces, in various locations.

Road	Support	Partially support	Object	No objection	Total
Croft Road	41	15	32	40	128
Glebe Ride	35	16	35	42	128
Manor Road	42	14	33	39	128
Thames Road	39	14	36	39	128

Table 7. Opinion of the proposed '2 hours, no return within 1 hour, on Mondays to Fridays 10am – 3.30pm' parking spaces on Cleeve Road.

Opinion	Number	Percentage
Support	36	28%
Partially support	15	12%
Object	30	23%
No objection	47	37%
Total	128	100%

11. Additionally, a further 44 emails were received, comprising of: 18 objections, 19 raising concerns, six in support, and one non-objection.
12. The full responses are shown at **Annex 2** (email) and **Annex 3** (online), and copies of the original submissions are available for inspection by County Councillors.
13. A petition was also received, including 224 signatures, relating mainly to the proposals for Glebe Ride and Thames Road and is attached at **Annex 4**.

Officer Response to Objections/Concerns

14. Thames Valley Police raised no objection to the proposals.
15. The local member for Goring has responded that the proposed change to the parking in Glebe Ride, gives insufficient consideration to the needs of the residents of The Birches. Also, the fact that Goring as a larger village under the current local plan has a role and responsibility to allow access from the surrounding villages and hamlets for its shops and resources. The one public carpark (taking into account its role as a magnet for holiday and day trekkers)

is insufficient by itself to cope. The proposals have been put together just thinking of Goring residents and ignoring the needs of the surrounding areas that rely on Goring for its Doctors surgery (their car park is too small) the pharmacy and all the over shops and restaurants.

16. The petition covered several points, notably:

- i. The loss of unrestricted parking for residents, particularly those living in The Birches, and for businesses in the centre of Goring.
- ii. The combined impact of the loss of unrestricted parking in both these proposals and those approved for Thames Road at the Delegated Decisions by Cabinet Member for Transport Management meeting on 14th December 2023 (agenda item 8).
- iii. The lack of any preliminary consultation prior to the TRO advertisement and formal consultation.
- iv. Consideration of a residents parking scheme

17. In addition to the petition having made representations about residents parking concerns, many of the responses received online and by email made similar comments, including requests for a residents parking scheme to be considered. This particular aspect is covered in the below paragraph 23.

18. In regards to the impact upon businesses, the proposals do not seek to charge visitors to Goring for parking and do not entail widescale removal of parking spaces, in fact there are several locations close to the High Street where additional short-stay parking spaces are being provided. The previously approved proposal relates to a developer-funded restriction to protect access to new properties being constructed on the site of Stow House, which was part of the planning permission subject to a Highways condition.

19. Any preliminary (sometimes referred to as informal) consultation is not a legal requirement. Officers were aware that some 'soundings' had been taken by the Goring Parish Council but this had not included residents from The Birches generally. It is possible that, had this been done, the Parish Council would have amended their request for restrictions in this area.

20. The other 169 responses to the proposals cover many and varied aspects, which officers have analysed and offer comments to below. The specific sub-headings are in order of the most common issues raised, as listed at **Annex 5**. All items have been considered in recommending whether to proceed with the proposals.

a) Comments in support of the proposals: (either partially or wholly)

21. The majority of the comments in support relate to the prevention of parking by rail commuters and the removal of parking in Station Road as part of a trial footway improvement scheme.

b) The proposals don't help residents / suggestions to consider a residents parking scheme:

22. The proposals make no attempt to offer a residents parking scheme. There are already some '1-hour' single yellow lines in the village, particularly near the station, and in the main, the project was looking to extend that protection to other roads. In some locations, notably Cleeve Road, Glebe Ride and Thames Road, it was considered better to allow parking but for the spaces to be restricted to a 2-hour time limit – to encourage short-stay parking at any time but discourage all-day parking.

23. In the light of responses received, there are many residents concerned at the need for some form of prioritised parking for residents. However, that would require a different approach, with both a wider area (zone) being considered, and more discussion about the charge for permits, a restriction on their number and the control of visitors permits. These aspects have not been discussed with the Parish Council and it would take time to develop a proposal in detail. Currently, there is no scope to cater for this in the forward programme of the County Council's parking schemes.

c) Lack of enforcement currently or concerns about enforcing new proposals:

24. The County Council took over responsibility for enforcement of on-street parking restrictions, from Thames Valley Police, in November 2021. There is an online portal whereby anyone can log requests for enforcement, and the County's parking team works with its enforcement contractor to deploy resources as appropriate. In the calendar year to date, there have been 79 visits to Goring by enforcement officers, with 30 vehicle details being logged, resulting in 6 Penalty Charge Notices being issued so far.

d) The proposals will displace parking / will not help solve commuter parking:

25. The existing single yellow line parking restrictions, which are particularly focussed on roads near to the rail station, have been in place for many years. Prior to the County Council taking over enforcement from Thames Valley Police, in November 2021, there was no easy way of addressing the 'overspill' of commuter parking from the station, as the minimal enforcement that the police were able to offer was not conducive to extending parking controls further; so the 'overspill' increased over time. In part, this project is now aimed at addressing some of that, but it is true that this strategic approach to controlling commuter parking doesn't address the root cause i.e. the charge for the use of the rail station car park, and/or the lack of sufficient spaces. These are aspects that are beyond the County Council's control, as they lie with the rail operator.

26. However, the County Council, as Highway Authority, has a duty to safeguard the road network, and this needs a balanced approach to restricting unsafe or inappropriate parking near junctions or on busy main roads, whilst allowing some parking to take place. Whilst it is true that all traffic restrictions, especially those upon parking, will often redistribute the traffic problems to new areas, it is the worst areas that are often the Highway Authority's initial

focus, with the proviso that it will need to review the impact of that, with the option to extend controls further afield if severe issues arise. These current proposals, if approved, will be monitored and a future review of the need for amendments or further restrictions brought forward if considered necessary.

e) Manor Road – proposed parking bays are dangerous and may contribute to congestion:

27. The proposals are for two short sections of time-limited (2-hour) parking spaces, either side of Grange Close. Manor Road is a no through road that serves a wide residential area with several side roads running off of it. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions, and whether any main road should still be kept clear of parking to facilitate traffic flow. In Manor Road, it is considered that the short sections of proposed parking spaces, to replace double yellow lines, do not impede traffic flow.

f) Removing parking increases vehicle speeds, or concerns over speeding generally:

28. The proposed parking restrictions do not remove parking holistically along a route, apart from Station Road. Rather, locations where more parking has been created, offer some assistance with keeping vehicle speeds low. In Station Road, the removal of 4 parking spaces is entwined with a trial footway scheme, sponsored by the Parish Council, and this will be monitored and other measures can be considered if vehicle speeds are causing road safety concerns.

g) Lockstile Way – change proposed single yellow lines to double / other concerns about parking:

29. The proposed parking restrictions are aimed at preventing parking near junctions, by means of double yellow lines, and deter all-day parking by commuters etc. in remaining sections. It is not intended to remove parking completely, and prevent residents from having some on-street parking facility, but the measures are considered a minimum required to deter all-day parking, which is the main objective.

h) Rail commuters need parking, review the station car park charges / increase number of spaces:

30. The County Council is not funded to provide parking for rail commuters. Many towns and villages with rail stations, both in Oxfordshire and elsewhere across the country, have on-street parking restrictions near rail stations to reduce the impact of commuter parking upon the local amenity. If the rail operator was prepared to consider some form of subsidised parking for rail travellers, this

would of course be of value to rail commuters, but alas the County Council has no means of facilitating that.

i) Cleeve Road – do not downgrade the double yellow lines to single:

31. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided. In the northern part of Cleeve Road, away from the village centre, it is considered this would best be achieved by allowing parking at night and weekends, i.e. a single yellow line. As part of that design assessment, consideration was given to proximity to corners and junctions, and whether any main road should still be kept clear of parking to facilitate traffic flow.

j) Lockstile Way – proposed single yellow lines are unnecessary:

32. In Lockstile Way, it is considered necessary to offer some protection against all-day parking for local residents. There are existing problems when non-residents park all-day close to junctions, which the proposals tackle with double yellow lines. If the remaining areas were not subject to some protections, then all-day parking would be concentrated and facilities for residents degraded further. Also, the proposals were subject to discussion with Goring Parish Council and, as the local elected body, offer an opportunity for local concerns about parking to be prioritised.

k) All proposed double yellow lines are unnecessary:

33. In several locations, there are existing problems when vehicles park close to junctions. In liaison with Goring Parish Council, these have been prioritised for protection to enhance road safety, protect turning movements and assist with through traffic on main roads.

l) Glebe Ride – proposed double yellow lines are unnecessary:

34. Glebe Ride is discussed in more detail in paragraph 49.

m) Lockstile Way – proposed double yellow lines are unnecessary:

35. The proposed double yellow lines are aimed at preventing parking near junctions, often due to all-day parking by commuters etc. These have been prioritised for protection to enhance road safety and protect turning movements.

n) Station Road – proposed double yellow lines are unnecessary:

36. The proposed removal of 4 parking spaces, and replaced by double yellow lines, is entwined with a trial footway scheme, sponsored by the Parish Council, and this will be monitored, and the parking reviewed if deemed appropriate.

o) Station Road – the parking bay (proposed for removal) is needed for businesses / customers:

37. The proposed removal of 4 parking spaces, and replaced by double yellow lines, is entwined with a trial footway scheme, sponsored by the Parish Council, and this will be monitored, and the parking reviewed if deemed appropriate.

p) Thames Road – proposed parking bays are dangerous and may contribute to congestion:

38. The proposals in Thames Road are to remove some existing double yellow lines, outside Oriel House, to create 4 more parking spaces; these would be subject to a time-limit of 2 hours, on Mondays to Fridays between 8am and 6pm. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions. It is considered that the proposed parking spaces, in Thames Road, to replace double yellow lines, will not impede access.

q) Cleeve Road – proposed double yellow lines are unnecessary:

39. There are no additional double yellow lines in Cleeve Road as part of the proposals.

r) Cleeve Road – proposed parking bays are dangerous and may contribute to congestion:

40. The proposals in Cleeve Road are to create 3 more sections of parking subject to a 2-hour time limit, between 10am-3.30pm to facilitate activities on the nearby recreation ground. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions. It is considered that the proposed parking spaces, in Cleeve Road, to replace double yellow lines, will not impede access.

s) The proposals will impact on the economy of the village / need to provide short-stay parking:

41. The proposals do not seek to charge visitors to Goring for parking and do not entail widescale removal of parking spaces, in fact there are several locations close to the High Street where additional short-stay parking spaces are being provided.

t) Croft Road – proposed parking bays are dangerous and may contribute to congestion:

42. The proposals are for two short sections of time-limited (2-hour) parking spaces, just south of Station Road. Croft Road is a no through road that provides access to the residential area including Elmcroft and Holmlea Road. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, albeit subject to a time-limit to encourage short-stay parking only. As part of that design assessment, consideration was given to proximity to corners and junctions, and whether any main road should still be kept clear of parking to facilitate traffic flow. It is considered that the proposed parking spaces, in Croft Road, to replace double yellow lines, will not impede access.

u) Croft Road – the proposed time limit is too short / not enough spaces / not needed:

43. The proposed time limit is 2 hours, and is in-line with other existing time-limited restrictions in the village. In liaison with Goring Parish Council, when designing the proposals, opportunities were sought for reviewing locations where existing restrictions were deemed no longer necessary and parking could instead be provided, and these two locations are the only ones considered suitable in Croft Road.

v) Glebe Ride – the proposed removal of double yellow lines is dangerous:

44. Glebe Ride is discussed in more detail in paragraph 49.

w) Grange Close – the single yellow line restriction is unnecessary:

45. The single yellow lines already exist, and are present to deter all-day parking. However, they have not been signed correctly, or included in the legal TRO maps previously. It is therefore considered pertinent to confirm the single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction.

x) Grange Close – the single yellow line restriction should also operate in the afternoon:

46. The single yellow lines already exist, and are present to deter all-day parking. However, they have not been signed correctly, or included in the legal TRO maps previously. It is therefore considered pertinent to confirm the single yellow lines and the proposed 'No Waiting Mondays to Fridays 10am - 11am' restriction is considered the minimal deterrent to rail station commuters, without impacting too severely on local residents.

y) Lockstile Way – change the proposed single yellow line to morning only:

47. The proposed single yellow lines are aimed at deterring all-day parking. The road is fairly close to the rail station, and it is possible, that some commuters may be able to avoid controls by only parking later in the day – hence it is considered necessary to also include the afternoon times without impacting too severely on local residents.

48. The proposals attracted a lot of objections about Glebe Ride, and to a lesser extent Thames Road, and the impact on parking for local residents. There was no support for the proposal to change unrestricted parking to time-limited parking spaces (2 hours), and three comments were received objecting to the proposed additional double yellow lines opposite the entrance to The Birches.

49. Officers have subsequently met with Goring Parish Council to discuss alternative options, which, whilst falling short of a residents permit scheme, aim to address the concerns about the removal of a long-stay parking facility for residents. It is possible to proceed with certain elements of a TRO proposal, and abandon others.

50. In Glebe Ride there are three elements to the proposals:

- i. Remove some existing double yellow lines, to create more parking spaces; albeit these would be available for all vehicles to use if not subject to a time-limit,
- ii. Change all available parking from unrestricted to time-limited (2 hours), to prevent a potential influx of all-day parking by non-residents, and
- iii. Introduce a short section of new double yellow lines opposite the entrance to The Birches. This location is the inside of a bend, with limited forward visibility, and the proposals would assist by providing a passing place.

51. In liaison with Goring Parish Council, it is now recommended to proceed with only elements (i). and (iii). and abandon the proposed time-limited element. This would achieve a net increase of 10 spaces compared to the current layout on-site but it will not offer any protection against use for all-day parking, by rail commuters etc.

52. In Thames Road, there are two elements to the proposals:

- iv. Remove some existing double yellow lines, outside Oriel House, to create 4 more parking spaces; these would be subject to a time-limit of 2 hours, on Mondays to Fridays between 8am and 6pm, and
- v. Retain the existing 2-hour time limit on existing spaces, on the west side, and also the layby on the east side.

53. In liaison with Goring Parish Council, it is recommended to proceed with element (iv), but only part of element (v). Having checked the particular restrictions in the layby, this has never been enforced, due to an absence of correct signs and road markings; also, the historical information for TRO documents has no entries for this location until 2021, when CPE was introduced in South Oxfordshire, using map-based schedules rather than text-descriptions.

54. In essence, the layby was included on the maps in error. It is now recommended that the error is removed, and to confirm that the layby is unrestricted.

55. All of these updated recommendations are illustrated at **Annex 6**

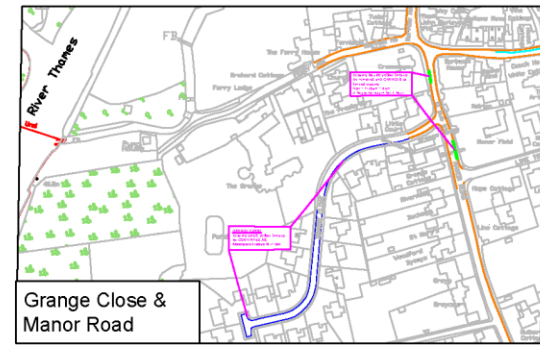
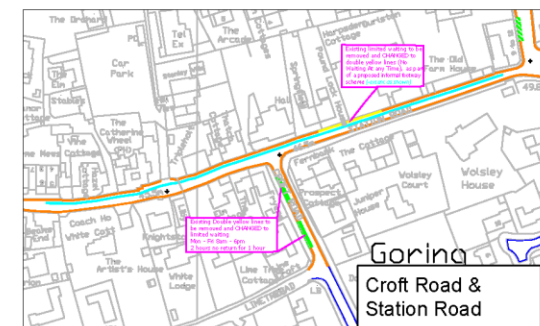
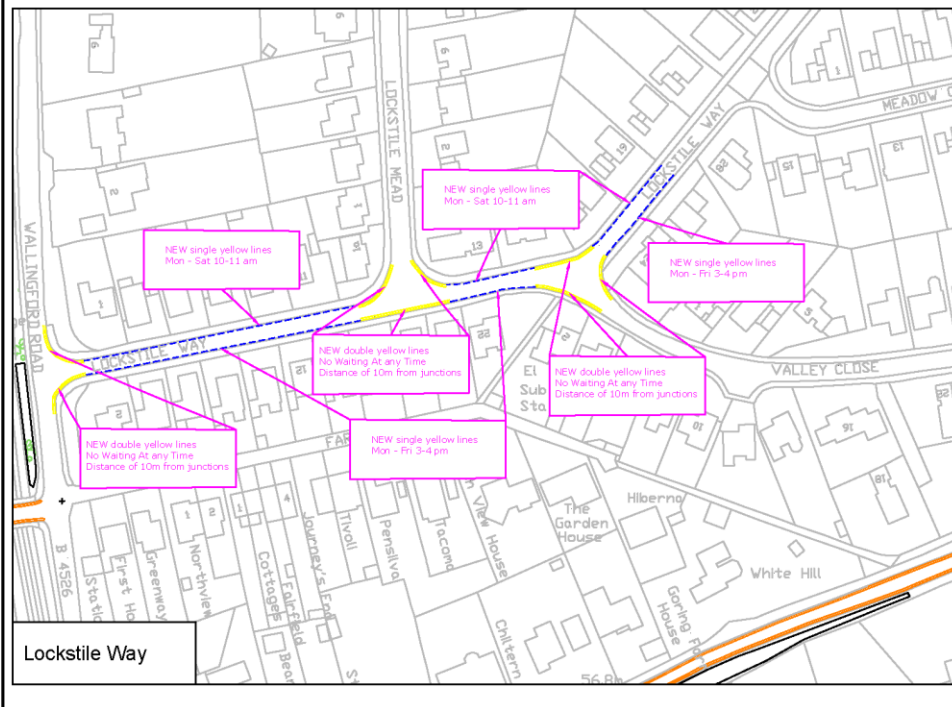
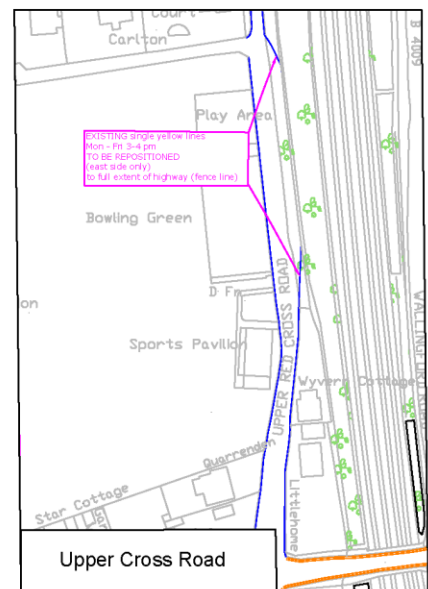
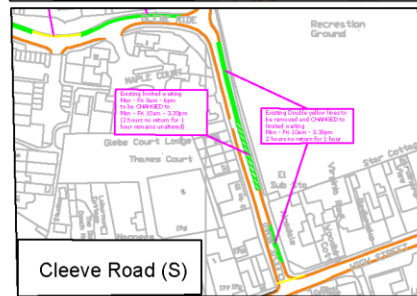
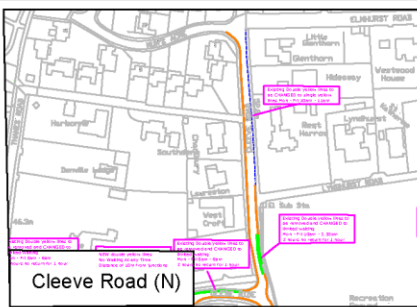
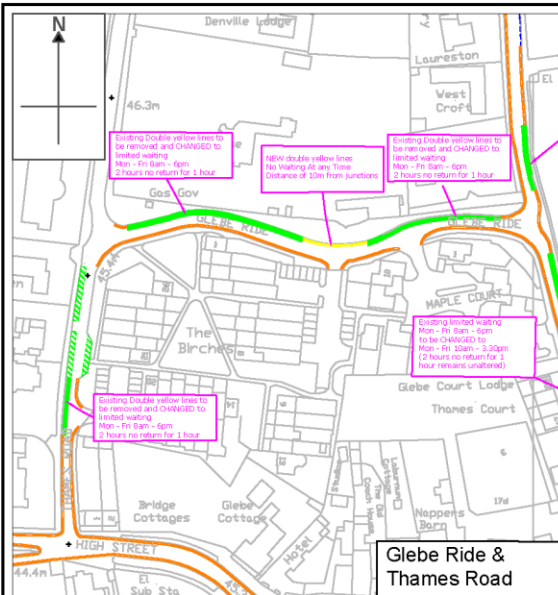
Bill Cotton.
Corporate Director, Environment and Place

Annexes	Annex 1: Consultation plan
	Annex 2: Email consultation responses
	Annex 3: Online consultation responses
	Annex 4: Petition received re: Glebe Ride
	Annex 5: Analysis / summary of comments received
	Annex 6: Plan illustrating Glebe Ride & Thames Road

Contact Officer:	Mike Horton (Senior Officer – TRO and Parking Schemes)
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June 2024

P:1.2 Network Management/Parking Control(S)SCHEMES & MAINTENANCE2: District Areas3: South Oxfordshire1: Live Projects/GoringCAD files/latest/GORING Parking Review 2024.dwg



Drawing No. PRD/2023/006

KEY

- EXISTING No waiting at any time (double yellow lines)
- PROPOSED No waiting at any time (double yellow lines)
- EXISTING No waiting for 1-hour periods (times vary) (single yellow lines)
- PROPOSED No waiting for 1-hour periods (times vary) (single yellow lines)
- EXISTING Limited waiting for 2-hour periods (times vary) (white parking spaces)
- PROPOSED Limited waiting for 2-hour periods (times vary) (white parking spaces)
- proposed informal footway scheme

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
 (ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
 (ENTER 'NONE' IF APPLICABLE)

USE
 (ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DENILITION
 (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	2/24	Remove Electric charging from Glebe Ride	MH	JW	JW
2	2/24	Extend Cleeve Road proposals and add SYL	MH	JW	JW

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OXFORDSHIRE COUNTY COUNCIL

Project title
 Goring Parking Review 2024

Drawing title
 Proposed alterations to parking restrictions

Drawing Status
 Preliminary

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MDH	JW	JW

Date drawn	Date checked	Date approved
Dec 2023	Dec 2023	Dec 2023

Oxfordshire Project No. & File Ref

Drawing No. PRD/2023/006 Revision 2

ANNEX 2 – Email responses

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	The Police have no objection.
(e2) Local County Cllr, (Goring division)	<p>I've a couple of concerns on the proposals namely:</p> <ol style="list-style-type: none"> 1. The effect on the residents of The Birches of changes to the parking in the Glebe, insufficient consideration to their needs has been given by these proposals. 2. Also, the fact that Goring as a larger village under the current local plan has a role and responsibility to allow access from the surrounding villages and hamlets for its shops and resources. The one public carpark (taking into account its role as a magnet for holiday and day trekkers) is insufficient by itself to cope. It appears that the proposals have been put together just thinking of Goring residents (apart from the Birches point1) and ignoring the needs of the surrounding areas that rely on Goring for its Dr surgery (there car parks too small) the pharmacy and all the over shops and restaurants. 3. I don't have a problem with the red cross road proposals. <p>I'm not convinced that the Glebes parking changes are needed or good enough to allow for my two points above.</p>
(e3) Local business, (Goring, High Street)	<p>My biggest concern on parking in the village is that the on-street parking immediately opposite our shop is frequently "used" by residents and/ or business owners during the day time. This prevents passers by through the village from being able to stop briefly and pop into our shop to buy their lunch/ coffee etc. We hear frequent complaints from customers who say they can't ever get a parking space outside the shop. Similarly they are overjoyed when the spaces are actually free and they can make a quick stop.</p> <p>Is there anything that can be done to limit the parking in this space , or at least make it much clearer that is for short stops only -there is capacity for 3 or 4 cars there..</p>

	<p>It would seem that now is a good time to address this with so many other parking changes being made to the surrounding roads.</p>
<p>(e4) Local resident, (Goring)</p>	<p>The overall plan and its detailed implementation on the various roads in the village will be ineffective unless accompanied by an enforcement regime sufficient to deter the current level of non-compliance. Presently both the safety-based restrictions (especially double yellow lines at busy junctions and bends where visibility is restricted) and the measures aimed at long-stay/commuter parking in residential roads (1-hour No Waiting periods) are disregarded throughout the area because they are not enforced. Without on-going enforcement measures the proposed changes will be a waste of resources.</p>
<p>(e5) Local resident, (Goring)</p>	<p>Brief points that I hope you will take into consideration when signing off the parking restriction proposals for Goring.</p> <ol style="list-style-type: none"> 1. There is little point in proceeding unless these initiatives are regularly enforced by a Traffic Officer/Warden. At present there are cars parked on the pavement, at junctions & where there are existing yellow lines. 2. Commuters now do not travel at regular times, due to home working. May I suggest that restrictions are for 1 hour in the morning and 1 hour in the afternoon particularly in Grange Close where the Refuse Collection Vehicles & Ambulances to the Grange Nursing Home are impeded by parked cars, both in the morning and the afternoon and have to drive on the pavement for access frequently.
<p>(e6) Local resident, (Goring)</p>	<p>Please note the "trial" of removing 6 parking spaces in Station Road Goring is adversely affecting me. I am 82 and not very mobile. I do drive to Goring Hardware frequently for supplies. Spaces are not always available outside this well used shop. Carrying heavier articles is beyond me.. Please cancel this trial.</p>
<p>(e7) Local resident, (Goring)</p>	<p>I object to the proposed changes for Cleeve Road East side between Lyndhurst Road and Elmhurst Road because they do not comply with the above statement. They do not "protect visibility." The parked cars will reduce visibility. Cars parked will also impede "turning at junctions," specifically for the private road between Cleeve Road and Thames Road.</p> <ul style="list-style-type: none"> • It is important to note that on Google Maps the private road between Cleeve Road and Thames Road at this point appears to be the same width as the next road along Nun's Acre. This is not the case - it is considerably narrower (3

	<p>metres maximum) and its access is very tight and unsplayed. Access for anything larger than an average sized car requires the driver to take a wide turn to achieve a straight access line in order enter the lane. Currently this is achievable for most cars as they swing over to the East side of the road to straighten up. Larger delivery vehicles and tradesmen's vehicles and most importantly emergency vehicles, have to mount the entire width of the pavement on the East side, often entirely blocking the pavement to attempt an access or egress. If the proposed changes are implemented the parked cars on the East side of the road will make this manoeuvre impossible. The same problem applies at the West end of the private road where parking is allowed. The implementation of the proposed removal of the double yellow lines between Lyndhurst Road and Elmhurst Road will prevent access of emergency vehicles to the properties on the private road which in my view could have serious consequences.</p> <ul style="list-style-type: none"> • Unlike other 'residential roads in Goring, Cleeve Road is used as a rat-run between Wallingford Road and High Street. Cars do not always follow the speed limits in rat -runs as they tend to be used as a short cut at busy times of the day. The recent 20 MPH limit is not being observed generally or enforced. The only fatal collision that I am aware of between a pedestrian and a car in Goring occurred immediately outside my house when the victim stepped out from behind a parked milk float. When exiting my property in my car I do need to be able to see in both directions. The removal of the double yellow lines (which were installed to overcome these visibility and access problems originally) will allow cars to park right up to my drive entrance and seriously impede our view of the approaching cars as is the dangerous situation at the exit from Nun's Acre which has not been addressed in this consultation. • I support the proposal for no waiting at any time in Station Road. <p>Please do not remove the double yellow lines between Lyndhurst and Elmhurst Roads.</p>
(e8) Local resident, (Goring)	<p>I do not agree in removing the parking restrictions on Cleeve Road. I live in Cleeve Road and drive onto Cleeve Road from Elmhurst Road and the visibility is not good if cars are passing by. With parked cars as well it would be even worse. Also cars come too fast along there anyway and often turn into Elmhurst Road without looking and parked cars would only add to the problems.</p> <p>Please do not remove the present parking restrictions on Cleeve Road.</p>
(e9) Local resident, (Goring, Cleeve Road)	<p>I am forwarding my comments re the proposals on Cleeve Road , and the junction of Cleeve Roads North, South and Glebe Ride.</p>

I live on Cleeve Road (S) opposite the current parking bays and have observed and experienced the parking on this road over 10 years.

The proposed changes effectively create a single carriage way in what is a two way road, and creates problems for oncoming vehicles travelling in opposite directions.

1. Cleeve Road (south) junction with High Street. Vehicles turning into CR will be unable to take a wide enough turn needed to avoid mounting the pavement and potentially endangering pedestrians, if vehicles are parked in-the proposed new parking bay. This already happens when vehicles are parked in this area o double yellow lines.
2. If cars are parked all the way along the east side of CR south you have not allowed for a passing bay. What happens now, when people ignore the double yellow lines, is that cars travelling north, drive along the pavement to allow cars travelling south who haven't any escape route, to proceed towards the high street.
3. Having permitted parking along side the recreation ground creates another problem for vehicles entering and leaving Thames Court. The large vehicles which visit daily need a wide turn. Vehicles parked opposite that entrance obstruct that space, which they do now despite double yellow lines. The result is that in order to exit or enter Thames Court the vehicles go over the curbs and often over driveways.
4. Vehicles travelling east up Glebe Ride potentially on the right hand side of the road due to parked cars, and turning to go south will not be able to see the cars travelling North along Cleeve Road creating an accident hazard area around this junction.
5. People often park blocking access to the recreation ground and electricity sub station, and also blocking access to the BT boxes. Ignoring yet again the yellow lines.
6. The issues with increasing parking in Cleeve Road North also creates single lane for two way traffic, and an accident zone at the junction with Glebe Ride.
7. Some car owners abide by the parking regulations, however there are an increasing number who do not. Where is the traffic warden to enforce parking violations? A few years ago the fading double yellow lines were repainted. Did that make a difference to people who used to park on the faded lines? The answer is NO. Who will check on cars being left all day in time restricted bays because the owners who work in the village or travel to London refuse to pay the car park fees?

	<p>Overall the changes proposed do not recognise the layout of the roads in Goring. Implementation will actually cause road safety issues.</p> <p>I have given much thought to the proposals and given you my considered deliberations. The outcome is I object to the proposals in their current form.</p>
<p>(e10) Local resident, (Goring, Cleeve Road)</p>	<p>I would like to make the following comments and request with regard to your proposed changes to the current double yellow lines on the East side of Cleeve Road between Lyndurst Road and Elmhurst Road.</p> <p>It is very important to leave the double yellow lines as they are for the following safety reasons below:</p> <p>1) Reducing turning space for delivery vehicles: From our window in Rest Harrow we have observed on many occasions large delivery lorries and, on occasions, articulated lorries, mounting the East pavement right up the the hedge and fence, to try to position themselves to turn into the unnamed private lane opposite in order to make deliveries to the two properties in the lane or to connect to Thames Road.</p> <p>Inevitably large vehicles eventually work out they cannot make the turn, even with no cars parked along that stretch because of the double yellow lines, but if they are removed, more vehicles will attempt to drive down the lane, from both directions.</p> <p>Their Satnavs, eg Google Maps, shows that private lane to be an ordinary road with the same width as the other nearby roads, and identical width to the adjacent Nun's Acre which drivers would see as wide enough to navigate down. When helping the drivers to reverse out when they have got stuck or after it was evident to them they cannot make the turn, they then reverse on to the pavement, and sometimes into the hedge or fence, causing potential dangers to pedestrians on the pavement.</p> <p>This problem will get more frequent and more dangerous if the yellow lines are removed and cars can park opposite the approaches to the lane, as some drivers may well still attempt to drive down the lane even with less turning space.</p> <p>2) Reduced turning space for Emergency services accessing properties in this lane</p>

	<p>Fire engines would have little or no chance driving down the lane if there was a fire at either of the two homes down the lane with vehicles parked opposite the lane. Even ambulances may have trouble turning down the lane with a line of parked cars along this stretch of road which will reduce the available road width (and turning width) by 40% from 5m to just 3m.</p> <p>3) Exiting our drive will become very dangerous if cars are allowed to park each side it on the East side Cars often drive very fast outside our house, up to 40-50 mph sometimes, as Cleeve Road is a short cut/rat-run to Goring High Street and the 20mph speed limit is not observed, not enforced. Inching out of our drive with virtually no lateral visibility left and right if cars are allowed to park each side of drive would mean that the bonnets of our two vehicles, and those of our neighbour in Hideaway, will be fully blocking the single lane on the other side of the road remaining until the driver will be able to see left and right and check if any vehicles approaching from either direction.</p> <p>(The distance between our eyes, even leaning forward in the driving seat, to the front our two vehicle's bonnets is 2.3m and 2.5m and the width of the road left, with cars parked either sides of the drive, as proposed, will be c.3.0m, as stated in reason No 2). In other words, our vehicles will be almost completely blocking the road, and at risk of being hit, before the driver has any line of sight up and down the road. Russian roulette!</p> <p>So, for the sake of public safety and the avoidance of damage to vehicles and property if parking is allowed to park between Lyndhurst Road and Elmhurst Road, please do not change the current double yellow lines and allow parking in this particular section of the road. It may look feasible on paper but in reality it would cause a very serious risk to safety.</p>
(e11) Local resident, (Goring, Cleeve Road)	<p>As local residents we think that it would be a big mistake to change the current double yellow lines on Cleeve Road from the corner with Glebe Ride to beyond Elmhurst Road for a number of reasons.</p> <ol style="list-style-type: none"> 1. The through road at the south junction is Cleeve Road/Glebe Ride, and traffic from north of the junction on Cleeve Road turning right and traffic turning left (north) from Glebe Ride already have visibility problems which would be considerably worse if any parking is allowed anywhere between this junction and the Lyndhurst Road junction. Parked cars would restrict the space for two-way traffic. 2. Lyndhurst Road traffic turning south on Cleeve Road would also have their visibility affected and movement made more difficult. This is particularly important for the care home in Lyndhurst Road which frequently has larger vehicles using this junction.

	<p>3. From a personal point of view, it would make turning out of our entrance more difficult and dangerous as we are between both the Lyndhurst Road and the Glebe Ride junctions.</p> <p>4. From an environmental point of view, this section of Cleeve Road all the way past Elmhurst Road is bordered by the Conservation Area and banning cars parking along its length hugely enhances the Conservation Area. In its present state, without any parked cars, this hedge lined road looks lovely for everyone walking, riding and driving through this part of Goring.</p>
(e12) Local resident, (Goring, Croft Road)	<p>As someone who regularly uses Station Road on foot, by bicycle and in a car, can I please ask you NOT to change anything, if there is a pedestrian lined walk way cars are by default given the rest of the road, having parked cars on station road gives pedestrians a safe zone by them when cars are passing. This road is a perfect example of a 'shared space' that has been shown to be better for non motorised transport (foot or cycle or mobility scooter). The road flows well with it being obvious that it has no pavement or dividing line, cars already give way to 'soft' road users. There is no benefit to changing it.</p>
(e13) Local resident, (Goring, Grange Close)	<p>I live in Grange Close, Goring and would like to comment on the Confirmed No waiting Mondays to Fridays between 10am - 11am I often have family and friends staying with me and they have no choice but to park on the road outside my house as no room on my drive. It really has seemed very silly that we have yellow lines when I am sure no one who commutes would park in Grange Close.</p>
(e14) Local resident, (Goring, Lockstile Mead)	<p>Frequently vehicles are parked in this and remain all day (ie from 8 to 12 hours) and sometimes overnight or longer. Access and egress from/to my drive is made difficult to the combination of a lamp-post and vehicles parked in the roadway which impedes manoeuvring and sighting traffic. These vehicles are mainly parked by train travelers.</p> <p>The present proposals will cause more vehicles to be parked in Lockstile Mead. I therefore ask if you will reconsider the proposals for parking in Lockstile Mead to include similar no parking hours during the day to those proposed for Lockstile Way. Lockstile Mead is frequently used as a run through by vehicles from Lockstile Way and adjoining roads to gain and easier access to Wallinford Road via Milldown Avenue. This being an easier route. Whatever measures are enacted the need for enforcement is vital if any impact is to be made on the parking problems.</p>

<p>(e15) Local resident, (Goring, Lockstile Way)</p>	<p>As a resident of Lockstile Way, my wife and I fully support your proposals for the introduction of parking restrictions on this road, and we are, frankly, surprised it has taken your department so long to consider these initiatives. Parking by people using the train has been a problem here for years and some of the parking is potentially quite dangerous.</p> <p>However, the likely outcome of the implementation of your necessary parking restrictions is that you will push the problem further to the north and northeast in Lockstile Way. Already there is considerable non-residential parking on the road outside our house opposite the junction with Meadow Close, and the introduction of your proposals will only exacerbate this problem by transferring the existing problems at Lockstile Way with its intersections at Wallingford road, Valley Close and Lockstile,lockstile Mead , up to the Lockstile way/ Meadow Close intersection.</p> <p>It would make a lot of sense to introduce a single yellow line around the Meadow Close/Lockstile way intersection as well and even further up the road (NE) if possible. We don't appear to receive a lot of benefits for our Council tax payments in Goring - the implementation of this additional restriction would at least provide us with something positive.</p>
<p>(e16) Local resident, (Goring, Lockstile Way)</p>	<p>I write in support of the proposed parking restriction in Lockstile Way between the Wallingford Road and the junction with Lockstile Mead.</p> <p>We live in one of the bungalows in this section and our road is used as a free car park for the station. People arrive and park their cars in the early hours of the morning making lots of noise and make no consideration for the residents. The bedrooms of all the bungalows are on ground level facing the road.</p> <p>The bungalows are on narrow plots and having the road full of parked cars restricts access to the driveways. It also makes it difficult for deliveries. Cars are often left for many days and over weekends.</p> <p>It is frustrating knowing that some of the drivers are local residents who think it is environmentally acceptable to drive 1/2 mile to park closer to the station.</p>
<p>(e17) Local resident, (Goring, Lockstile Way)</p>	<p>There are some specific points we wish to make relating to Lockstile Way.</p> <ol style="list-style-type: none"> 1. We agree with the proposal for double yellow lines at the junction of Wallingford Road. This should reduce the current dangers of vehicles entering Lockstile Way from Wallingford Road.

	<p>However, the double yellow lines at the other junctions (Lockstile Mead and Valley Close) are more contentious. The lines will completely ban parking in front of some residents houses (eg numbers 20/18/16 Lockstile Way and number 2 Valley Close) quite possibly causing unwarranted disruption to those residents.</p> <p>2. The proposal for single yellow lines in part of Lockstile Way will merely achieve pushing the problem of parking for the train station further up Lockstile Way or into the neighbouring streets.</p> <p>Why stop the lines between the junction with Valley Close and Meadow Close rather than continuing further up Lockstile Way and neighbouring streets? We will be particularly affected (26 Lockstile Way) because the plans show the single yellow lines stopping halfway across our double drive. The drive is used to access our garage and car port where we park our two cars (no roadside parking!).</p> <p>Stopping the lines across the drive will mean that we will be the nearest unrestricted point to the station. Cars parked there will block access to our car port. We will be left with two options. Firstly to leave a car on the drive in the hope (probably vain) that drivers will not block us in and secondly to park one of our cars in the road – hardly what you are trying to achieve.</p> <p>It makes far more sense to continue the single lines at least up to the junction of Meadow Close.</p>
<p>(e18) Local resident, (Goring, Lockstile Way)</p>	<p>My comments are specific to the changes proposed for Lockstile Way and adjoining roads. I live on Lockstile Way and have done so for the last 32 years.</p> <p>I object to these proposals because they will not solve the problem they are intended to fix, i.e. excessive on-street parking leading to road safety issues and difficulties for residents. As currently planned, they will just move the problem up the road. And they will not address the underlying cause, i.e. over-expensive and sometimes-inadequate parking at the railway station.</p> <p>Over the last few days I have spoken to residents at almost half of the properties in Lockstile Way. Listening to their views, I consistently hear concerns similar to my own, which are as follows.</p> <p>There is certainly a problem with all day on-street parking in the lower section of Lockstile Way. This has increased over the years and leads to access issues for residents and drivers, as well as illegal parking at junctions. The problem is caused mostly by railway commuters who do not wish to park at the station, despite there often being</p>

spaces available in the station car park, because they don't want to pay the charges there. Hence they look for the nearest free on-street parking instead.

The most effective solution by far would be to increase the availability and decrease the cost of parking at the station. This would be eminently preferable as it would avoid the inconvenience of yellow lines, the cost of implementing them and the urban clutter they bring to our village streets. Could OCC and GPC not negotiate with Network Rail to achieve this?

If you are intent on placing parking restrictions on Lockstile Way, then this needs to be done for the whole street. The yellow lines as proposed will just move the problem along the road to the upper section of Lockstile Way. Commuters looking for free parking will move up to where the proposed yellow lines finish, as this is still within easy walking distance of the station. The parking issues at junctions and outside houses in the lower half of Lockstile Way will simply move to the upper half of Lockstile Way. The current road safety concerns at Lockstile Mead junction and Valley Close junction will just become problems at Meadow Close junction and Fern Close junction instead.

As a result, GPC/OCC would face further complaints from residents, leading to the need for additional restrictions and further implementation costs. So if parking restrictions are to go ahead you should implement them for the whole of Lockstile Way.

Before adding parking restrictions to Lockstile Way, it would be essential to resurface the road. The current on-street parking problems on Lockstile Way are made much worse by the appalling state of the road surface. This makes threading a route through potholes and parked cars increasingly hazardous, leading to serious road safety issues. And if the road surface isn't fixed first, you would find yourselves needing to paint yellow lines over uneven gravel, deep holes and fractured gutters.

For new restrictions to be effective they need to be enforced. The parking issues on Lockstile Way are also exacerbated by lack of enforcement. This encourages drivers to ignore parking laws that already exist even without yellow lines. For example, parking within 10m of a junction is illegal according to the Highway Code. Yet this regularly occurs at the Lockstile Way / Valley Close junction, as the law is never applied. If yellow lines are to be introduced then there must be some real expectation that restrictions will be enforced, otherwise drivers will continue to flout the law.

Please be sure to protect access to residents' driveways. One of the biggest issues for residents currently is the encroachment of parked vehicles onto the access for their driveways. If this scheme is taken forward, I fear that yellow lines may inadvertently appear to legitimise such parking,

	<p>especially where driveway access spans a full kerb as well as a drop kerb – a number of properties along Lockstile Way have both. There should be some visible means of reinforcing that it is illegal, as per the Highway Code, to park in front of the entrance to a property.</p> <p>Overall then, I would much prefer to see the council pursue a proper solution to the underlying issue, that of inadequate/expensive parking at the station, in consultation with Network Rail. But if there are to be parking restrictions instead, then these should cover the whole length of Lockstile Way, to avoid merely pushing the problem up the road and going through all this again in the near future.</p>
(e19) Local resident, (Goring, Lockstile Way)	<p>Let me begin by agreeing with the proposal in principle, there are a couple of issues I would like to raise.</p> <p>1) I understand why you have chosen the the two, one hour slots, where no parking will be enforced down Lockstile Way but they are, I feel, chosen to be the most inconvenient for the parked vehicles but also to the residents of Lockstile Way when works are being performed on site. These two hour slots will make parking of tradesmen's vehicles very difficult. In practice, forcing them to move the vehicles, especially during the 10-11 no parking enforcement. Could I propose that the first hour slot enforcement is moved to 8am-9am which would still help to prevent parking on Lockstile Way but would allow works to be performed without the vehicles having to move. I assume that to enforce these two slots, you propose a traffic warden would be employed to police Lockstile Way to ensure that people are parking in these slots. Without the manned enforcement, then it is likely that these slots will be ignored.</p> <p>2) I propose that instead of two, one hour slots, you make it a complete no waiting zone unless the vehicles have a parking permit. Parking Permits would allow the residents of Lockstile Way to park on the road when necessary but completely restrict parking of other vehicles.</p>
(e20) Local resident, (Goring, Lockstile Way)	<p>Lockstile Way where I live by the junction with Wallingford Road. This road is now a Monday to Saturday inclusive parking over flow. Some cars stay for several days. People don't want to pay to park. Lots of cars belong to Goring residents who live a bit further out. During the day the cars are nose to tail the whole length of the road, into Lockstile Mead and into Valley Close. Parking on all the corners with abandon.</p> <p>Car doors are slammed early morning and late at night. Nobody cares or tries to be quiet.</p> <p>So I have come to the conclusion parking restrictions are necessary. Sad but true.</p>

<p>(e21) Local resident, (Goring, Lockstile Way)</p>	<p>With reference to the proposed parking restrictions at the (Western) Wallingford Road end of Lockstile Way Goring. The problem of congestion parking in Lockstile Way caused by railway commuters would then be transferred further along the road to the North East end of the road.</p> <p>The railway station is still only six minutes walk away from the North East end of Lockstile Way at the junction with Milldown Avenue so this additional distance is not going to deter all day railway commuters from moving along the road and causing congestion there.</p> <p>I comment therefore that the proposed parking restrictions are appropriate but only if they are also extended further to the north east end of Lockstile Way and possibly into Milldown Avenue. Also possibly into Lockstile Meade, Valley Close, Meadow Close and Ferne Close all of which will therefore then soon suffer from the same congestion problem. Note also that buses also route up Lockstile Way and take the sharp turn back into Milldown Avenue so double yellow lines here would be appropriate. A collision has in the past occurred on this junction.</p> <p>Lockstile Way is too narrow for commuter congestion parking because they park right up against your drive leaving only a narrow gap such that it is necessary to mount the opposite pavement in order to turn out of ones drive. I would in fact proposed that these parking restrictions are also implemented anywhere in Goring within walking distance of the village centre and the railway station.</p> <p>Other neighbours of mine are also concerned about this problem.</p>
<p>(e22) Local resident, (Goring, Lockstile Way)</p>	<p>I am writing in relation to your proposed parking restrictions in Lockstile Way, with particular reference to how they impact on our immediate environment.</p> <p>Unfortunately I find myself having to object to the proposals as I don't think they've been thought through sufficiently.</p> <p>As a general comment I am concerned that not enough thought has gone into the safety aspect of the placement of the 'no waiting' single yellow lines for two primary reasons:</p> <ul style="list-style-type: none"> • The road is too narrow to accommodate parking on both sides and allow for the passage of all but the narrowest of vehicles. Even if people parked in a staggered fashion it is highly unlikely that an emergency vehicle (eg: fire engine) would be able to pass safely. • There is insufficient room for a car to reverse and swerve into the road safely if there are cars on either side of a drive's access and there is also a car parked opposite the drive at the same time.

	<p>There is also a contradiction/omission(?) in what has been stated in your written document/description of the proposed parking changes and what is shown on the plans. The map shows restrictions for Saturdays on the north side of Lockstile Way while your notice document doesn't. This is unacceptable. I have marked up a map on the last page of this e-mail.</p> <p>More specifically, in relation to 22 Lockstile Way (see photo on next page):</p> <ul style="list-style-type: none"> • We request that you extend the yellow lines from Valley Close to our exit point. The exit is hazardous when there are cars parked on the bend. This is because the road coming from the north and east converge on a bend and it can be impossible to see what cars are coming from both directions if cars are parked on the bend. It is completely impossible to see if there are vans or large cars parked on the bend. This is particularly so for cars coming from the north. A double yellow line would ensure safety. • You are allowing for cars to be parked opposite our drive. If cars are parked on either side of our drive and opposite it, the hazard level (and likelihood of a serious accident) will be raised because one will have to exit from the drive even more slowly and the period of reversing 'blind' into an area fractionally beyond to potentially 'invisible' will be extended. <p>Both of the above are accidents waiting to happen.</p>
<p>(e23) Local resident, (Goring, Lyndhurst Road)</p>	<p>With regards to the parking changes in Goring, specifically the removal of double yellow lines between Lyndhurst Road and Elmhurst Road I do have some concerns.</p> <p>As a resident of Lyndhurst Road I know that exiting onto Cleeve road can already sometimes be tricky with cars coming down Cleve road towards the village. Given it is a narrow part of the road, if one part is now possibly taken with parked cars then visibility will be reduced further. Although there are few houses on Lyndhurst Road please note one building is a nursing home which generates heavy traffic around visiting hours and so there are many cars throughout the day exiting that lower part of Lyndhurst road onto Cleve Road. My preference would be that the double yellow lines remain.</p>
<p>(e24) Local resident, (Goring, Manor Road)</p>	<p>As a long term resident of Manor Road, I fail to see any benefit that can be derived from the proposed removal of double yellow lines and replacement by "time restricted" areas. Parking in Manor Road has been a problem for the residents for many years. Cars parked make it difficult to see when coming out of your drive and parked cars make it difficult for the leaf sweepers to pick up leaf mould, with the result that the drains frequently block up. Indeed, one</p>

	<p>vehicle has been parked in Manor Road (perfectly legally, as it is taxed until August, and not on a double yellow line) for four months now, without being moved.</p> <p>If the "time restricted" zones were to extend further along Manor Road than the current "no parking" areas, there might be some advantage to be gained, but I see no suggestion in your letter that this will happen.</p> <p>As a result, money will be spent by the council that could be put to better use, and no advantage gained.</p>
(e25) Local resident, (Goring, Manor Road)	<p>I have lived on Manor Road for many years and (like many roads) over the years it has inevitably become more and more congested.</p> <ol style="list-style-type: none"> 1. It is impossible to see in both directions (due to cars parked) when coming out of our drive. 2. Large delivery vans have difficulty finding a space to park when delivering to houses. 3. Very large traffic such as builders and construction vehicles constantly go up and down the road often blocking the road when traffic is coming from the other direction. 4. When the leaf sweeper comes round, all the parked cars prevent thick layers of leaves from being swept up. 5. Many people walk on the road due to pavements being inadequate - unfit for children's buggies, mobility scooters etc. <p>I completely fail to see the rational for taking away the short distance of double yellow lines in order to allow even more parking in Manor Road. Parking being limited to 2 hours means that there will inevitably be a flow of cars constantly coming and going.</p> <p>I also completely fail to see any benefit (in fact quite the opposite) for those living in Manor Road.</p> <p>What Manor Road actually needs is more double yellow lines but, as that is unlikely to happen, why waste rate payers money to cause even more congestion by more cars coming and going in Manor Road.</p> <p>A workman for Thames Water when doing some work outside our house commented on the amount of traffic he had to get out of the way of and on how dangerous the road is (as he nearly got knocked over).</p> <p>I do hope you will take these comments seriously and reconsider your plan for Manor Road and if it cannot be improved by having more double yellow lines, please do not make matters worse for its residents.</p>

	<p>If it is the case that you decide to take some double yellow lines away, is it really necessary to add street furniture such as signs about length of parking. May as well save the money and just let people park as they do in the rest of the road.</p> <p>Also, given that people often park hanging over the entrance to our drive, (making it difficult for us to get out onto the road and have enough turning space - which would hinder us in an emergency), would it be possible to put double yellow lines at entrance of driveways. It seems it is not illegal to park across the entrance to someone's drive but to park on double yellow lines would be an offence.</p>
<p>(e26) Local resident, (Goring, Manor Road)</p>	<p>I have been a resident of Manor Road for many years and am very surprised by your proposal- I suspect you may not have visited Manor Road for any period of time to see what is actually happening 'on the ground'.</p> <p>Over the past few years Manor Road has become a daytime parking area for visitors to Goring and, more seriously, for commuters using the station but wishing to avoid their parking charges.</p> <p>As a result ,Manor Road has become a single track road with traffic using the East side ,dodging into any gaps on the West side as necessary.</p> <p>At my own home there are frequently vehicles parked on both sides of our entrance, totally blocking sight up/down Manor Road and it is genuinely dangerous to edge out to the East-side lane with vehicles regularly exceeding safe speeds. I have written to OCC on a number of occasions ,pointing out the dangerous situation facing myself and other residents living on the west side.</p> <p>Furthermore, the volume of traffic using Manor Road has increased dramatically due to the Public swimming facility operated by Friars Ford (authorised by the Authorities?) and the current construction of 20 new homes at the Southern end .</p> <p>I have summarised the current situation simply and baldly. I should add that double yellow lines are flouted with impunity, particularly on the west side close to Station Road.</p> <p>Your proposal will facilitate parking at the Northern end but will introduce the danger of vehicles travelling north on the East side into the path (totally blind) of vehicles turning into Manor Road ,travelling west from Station Road. By allowing parking on the East side close to Lime Tree Road you are blocking the current effective single track lane which is what Manor Road has become.</p>

	<p>I believe your proposed parking amendments are not thoroughly researched in the light of what is happening in practice and should be withdrawn.</p> <p>More importantly, parking restrictions (double yellow lines) should be introduced to allow proper line of sight for all properties on the west side when emerging onto Manor Road.</p> <p>I would be more than happy to meet with you on Manor Road to demonstrate the issues I have highlighted- In fact a site visit is imperative to avoid making a difficult situation worse,</p>
(e27) Local resident, (Goring, Manor Road)	<p>I live in Manor Road and have had several near misses, approaching the village, at the junction with Station Road (John Barleycorn). If a vehicle is parked on the double yellow line on the left hand side I have to overtake on the right and risk oncoming traffic coming in to Manor Road from three directions. They are not expecting to see a car on the right hand side of the road and visibility is even more restricted due to the parked vehicle.</p> <p>I cannot believe Manor Road needs more parking spaces. They would only be used by non locals avoiding paying for the village or station car parks.</p> <p>Most of Manor Road is single lane as it is, with the already allowed parking. It is used by walkers, dogs, the elderly, young families, prams, horses, mobility scooters, cyclists etc etc. And mostly, enormous construction vehicles. It is essential to have at least a few metres of two way traffic to avoid a complete log jam.</p> <p>It's no good having time limited bays if they're not policed. Is the central car park not enough? What about the almost empty council car park?</p> <p>Separately, Station Road. I use it almost daily as a driver or pedestrian. I agree something must be done as it's an accident waiting to happen. Pedestrians currently have to weave in and out of parked cars and in the winter months are wearing dark clothing and cannot be seen. Whatever is decided, pedestrians must be given a safe space and the lighting improved massively.</p>
(e28) Local resident, (Goring, Nuns Acre)	<p>Regarding proposed parking restriction changes in Goring, I have a request. I live in Nuns Acre off Cleeve Road and at the moment it can be very difficult to exit the Acre because of cars parked right up to the corner on the left hand side which obscures traffic coming up the hill. Would it be possible to put some double yellow lines on this corner?</p>

<p>(e29) Local resident, (Goring, River Lane)</p>	<p>I would like to know more about the proposed parking on Manor Road but can't read the plan as it is too small and very busy.</p> <p>My interest is because we live on River Lane off Manor Road and frequently have trouble entering and exiting (and certainly seeing) as cars park so close to the junction it restricts the ease of our access.</p> <p>I am interested in the section on the west side of manor road from Rivermead to Greycourt. Am I right in interpreting there will be no restrictions on parking at all on this section?</p> <p>Can I request parking restrictions (ie double yellow lines) for safety for a few metres before the approach to River Lane?</p> <p>I talked to my family later yesterday. Two are young drivers and they emphasised how terrifying pulling out of the junction from River Lane onto Manor Road often is. Cars are parked on both sides of the junction of Manor Road right up to the edge and you can't see what is traffic coming down the road in either direction so are forced to pull forward, straining to see, potentially into the oncoming traffic.</p> <p>We think there should be parking restrictions for a couple of car lengths on both sides of the River Lane, Manor Road junction.</p>
<p>(e30) Local resident, (Goring, Thames Road)</p>	<p>I refer to your notification of proposed parking restrictions in Goring-on-Thames, and in particular Thames Road. I would like to make the following observations:</p> <p>a) the proposed parking restrictions only refer to the part of Thames Road i.e. West Side, opposite to entrance to garage bloc (opposite Oriel House). This will mean that the cars parked there at the moment will move down the road to the upper part of Thames Road.</p> <p>b) I live in Denville Lodge, Thames Road, and want to make you aware that my drive is constantly blocked by parked cars. In fact one car has been parked permanently for many months day and night. Just about 9 Meters separate my drive from the new road leading to the development of 4 new Houses at the back of Stow House. I had building work done yesterday and my builder could neither turn left or right to exist my property because of cars parked including a camper van. I would ask you to seriously consider double yellow lines - 'No Waiting at Any Time' - between the new</p>

	<p>Road and the pedestrian gate to Thames Bank. A site meeting might be appropriate at some stage in the near future to find a solution.</p> <p>c) As Thames Road has no turning area. The road outside the four properties could be for resident's parking only.</p> <p>I hope the above observations will receive serious consideration.</p>
<p>(e31) Local resident, (Goring, Thames Road)</p>	<p>Sadly we have not received reply on the comments related to previous reduction in options to the residents. This group seems to be the least of your concerns. This is despite being the source of revenue to keep the Council functioning and being in place to support the community.</p> <p>We live in Thames Road. The changes will severely reduce options when I am not at work. Fine most of the time but unhelpful in extremis when on holiday or away on business generating economic benefit for the region.</p> <p>At present we have two bays in Thames Road with unrestricted parking, on the side of the Glebe. Why are these being changed?</p> <p>I am concerned that once again overdevelopment of local housing, for non social housing, is compromising the ability of residents to park. Sadly, on the basis of past action and inaction, this seems to be a non-concern for the council.</p> <p>Please can the plan review the options on the parking bay in Thames Road and find a solution to allow residents to park for extended times when necessary during the working day.</p> <p>Can residents have status to park on the roads during working hours?</p>
<p>(e32) Local resident, (Goring, The Birches)</p>	<p>I strongly object to the unnecessary implementation of restricted parking in Thames Road, Goring. This road is the only place for residents of The Birches to park, apart from the few limited spaces in our car park. There is absolutely no where else to park! Where do you expect residents to park? Will you be setting up a residents parking permit scheme?</p>

<p>(e33) Local resident, (Goring, The Birches)</p>	<p>We would like to comment on the proposed extension of parking restriction amendments in Glebe ride and Thames road, Goring. We are residents at the Birches which comprises 26 terraced houses. Residents of the Birches and other small flats in Thames road currently make use of the unrestricted parking currently allowed in Glebe ride and Thames road.</p> <p>Many of us are very concerned about these proposals. There is still some unlimited on- street parking currently available in Glebe ride (ie it is not all currently double yellow lines as indicated on your plan and residents make use of this). This unrestricted parking is vital to residents living in this part of the village who do not have large houses with private drives. There are insufficient parking spaces to accommodate resident's cars in the small garage and parking areas of the Birches, likewise residents of flats and smaller houses in Thames Road likewise use Thames Road and Glebe Ride for resident parking. This residential street parking is essential for a viable life in this part of the village.</p> <p>We would like to suggest that either :</p> <ul style="list-style-type: none"> • the unrestricted areas remain in Glebe ride, other than those proposed at the bell mouth to the Birches, or • a residents parking scheme is introduced in this area of the village. We understand that Oxfordshire County Council have residents parking schemes operating in neighbouring places such as Whitchurch on Thames, a similarly sized village, and also in Wallingford and Didcot.
<p>(e34) Local resident, (Goring, The Birches)</p>	<p>We have lived in The Birches, Goring, for many years. The residents of the 26 small terraced houses in The Birches have always made use of the unrestricted parking in Glebe Ride and parts of Thames Road. Over the years, with a changing demographic, the need for on-street parking has increased. This extends to other nearby residents of flats and small houses, who also do not have private driveways.</p> <p>We feel that the proposed parking restriction amendments would greatly impact on the viability of being resident in this area.</p> <p>We would ask you to look at the proposed amendments and to reconsider their suitability</p> <p>.</p>
<p>(e35) Local resident, (Goring, The Birches)</p>	<p>I would like to comment on the proposed extension of parking restriction amendments in Glebe ride and Thames road, Goring.</p>

	<p>I am a resident at the Birches which comprises 26 terraced houses. Residents of the Birches and other small flats in Thames road currently make use of the unrestricted parking currently allowed in Glebe ride and Thames road including myself and my husband.</p> <p>Many of us are very concerned about these proposals. There is still some unlimited on- street parking currently available in Glebe ride (ie it is not all currently double yellow lines as indicated on your plan and residents make use of this). This unrestricted parking is vital to residents living in this part of the village who do not have large houses with private drives. There are insufficient parking spaces to accommodate resident's cars in the small garage and parking areas of the Birches.</p> <p>We would like to suggest that either :</p> <ul style="list-style-type: none"> • the unrestricted areas remain in Glebe ride, other than those proposed at the bell mouth to the Birches, or • a residents parking scheme is introduced in this area of the village. We understand that Oxfordshire County Council have residents parking schemes operating in neighbouring places such as Whitchurch on Thames, a similarly sized village, and also in Wallingford and Didcot. <p>I'm sure many of the residents of The Birches would be very happy to meet up with you on site, if that helps to better explain the situation on the ground and our concerns.</p>
<p>(e36) Local resident, (Goring, The Birches)</p>	<p>I would be very grateful if you could take into consideration how these proposed changes would impact the residents of the Birches. I rely on being able to park my car either on Thames Road or Glebe Ride. The parking facility for our terraced properties is not sufficient for all residents to park (you are welcome to come along to see) and this usually means that I have to use these two roads for unrestricted parking.</p> <p>If this facility is no longer available, and there is no resident parking facility introduced to compensate for it, it will mean I will have to look for unrestricted parking elsewhere in the village which I am sure will be very limited.</p> <p>I do understand that parking may be a problem for some areas of Goring who have people parking and walking to the station but this has not affected me during the three years I have lived in Goring. I am usually able to find space close to home in either Thames Road or Glebe Ride and It also means that if family and friends come to visit they can also park nearby.</p> <p>I do hope that the two areas of Glebe Ride and Thames Road could remain without change please as restrictions would be of no benefit to local residents (The Birches in particular) who do not have the benefit of driveway parking.</p>

(e37) Local resident, (Goring, The Birches)	<p>I should be most grateful to Oxfordshire County Council if you would not alter the parking that is in place now on Glebe Ride and Thames Road. This is essential alternative parking for the Birches RG8 9BW. We rely on the fact that visitors to the Birches have somewhere to park when the residential parking is full to overflowing as it frequently is. I've lived in the Birches for over 25 years and have never encountered any problems with cars being parked on Glebe Ride during the week or at weekends so am not quite sure why the Council is wanting to change the parking arrangements now. I am one of the residents that leaves the Birches via Glebe Ride and am quite happy with the present parking situation.</p>
(e38) Local resident, (Goring, The Birches)	<p>I have recently learned of the proposed parking restrictions on Thames and Glebe roads in Goring on Thames and wish to object in the strongest possible way. We have lived in The Birches, Goring, for many years. The residents of the 26 terraced houses in The Birches and surrounding properties have increasingly had to make use of the unrestricted parking in Glebe Ride and parts of Thames Road. The severe shortage of parking used to be mainly an evening problem but with so many people working from home or retired it is now an all day problem.</p> <p>If this awful injustice is to be forced upon us the only reasonable way to enable us to legally park would be to introduce parking permits.</p>
(e39) Local resident, (Goring, Valley Close)	<p>I am writing with some comments on the above proposal, from the perspective of a resident of Valley Close, regarding the aspects relating to Lockstile Way, Lockstile Mead, and Valley Close area.</p> <p>Some general observations:</p> <p>Firstly, I don't believe there are sufficient notices bringing this proposal to resident's attention. Only one on the opposite side of Wallingford Road, and one at the junction of Lockstile Way and Valley Close which I have seen. No notices have been placed on the lampposts actually in the middle of Lockstile Way, Valley Close, or Lockstile Mead which would be the most obvious places to put them. There is a genuine risk that many residents affected by this will not know about this proposal and will not therefore be able to provide observations/objections.</p>

	<p>Secondly, the section of Lockstile Way between Wallingford Road and Valley Close needs completely resurfacing prior to any lines being painted. It is full of potholes and is one of the worst road surfaces in Goring. It has been partially repaired many times before but never properly. This section is the nearest place to the station, where motorists park in order to avoid paying at the station carpark. On weekdays it is always full of cars doing this and this has been the case for years. This, I presume, is one of the problems you are aiming to resolve.</p> <p>I do not object to the introduction of double yellow lines at the junction of Lockstile Way and Wallingford Road, as cars frequently park there and it creates a hazard to cars trying to turn into or out of this junction, although parking this close to a junction is already an offence anyway so could presumably be dealt with by ticketing offenders?</p> <p>However the painting of single yellow lines up Lockstile Way will have a number of knock-on effects as follows:</p> <ol style="list-style-type: none"> 1. Residents of Lockstile Way will no longer be able to park their cars outside their own homes. These bungalows have tiny driveways and often more than one car per household, therefore needing additional parking for themselves or visitors. 2. By restricting parking on Lockstile Way, the station carpark dodgers, will look for the next nearest place to park for free. This will inevitably be Valley Close/Lockstile Mead. The problem will then simply shift to our doorstep. 3. Valley Close is a lovely quiet cul-de-sac and should not be burdened with this problem. Numbers 2, 4 and 6 Valley Close, are detached houses with single-car driveways. Like most modern households they own multiple cars which they park outside their homes. The spaces there will be the first ones the commuters will try to grab which will then push the problem further up Valley Close. The introduction of double yellow lines at the junction of Lockstile Way and Valley Close will remove parking spaces for these homes too. <p>I object to these aspects of the proposal and would ask you to reconsider the unintended consequences of their implementation.</p>
<p>(e40) Local resident, (Goring, Valley Close)</p>	<p>I feel compelled to query the wisdom of the proposal rehang Lockstile Way.</p> <p>As a resident of Valley Close, which directly adjoins Lockstile Way south of the point that you propose ending the new yellow line restrictions, I can confirm that we already see parked cars left on the street, occasionally for days at a time, by station users. While it is sometimes a little annoying, on the whole, the problem is currently not too severe.</p>

	<p>However, I believe, as do many neighbours, that that situation will drastically change for the worse if the proposals come into force. It's a straightforward assumption that drivers will instead use the roads leading off Lockstile Way to leave their cars, and ours is one of the first they will come to in this situation. The fact that the proposed restrictions would extend north of our roads junction imply the council is well aware that people are prepared to walk at least this far from their car to use the station, leaving our road as an obvious alternative.</p> <p>Valley Close is a quiet cul-de-sac, very much narrower than Lockstile Way, without any through traffic, and with lots of elderly residents. The addition of tens of parked cars a day would surely impact our environment negatively. In addition, many homeowners in the street have only room for one car in their drives and need to park a second outside in the street. Are they to lose the ability to do this just so that station parkers may park freely without paying?</p> <p>In short, I strongly oppose this proposal, which seems to me to simply be shunting the problem of insufficient or expensive car parking up the road, without really tackling the heart of the issue. As the current situation stands, while I accept the parking problem may be irritating for Lockstile Way residents, the scale of their road means it in no way impacts their quality of life to the same degree that it would our mall cul-de-sac.</p> <p>I ask you to reconsider these plans. It seems to me much preferable to either leave things as they are with the burden of on-street parking shared amongst our local roads or, if need must, to consider including our road in your single yellow plan.</p>
<p>(e41) Local resident, (Goring, Valley Close)</p>	<p>A few thoughts on the proposed restrictions re Valley Close and Lockstyle Way. Please note that Valley Close is narrower than Lockstyle Way.</p> <ol style="list-style-type: none"> 1. There appears to be no parking restrictions proposed further NE in Valley Close after double yellows at the corner with Lockstyle Way. Surely this will mean more parking in Valley Close and not Lockstyle Way. 2. The 'turning circle' part way up Valley Close is already used as a parking area. 3. Valley Close is narrow. Currently service HGVs occasionally need to mount pavements to gain access. This will only get worse if unrestricted parking is allowed. 4. Perhaps the estate should have designated 'Residents Only' parking in places. <p>I notice this applies in Oxford e.g. near the JR hospital on some roads that are approximately twice the width of Valley Close.</p>

	<p>5. Some residents in Valley Close already routinely need to park in the Street because of inadequate driveway parking, particularly at the west end of the Close.</p>
<p>(e42) Local resident, (Goring, Valley Close)</p>	<p>I'd like to respond to the proposed parking restrictions in Lockstile Way and Valley close. I believe the date has passed to submit questions but as I live at 4 Valley Close and will be directly affected I ask that you accept this submission.</p> <p>The plans you have submitted do not appear to be to scale, stating they cover the first 10 meters from the junction. Can you confirm this is to scale as it is far greater than 10 meters from the start of the junction for Valley Close. If it were to come as far as it shows on the plan this will cause significant problems accessing my drive. Not only will these restrictions just shift the problem further up the road in Valley close but the first available parking would be right next to my drive entrance. With the road being so thin, I would be unable to get in or out of my driveway. So I would ask this to be checked and considered before you proceed with any line painting.</p>
<p>(e43) Local resident, (Streatley, Ash Hill)</p>	<p>I have the following comments and observations on your proposals:</p> <ol style="list-style-type: none"> 1. Your extension of time limited parking (one hour or two hour) sections in certain roads is unnecessary. There may be a case for such time limited sections near shops and offices in the village centre, but there is not where the roads are residential. An example is Glebe Ride and the part of Cleve Road to the north of it. There is no evidence of parking space pressure in these roads and simply extending restrictions for the sake of it inconveniences local residents and their visitors. 2. You are proposing significant extensions of double yellow line sections. In some places, for visibility on junctions , there may be a case for the additional markings you show, but not otherwise. An example is Station Road. It is narrow, mainly residential and has no pavements, and is sometimes used for avoiding congestion in the High Street. Such traffic often travels too fast. The parking sections in Station Road are few but to remove what is there will simply encourage traffic to go faster. You should bear in mind that the parking sections there serve to calm such traffic, and act to a degree to protect pedestrians. Far from removing such parking you should consider additional limited small sections of parking further west in Station Road.

<p>(e44) Local resident, (Goring, High Street)</p>	<p>As local residents of a row of cottages in the heart of the village with only pedestrian access via a footpath and no option to build a private driveway, we will be negatively affected by the new, stricter parking restrictions and we didn't want to miss a possibly last chance to express our opinion.</p> <p>The Parish Council confirmed to us end of last week, that there are no plans to introduce a Residents Parking Permit scheme similar to the surrounding villages and towns. We feel that such schemes are always welcomed by local residents as they help to prioritise the locals when finding somewhere to park the family car within a reasonable distance from the property which can be otherwise difficult and time-consuming when organising daily family routines.</p> <p>Our fear now is, that when the new restrictions come into force and many more stretches of road will see the restriction of a maximum duration of stay of a 2-hour period and, at the same time, taking away the option to park the family car without time-restriction in Glebe Ride (opposite 'The Birches' housing estate) that this will make it ever more difficult for local residents like us to find a space without having to move the car every two hours over the day.</p> <p>We therefore kindly wish to propose to the OCC to consider a simplified scheme, where local residents without a driveway can be exempt from the 2-hour time restriction. We would not expect such an exemption to be issued free of charge but maybe similarly charged as annual residents' parking permits in surrounding villages.</p>
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RESPONDENT	COMMENTS
(o1) Local resident, (Goring, Cleeve Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>The only material issue with the existing parking restrictions / set up in Goring is that these restrictions are not enforced/ 'policed'. A better approach would be to enforce the existing set up rather than waste time and effort on a new scheme which I suspect will once again not be properly enforced.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>See my response to Q2</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>See my response to Q2</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p>

	<p>The existing parking rulers just need to be properly enforced before/ or instead of just fiddling with them. Please share with the residents the current and future enforcement plans</p> <p>General view – Object</p> <p>As before</p>
<p>(o2) Local resident, (Goring, Cleeve Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Station Road – Object</p> <p>The addition of double yellow lines in Glebe Ride is not required. This is not a dangerous junction and vehicles are not hindered by parking here. The removal of parking and addition of double yellow lines in Station Road is a terrible idea. Those spaces are needed to access businesses. There is no path anyway. Cars tend to drive quite slowly down this road and wait for pedestrians to walk past parked cars before they drive on. Removing the parking spaces will tempt people to park even more in other, much more dangerous, places.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>There is no need to establish these new restrictions. There are sufficient spaces in village car parks for those who want them. Having these restrictions will also penalise visitors and guests who come to visit residents of Goring and want to park while they are here.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>There is no need to establish these new restrictions. There are sufficient spaces in village car parks for those who want them. Having these restrictions will also penalise visitors and guests who come to visit residents of Goring and want to park while they are here.</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>The proposed new parking section at the end of Cleeve Road nearest the high street is EXTREMELY DANGEROUS and WILL RESULT IN TRAFFIC ACCIDENTS TO VEHICLES and/ or pedestrians. This corner is already a blind corner which cars have to take at a wide angle if turning from High Street left into Cleeve Road, often at medium speed to avoid holding up the traffic behind them on the main road. When cars are parked in this section illegally now, it requires cars driving down Cleeve Road towards the High Street to pull onto the wrong side of the road to pass, directly into the potential (blind) oncoming traffic into Cleeve Road. Also, the minute more than one car pulls round the parked cars to wait at the junction, a queue forms which blocks Cleeve Road which will then stop any cars coming off the High Street from being able to move. This will then cause hold ups all down the High Street which is already congested most of the time.</p> <p>For the sake of parking about three more cars, I strongly urge you not to allow this one section to be turned into parking. Instead, please just properly enforce the parking restrictions that are already there. Without enforcement, none of these changes will have any benefit. People already park dangerously - they need to know they may be penalised for doing so.</p> <p>General view – Object</p> <p>Just enforce the existing regulations properly. Making all these changes without enforcement is a waste of money. And the one at the end of Cleeve Road by the High Street is HIGHLY Dangerous.</p>
<p>(o3) Local resident, (Goring, Clevedon)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Wallingford Road – Object</p> <p>Not too sure on the benefit</p> <p>Single Yellow Lines (10am-11am):</p>

	<p>Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Where is the consideration for flat owners with multiple vehicles and one allocated space on a driveway ?</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Don't see the need</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Glebe Road- relief parking for residents on the Thames Road Cleeve road - relief parking for residents in thames Court and clevedede house.</p> <p>General view – Object</p> <p>These measures will be of no benefit to local residents</p>
<p>(o4) Local resident/Parish Cllr, (Goring, Croft Road)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>I have not given a view as I am interested in local residents' views</p> <p><u>Single Yellow Lines (10am-11am):</u> No object</p> <p>As previously</p> <p>Lockstile Way (3pm-4pm) – No objection</p>

	<p>As previously</p> <p><u>Parking provision amendments:</u> Croft Road – Object</p> <p>Currently Croft Road is less restricted, being no parking for one hour on each side of the road. Thos works fine. However this starts from beyond the junction with Limetree. Adding parking between Limetree and Station Road will effectively create a ridiculously long single carriageway from the the top of station road all the way to thee limetree junction, going round the corner at the end of Croft Road. I foresee incidents where a couple of cars come down station road, turn left into Croft Road and meet a car coming past the new parking spaces and requiring people to back. This would be very unhelpful.</p> <p>General view – Object</p> <p>The Croft Road Parking spaces are too limited in terms of time and too close to the junction.</p>
<p>(o5) Local resident, (Goring, Ferne Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>It would be in convenient for local residents deliveries and visitors</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Support</p> <p>Lockstile way is currently abused by people using the railway station</p> <p>Lockstile Way (3pm-4pm) – Object</p>

	<p>The morning one sufficient</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Not needed</p> <p>General view – Object</p> <p>Introducing this will only move the problem not stop the problem. We want visitors and a vibrant community so people need to park</p>
<p>(o6) Local resident, (Goring, Glebe Ride)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Partially support Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Lockstile way - I object to the parking restrictions, however the double yellow plans near that dangerous junction are a good idea. Glebe Ride - misrepresented on the map. We are going to loose some all day parking (iunrestricted spots). No need for the double yellows opposite junction - it is not a dangerous place to pull out from - it is a contradiction to those paring bays being put on Thames Road opposite a similar junction (fine) - both these junctions noly have residential traffic for about 12 homes per entrance.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object</p>

Lockstile Way – Object

This will just push the commuter issue out further afield in the village rather than alleviating the issue. At the moment this commuter issue is diluted by the fact there are various options for them to park - which is fine, as we do not have enough car parks to help the commuters.

Lockstile Way (3pm-4pm) – Object

As per my previous point: This will just push the commuter issue out further afield in the village rather than alleviating the issue. At the moment this commuter issue is diluted by the fact there are various options for them to park - which is fine, as we do not have enough car parks to help the commuters.

Parking provision amendments:

Croft Road – **Object**

Glebe Ride – **Object**

Manor Road – **Partially support**

Thames Road – **Support**

Cleeve Road – **Object**

Loss of unlimited parking on Glebe Ride for local residents. Additional parking on Thames Road - but opposite a similar type junction to that on Glebe Ride - inconsistent approach to road markings, suggest parking bays are put in both spots opposite The Birches resident parking entrances. Rather than 1 double yellow and one parking bay option. This would make more spaces, albeit limited time, restricting local residents who work from home. Residential parking and exemption from the parking would be good for residents - ideally without this ridiculous annual fee. More consideration to residents please - we do not all have private driveways where we can park off the road, and need to park all day somewhere. Many work from home too, or are permanently at home.

General view – Object

Whilst more parking for people needing to use local businesses would be fabulous - we need another car park, and to keep the parking we already have. Commuters really do need somewhere to park - there is that temporary field at Gatehampton, surely that or somewhere similar could be allocated to a reasonably priced car park, so commuters have more options. Then all day parking could be more prevalent around the village for people wanting to enjoy more than 2 hours here in Goring. Restricting parking near the station and village is just going to mean cars park further out in the village, such as off Elvendon Road, and down other roads further afield, and just moving the problem rather

	<p>than solving it. As a resident with no driveway, these proposals are distressing. The cost of living has caused issues, and now we were worrying about parking tickets outside our own homes. Please, the residents of Goring need help to park by our own homes. Commuters need to go to work to support themselves and their families. Not everyone is wealthy enough to afford a house with its own parking. Potholes are something that would be better invested in, and policing those parking dangerously near junctions. Resident parking bays would be most appreciated. Without an annual fee ideally. We moved here when parking was not restricted. Please do consider all the knock on effects of these proposals. Shifting rather than solving a problem is not ideal.</p>
<p>(o7) Local resident, (Goring, Howgate Drive)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I have lived in Goring for 18 years and in all that time I have never found people parking, or stopping temporarily to pick up children/ dogs/prescriptions/supplies etc to be a problem. There are now less people commuting and so less pressure on parking near the station.</p> <p>I think the continued assault on drivers needs to stop. How can a mother pick up 3 young children on a rainy day in February if you put heavy restrictions on parking near the school? It is not unreasonable for someone to do that and is safer for them and the children to have that option.</p> <p>People in this village are so impatient - refusing to wait 10 seconds to be able to pass a car that has stopped for a legitimate reason. Yet they also seem to think that we all have the time to walk everywhere. As a busy single parent with 2 jobs I don't - and I don't think that people parking near the centre of the village or near the school is a problem. It has never delayed me, caused me issues or disrupted my day. Some people just want something to feel important over and unfortunately parking has become something the council and others will discuss - it is not necessary - let people live their lives and try to make them a bit easier - rather than a bit harder.</p> <p>It will also prevent residents and their friends/guests from parking near their homes. I live just off Cleeve road and there are a couple of times a year when my friends need to park on Glebe ride or near it - they only do it for short periods and generally when it is very quiet - always respectfully. I don't see a problem with that.</p> <p>The only place where parking does cause a problem is on Streatley hill (west berks) and even that is manageable with a bit of patience. People need to change their attitude and behaviour rather than constantly try to control others'.</p>

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**

Grange Close – **Object**

Lockstile Way – **Object**

NO need for it. people have nothing better to do in their lives but complain. stop trying to control everyone and have a bit of compassion and patience.

I frequently walk down cleeve road and have never experienced issues with traffic/parking at that time of day. There are safety issues with cars parked near to junctions which force drivers onto the wrong side of the road at blind bends or turnings - these are the things that need to be solved - by creating more parking away from junction. we need to think smarter rather than just be 'anti driver'.

I'm sure businesses and individuals have legitimate reasons need to wait - and as long as it is away from the junction there is NO issue with it - it cause ZERO problems. Create MORE parking in safe places on the road NOT less.

Lockstile Way (3pm-4pm) – **Object**

I have lived in Goring for 18 years and in all that time I have never found people parking, or stopping temporarily to pick up children/ dogs/prescriptions/supplies etc to be a problem. There are now less people commuting and so less pressure on parking near the station.

I think the continued assault on drivers needs to stop. How can a mother pick up 3 young children on a rainy day in February if you put heavy restrictions on parking near the school? It is not unreasonable for someone to do that and is safer for them and the children to have that option.

People in this village are so impatient - refusing to wait 10 seconds to be able to pass a car that has stopped for a legitimate reason. Yet they also seem to think that we all have the time to walk everywhere. As a busy single parent with 2 jobs I don't - and I don't think that people parking near the centre of the village or near the school is a problem. It has never delayed me, caused me issues or disrupted my day. Some people just want something to feel important over and unfortunately parking has become something the council and others will discuss - it is not necessary - let people live their lives and try to make them a bit easier - rather than a bit harder.

It will also prevent residents and their friends/guests from parking near their homes.

The only place where parking does cause a problem is on Streatley hill (west berks) and even that is manageable with a bit of patience. People need to change their attitude and behaviour rather than constantly try to control others'.

Parking provision amendments:

Croft Road – **Object**

Glebe Ride – **Object**

	<p>Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>There is no need for them. What problem is this trying to solve? There is NO problem with parking on cleeve road and introducing restrictive measures will make life harder for residents. It will stops residents leaving their cars parked outside their house during the day. I mostly park off street (I'm just off cleeve road) but there are occasions when I need to leave my car parked on cleeve road for the day - (eg. when I have workmen at my house taking up the drive space, my elderly parents visiting in their car needing to park close to the house etc). this will make my life extremely inconvenient on those days and expose me to potential fines which I cannot afford as a single parent - this is totally unfair and inconsiderate.</p> <p>I can't reiterate enough that there is NO problem to solve here. Things work just fine. On the infrequent occasion where there are a number of cars that want to park on Cleeve road it is still easily passable without any problem at all. There is absolutely no need to introduce parking measures. If anything remove the yellow lines - let people go about their business as needed without feeling the need to constantly control everyone. This is a civilised society - we are capable of dealing with the minor inconveniences ourselves. This is a total waste of council money that would be better invested in making junctions safer (which no-one seems to care about but as a consultant civil engineer I think needs attention) or put it into other services.</p> <p>General view – Object</p> <p>Pressure for changes to parking are as a result of bored people wanting to feel like they have a sense of control. There is NO need for additional parking measures in Goring. It will be disruptive to the easy running of the lives of businesses and individual lives - and for what reason? There is no reason. This is a fictitious problem dreamed up by those who don't have enough in their lives to keep them gainfully occupied. So they want to impose control on others. Please don't punish the rest of us for this and don't make lives that are already stressful, busy and difficult even harder. If I wasn't doing 2 jobs to raise my children as a single parent then maybe I would have time to wander around the village moaning about busy people trying to get on with their day and make a living. But I simply dont have the time - and your proposals will make things more difficult and stressful for me and others in my position. I don't see a valid reason to impose hardship on others when there is NO problem to solve.</p>
<p>(o8) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support</p>

	<p>Station Road – Support Valley Close – Partially support Wallingford Road – Partially support</p> <p>The junctions need protecting</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>The restrictions will simply move the issue to other roads many of which contain young families with children that playing outside.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This will simply move the issue to neighbouring street many of whom have young families. As a result there are likely to road safety issues</p> <p><u>Parking provision amendments: No objeciton</u></p> <p>Simply limiting certain areas will not resolve the issue simply move the problem and cause additional safety concerns</p> <p>General view – Object</p> <p>It either needs to be extended to the wider area or scaled back purely to protect junctions. The scheme on Lockstile Way will simply move the problem to other less suitable roads.</p>
<p>(o9) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p>

	<p>There are no demonstrable road safety issues in these areas. This is just another attempt to stop commuters parking perfectly legally. The station car park is far too small and what alternative is there? You have places ridiculous 2 hour restrictions around the village for NIMBY reasons. You cannot demonstrate a legitimate reason for this proposal as you couldn't in Gatehampton. This has nothing at all to do with safety.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Nothing to do with road safety. Just NIMBYISM again. It has achieved nothing in Gatehampton. You are just trying to penalise commuters again under the guise of road safety.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>No valid reason to do this. This has nothing to do with road safety.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Nothing to do with road safety again. Just NIMBYISM again. Sort out the real road safety issues on Streatley Hill and at the bottom of Goring hill</p> <p>General view – Object</p> <p>This is just NIMBYISM</p>
(o10) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object</p>

Lockstile Way – **Object**
Station Road – **Object**
Valley Close – **Object**
Wallingford Road – **Object**

There's no point putting double yellow lines on any of these roads - feels like a waste of money. We don't have anyone parking there who shouldn't be. Sounds completely pointless.

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**
Grange Close – **Object**
Lockstile Way – **Object**

Pointless

Lockstile Way (3pm-4pm) – **Object**

There's no point, this is a waste of money and just hugely inconvenient to local residents

Parking provision amendments:

Croft Road – **Object**
Glebe Ride – **Object**
Manor Road – **Object**
Thames Road – **Object**
Cleeve Road – **Object**

Pointless waste of money and resources

General view – **Object**

Parking in Goring is already fairly limited (the village car park is often full), people are generally respectful of existing restrictions. This feels like a waste if council money

<p>(o11) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Because it would cause problems to other roads and I don't consider we have presently have a problem in Goring</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>As previously stated</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As stated previously</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As stated previously</p> <p>General view – Object</p> <p>As stated previously</p>
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<p>(o12) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Lockstile Way – Object</p> <p>By putting parking restrictions in only part of Lockstile Way, all you are doing is shifting the problem from one part of the road to another. Commuters will simply part further up the road, rather than pay a fee for parking at the station.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>By putting restrictions in one part Lockstile Way and not further up, all you are doing is shifting the problem. Commuters who currently park at the Wallingford Road end will just move further up the road and put up with a slightly longer walk, rather than pay a fee to park at the station. Restrictions should be the same for the whole of the road.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As previously stated, by putting restrictions in one part Lockstile Way and not further up, all you are doing is shifting the problem. Commuters who currently park at the Wallingford Road end will just move further up the road and put up with a slightly longer walk, rather than pay a fee to park at the station. Restrictions should be the same for the whole of the road.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>I am concerned about Lockstile Way.</p> <p>General view – Object</p> <p>I am concerned about Lockstile Way. I live in Lockstile Way, and wish to be able to park outside my house, rather than have commuters park there. It is for residents in other roads to decide what they want.</p>
<p>(o13) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>Currently busses and Lorrie’s have difficulty turning.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>This should be no parking at any time. Currently cars do not park on that side of the road, because they can park on the opposite side. If there are parking restrictions on the South side, then people will start parking on both sides of the road causing chaos, because the road is not wide enough.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As before, people will park on both sides of the road at certain times causing chaos. The road is not wide enough for cars to park on both sides of the road.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>I have no view on these proposals.</p> <p>General view – Object</p> <p>The proposals in Lockstile Way will not work. Either leave it as it is, or have restricted parking on the South side and no parking at any time on the North side.</p>
<p>(o14) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>The proposals for Lockstile Way / Lockstile Mead / Valley Close / Wallingford Road as a whole are ill thought through, unnecessary and will not resolve parking issues related to G&S Railway Station. They will just shift any excessive station parking problem up to the top section of Lockstile Way, which would then also need to be yellow lined. They would be a pointless waste of tax payers money, further urbanising Goring's village streets and creating issues for residents and tradespeople parking outside houses.</p>

The yellow lines proposals for Glebe Ride and Cleeve Road are inappropriate and dangerous. They would create a major blind corner driving risk at the Glebe Ride / Cleeve Road junction. Elsewhere they do not leave adequate gaps for drivers to pause for oncoming traffic.

The proposals for Station Road are simply unnecessary - this quiet road is navigable and safe for pedestrians and others as it is.

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**

Grange Close – **Object**

Lockstile Way – **Object**

The proposals for Lockstile Way as a whole are ill thought through, unnecessary and will not resolve parking issues related to G&S Railway Station. They will just shift any excessive station parking problem up to the top section of Lockstile Way, which would then also need to be yellow lined. They would be a pointless waste of tax payers money, further urbanising Goring's village streets and creating issues for residents and tradespeople parking outside houses. The yellow lines proposals for Cleeve Road are inappropriate and dangerous. They would create a major blind corner driving risk at the Glebe Ride / Cleeve Road junction. Elsewhere they do not leave adequate gaps for drivers to pause for oncoming traffic.

Lockstile Way (3pm-4pm) – **Object**

The proposals for Lockstile Way as a whole are ill thought through, unnecessary and will not resolve parking issues related to G&S Railway Station. They will just shift any excessive station parking problem up to the top section of Lockstile Way, which would then also need to be yellow lined. They would be a pointless waste of tax payers money, further urbanising Goring's village streets and creating issues for residents and tradespeople parking outside houses.

Parking provision amendments:

Croft Road – **Object**

Glebe Ride – **Object**

Manor Road – **Object**

Thames Road – **Object**

Cleeve Road – **Object**

	<p>The yellow lines proposals for Glebe Ride and Cleeve Road are inappropriate and dangerous. They would create a major blind corner driving risk at the Glebe Ride / Cleeve Road junction. Elsewhere they do not leave adequate gaps for drivers to pause for oncoming traffic.</p> <p>General view – Object</p> <p>These proposals are being presented now despite major objections being raised in writing by local residents when they were first aired by Goring Parish Council in March 2023. This is particularly the case for yellow line options in Lockstile Way and adjoining roads, where GPC seems not to have talked to anyone who actually lives there about the scheme. The proposals will not solve any underlying problem and will just shift any issues up the road to the upper section of Lockstile Way. A similar scheme was presented by OCC/GPC in 2006, overwhelmingly rejected by residents' petitions and at an open meeting, then dropped as result. This scheme should be similarly abandoned as a pointless waste of scarce local government resources.</p>
<p>(o15) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Object Lockstile Way – Partially support Valley Close – Object Wallingford Road – Partially support</p> <p>Restricting parking near the main Wallingford Road junction is sensible. Other double yellow lines will cause increase in traffic speed in the residential areas which I object strongly to. If introducing traffic parking restrictions then also introduce traffic calming toad bumps to decrease the speed in residential areas.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>I think I have already explained my reasoning.</p>

	<p>Lockstile Way (3pm-4pm) – Object</p> <p>Parking restrictions will increase traffic speed. Allow parking to reduce traffic speed.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Manor Road – Object Cleeve Road – Object</p> <p>Make the station parking cheaper and less people will park on residential streets.</p> <p>General view – Object</p>
<p>(o16) Local resident, (Goring, Lockstile)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Taking away the rights to park as residents from our own village is ridiculous. I live on one of these roads and sometimes there is not enough parking on our driveway and friends/family often have to use the road</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Again for the same reasons as before</p> <p>Lockstile Way (3pm-4pm) – Object</p>

	<p>Again same as before</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>I don't see the difference between the other proposed signage - still the same thing stopping our friends and family and us as residents from using our streets to park</p> <p>General view – Object</p>
<p>(o17) Local resident, (Goring, Maple Court)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Partially support Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>As a resident we want to retain unrestricted spaces on Glebe Ride, Thames Road and also Lockstile Way - except I approve the double yellow lines near the Lockstile Way junction as this is dangerous to pull out of when cars are parked there.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>WE need to keep the parking that is in Goring.</p>

	<p>Lockstile Way (3pm-4pm) – Object</p> <p>We need to retain as much parking as we can for all the community and commuters and visitors in Goring, Parking is so limited already.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As previously stated.</p> <p>General view – Object</p> <p>We need to retain any unrestricted parking on Glebe Ride and Thames Road. There is very limited parking in Goring already. Thank you!</p>
<p>(o18) Local resident, (Goring, Thames Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Having read the Public notice, statement of reasons, cited the consultation plan, and draft order. I am a local resident of the Birches and we do not have our own driveways, and very limited parking. I come back from work at all different times and I have to park whenever I can, as there is very limited parking now, let alone if this parking restriction proposal is approved in full. Where are we going to park when working all day from home for example?</p>

I don't understand why? Road safety reasons? – there have never been any issues; visibility and turning, never any issues, as the traffic flow is limited, and very slow. And this will not assist in any way for local residents' parking needs for their own homes. Many people visiting would also need more than 2 hours to carry out their business.

Car parking is so limited in Goring.

Let alone local Goring businesses who rely on out of town people to park and spend money.

Glebe Ride currently has some unlimited parking spaces, and so from the plans this is not particularly apparent that these are being lost. There are some of these precious spaces – and these are used by local people. Often residents (we are familiar with our neighbours' vehicles).

Please do not go ahead with these unthought through plans, a total waste of our tax payers money. There seems to be a bias against those on lower incomes, who are already struggling to feed and warm their families, let alone worry about parking tickets outside their own homes. The parking there is, just about works, and although we have station parkers, they too are trying to get to work, earn money for their families. The station park is often full to capacity. It is also expensive.

The money would be so much better spent on reducing dangerous potholes. Potholes cause people to swerve, and this might kill someone.

We need another car park – so that station users are able to use those. And the rate of parking to be reduced, to encourage that use.

If we reduce local parking – this will just cause problems for those residents living further away from the station – people will be concentrated into parking there for the station - it will gradually kill the village off, suffocating it, except those who have their own driveways, which is not everyone. For example near the Birches, there are also properties along Thames Road with limited parking, such as Oriel House, Maple Court.

Whether rich or poor, with a driveway or not, we need to consider the wider implications of what these parking restrictions would cause to the village – and it will just move the problem, not solve it, creating distress to the local residents, and those trying to visit and spend money with our businesses, enjoy the area.

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**

Grange Close – **Object**

Lockstile Way – **Object**

As above.

Lockstile Way (3pm-4pm) – **Object**

	<p>As above</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Support Thames Road – Object Cleeve Road – Object</p> <p>As above.</p> <p>General view – Object</p> <p>Please please especially try and consider those residents of Goring who work from home, do not have their own driveway parking, and struggle to find all day parking. Also thses changes will just cause a 'knock on effect' to those elsewhere int eh village, ultimately not solving the parking issue. A car park ? Parking in the filed along Gatehampton Road, which is sometimes used for tempoary event parking? Cheaper parking rates in that car park too to discourage 'random parking'?</p>
<p>(o19) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Station Road – Object</p> <p>I object strongly to double yellow lines on Glebe Ride as I use it for parking. As a resident with restricted parking facilities there is nowhere else to park near my house.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I do not fully understand the need to introduce these restrictions and the times but have no objection if the local residents support this.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I do not understand the timing but if local residents support this I have no objection.</p>

	<p><u>Parking provision amendments:</u> Croft Road – Definitely disagree Glebe Ride – Definitely disagree Manor Road – Definitely disagree Thames Road – Definitely disagree Cleeve Road – Object</p> <p>I object strongly to restricting parking availability for residents. As a resident with nowhere to park if these restrictions are introduced I have to object to them all. If a scheme were introduced to allow resident's parking by permit I would support additional spaces for visitors to the village as the shops and local businesses need support. PLEASE WILL YOU INTRODUCE A SCHEME FOR RESIDENTS PARKING TO ALLEVIATE THIS PROBLEM. Extra annual payment would mean only residents who need to park will apply.</p> <p>General view – Object</p> <p>The scheme does not take into account parking needs of local residents who do not have parking facilities near their home. A Residents Parking Scheme would alleviate this potential problem and I would then support visitor parking schemes throughout the village. However if the scheme is introduced without this I will have nowhere to park my car. I therefore have no choice but to object.</p>
(o20) Local resident, (Goring)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Stop wasting our taxes on daft speed restrictions and yellow lines. You don't even enforce them. Clean the gulleys out instead you posers.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p>

	<p>Grange Close – Object Lockstile Way – Object</p> <p>What?</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Rubbish</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Loaded survey this is.</p> <p>General view – Object</p> <p>Wasteful posers.</p>
<p>(o21) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>All this will do is disperse the problem. Those parking in roads instead of paying for station parking will simply find somewhere else in the village to park for free. It will not make them park sensibly or suddenly use the paid for parking options.</p>

	<p>We are a young family in Lockstile Mead and having restrictions in the start of our road would merely increase cars parking directly outside of our house and increase cars driving through looking for spaces.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>I don't understand how this measure would improve the situation of people currently parking in inconsiderate ways. It just disperses the problems and the timings will not stop people parking for the station</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>This would stop school traffic, but the main bulk of people parking in Lockstile Way (and Mead) are parking all day, or sometimes multiple days, for the station. So I don't feel like would do anything.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As with all this proposed restrictions, it will just increase parking in other roads. It doesn't fix the problem - it just moves it to other roads and makes them more congested!</p> <p>General view – Object</p>
(o22) Local resident, (Goring, The Birches)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>Good Morning. My husband and I are objecting to the 'No waiting at any time' parking restrictions at Glebe Ride (and Thames Road) as residents of The Birches, in Goring for the below reasons:</p>

	<p>1. Our houses do not have a drive way, therefore, we use these roads to park on a daily basis as the parking area of the Birches is insufficient for all its residents. If you need to restrict parking in these areas please help us by providing residents permits' as otherwise your new rule will impact residents in the area negatively.</p> <p>2. We also believe that businesses in the area will be negatively impacted as customers from nearby villages will find little parking availability and decide not to come.</p> <p>We, therefore, would like to request you to please review your proposal carefully.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p> <p>As above.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>That area does not affect my parking needs although it may affect residents of the area.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Thames Road – Object Cleeve Road – Object</p> <p>As above.</p> <p>General view – Object</p> <p>This scheme is not considering the parking needs of residents of the area with no drive ways, and that of their visitors. Please reconsider.</p>
(o23) Local resident, (Goring, Cleeve Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object</p>

Valley Close – **Object**
Wallingford Road – **Object**

This plan has not been thought through regarding usage of Road, residents, and the issues trying to resolve

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**
Grange Close – **Object**
Lockstile Way – **Object**

I am not sure what problems you are addressing with the proposed changes. Who is going to in-force this restriction? Potentially causes a hazard to free flow of traffic in these roads and cause people to drive on the pavements as the road becomes effectively a single carriage wat.

Lockstile Way (3pm-4pm) – **Object**

It will move any problem elsewhere. Who is policing the people who just ignore this restriction?

Parking provision amendments:

Croft Road – **Object**
Glebe Ride – **Object**
Manor Road – **Object**
Thames Road – **Object**
Cleeve Road – **Object**

It will make no difference to parking as people park all day in these bays. No body to police !!!!!

General view – **Object**

Please explain why you consider changes are necessary.
Which authority is going to police the correct adherence to parking?
There are potential dangers to pedestrians by reducing the carriage ways to single lane as cars will and have driven on the pavements.

<p>(o24) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Support Valley Close – Object Wallingford Road – Support</p> <p>Objecting Lockstile Way as it will just move the problem to the neighbouring roads like Lockstile Mead. There are many young children in Lockstile Mead and more cars would increase the danger with more cars being parked.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Object as this will just move the problem to neighbouring roads such a Lockstile Mead.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This would simply move the issue to the neighbouring roads where young families live</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Partially support</p> <p>Agree with the above to stop people parking all day in these roads</p> <p>General view – Object</p>
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<p>(o25) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Fix the potholes, the roads are like the 3rd world and wrecking cars suspension, before you worry about painting lines to fix a problem that doesn't exist!</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Fix the potholes! There is not a problem with parking. If the roads were maintained we wouldn't need 4x4s.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Fix the potholes! If you do these parking restrictions more people will concrete over the front lawns and that will increase run off and cause more flooding and more sewage discharges.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Fix the potholes!</p> <p>General view – Object</p>
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	Fix the roads before you worry about parking restrictions
(o26) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Because it would have a knock-on effect with on-street parking for residents</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>As before</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As before</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>As before</p> <p>General view – Object</p>

	As before
(o27) Local resident, (Goring, Thames Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>There is a shortage of parking in most parts of the village for residents and visitors alike.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>People with no other place to park would have to move which seems pointless.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I do not believe that there should be any restrictions on this road.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Many of my neighbours work from home and struggle to find daytime parking.</p> <p>General view – Object</p>

	<p>I do not believe that there should be restrictions on parking in a village that has insufficient spaces available. I know people who resist going out for fear of not finding a space upon their return.</p>
<p>(o28) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>We are residents at the Birches which comprises 26 terraced houses. Residents of the Birches and other small flats in Thames road currently make use of the unrestricted parking currently allowed in Glebe ride and Thames road. Many of us are very concerned about these proposals. There is still some unlimited on- street parking currently available in Glebe ride (ie it is not all currently double yellow lines as indicated on your plan and residents make use of this). This unrestricted parking is vital to residents living in this part of the village who do not have large houses with private drives. There are insufficient parking spaces to accommodate resident’s cars in the small garage and parking areas of the Birches, likewise residents of flats and smaller houses in Thames Road likewise use Thames Road and Glebe Ride for resident parking. This residential street parking is essential for a viable life in this part of the village. We would like to suggest that either :</p> <ul style="list-style-type: none"> • the unrestricted areas remain in Glebe ride, other than those proposed at the bell mouth to the Birches, or • a residents parking scheme is introduced in this area of the village. We understand that Oxfordshire County Council have residents parking schemes operating in neighbouring places such as Whitchurch on Thames, a similarly sized village, and also in Wallingford and Didcot. <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Residents should be allowed to park</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No comments make on this area of the village</p> <p><u>Parking provision amendments:</u> Croft Road – Object</p>

	<p>Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Residents should be allowed to park in these areas</p> <p>General view – Object</p> <p>Resident parking needs of this who live in the centre of the village in small houses and flats are not addressed by these proposals. This could be rectified by a residents parking scheme.</p>
<p>(o29) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object</p> <p>I live immediately in front of a 2 hour parking area on Station Road. When cars are parked they act as a traffic 'slower' - no cars and traffic rushes down the road well above the speed limits. It would actually be dangerous to stop the small car park area on Station Road - when cars rush down the road I cannot exit my driveway car or foot, safely. Further up Station Roads, the natural pinch points slow the traffic, but not around the around near the Croft Road Intersection. I and the other residents of this road, object strongly to removing this parking UNLESS you provide a full time traffic policeman to monitor the speeds. Thank you</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>There are not many cars that wait for a long time - its generally around school hours and there is no practical alternative for parents dropping off and collecting children from school</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I have no objection</p>

	<p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>Not only do parked cars slow traffic on these roads, but there is no other place for workmen to park</p> <p>General view – Object</p> <p>I believe these proposals only represent a narrow constituency and were driven through by someone who does NOT live near most of these areas.</p>
<p>(o30) Local resident, (Goring, Thames Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>Street parking without restrictions (as we have always had) in Glebe Ride and Thames Road is absolutely vital to residents of The Birches. Will you be introducing a Residents Parking scheme for local residents?</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I am unable to comment on areas that I am unfamiliar with. This survey should allow for such a response.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I am unable to comment on areas that I am unfamiliar with. This survey should allow for such a response.</p> <p><u>Parking provision amendments:</u> Thames Road – Object</p> <p>Street parking without restrictions (as we have always had) in Glebe Ride and Thames Road is absolutely vital to residents of The Birches. Will you be introducing a Residents Parking scheme for local residents?</p>

	<p>General view – Object</p> <p>Why are you spending valuable resources on problems that don't exist? These schemes will have an immediate and detrimental impact on local residents and businesses. The state of repair of the roads and pavements is a disgrace. Why don't you sort out these difficult, urgent problems first?</p>
<p>(o31) Local resident, (Goring, Thames Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>I only want to comment on Thames Road and Glebe Ride.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p> <p>I don't want to comment on any roads except Thames Road and Glebe Ride</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I don't want to comment on this road.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Object</p> <p>Again, why am I having to comment on roads of which I have no knowledge.</p> <p>General view – Object</p> <p>We need to keep unrestricted parking in Glebe Ride and Thames Road because many families at The Birches have two cars. These are working families. We currently struggle continually to accommodate all our cars. This proposed scheme will have a huge impact on all residents.</p>

<p>(o32) Member of public, (South Stoke, Ferry Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I regularly use the outskirts of Goring for longer-term parking, if I need to use the railway station. The station car park and the Catherine Wheel car park are not practical to use for long term parking due to cost, safety and availability of space. If I am prevented from using on-street parking in Goring then I will no longer be able to use my local railway station, and I will be forced to drive longer distances to access the rail network somewhere else.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Parking restrictions are onerous enough already in Goring. Please do not make them worse.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I do not support increased parking restrictions in Goring.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p>

	<p>I do not support increased parking restrictions in Goring.</p> <p>General view – Object</p> <p>I do not support increased parking restrictions in Goring.</p>
<p>(o33) Local resident, (Streatley, High Street)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Station Road – Partially support</p> <p>The centre of the village is congested with very few capillary roads. If overflow parking is required on street (to which I'm opposed) then lockstile and the surrounding roads provide relief for the flow of traffic</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>The school traffic must park somewhere. The access to Goring Primary from those roads is required and any restrictions would only add to congestion</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This is an easy access road for a quick extraction of children from the school without impacting local roads</p> <p><u>Parking provision amendments:</u> Manor Road – Support Thames Road – Definitely disagree Cleeve Road – Support</p> <p>The planning of traffic flow in the village needs to be addressed</p> <p>General view – Object</p>

<p>(o34) Member of public, (Whitchurch Hill, Goring Heath)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>I can see no good reason to change current parking arrangements. Parking already very limited in Goring</p> <p>General view – Object</p>
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	<p>As previously stated parking is already restricted in Goring. In particular in areas near The Birches where there are quite a few houses there is nowhere for residents to park let alone their visitors. Additional houses are being built in Thames Rd which is making situation worse.</p>
<p>(o35) Local resident, (Goring)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>The car park in goring is not big enough and is expensive to park as is the station car park . This is a blatantly anti car policy . Rural areas rely on cars as buses are not reliable . Many local residents are older and need cars to get around , including to the surgery where parking is almost impossible . Surrounding roads are needed . This will also affect the economy of the village as a whole. Please do not enforce</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Local community does not object to cars being parked in these streets . We want to welcome people to goring to visit and spend their money . Car parks are expensive and inadequate as is bus travel . His majesty’s highways should be available for all to use . Please do not introduce parking restrictions. This will also affect locals wanting to play cricket or foot ball or like to watch who live in nearby villages but play for goring .</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>No reason that you should not park in this street. Access is clear . It is needed for people to park and access nearby facilities .</p> <p><u>Parking provision amendments:</u> Croft Road – Object</p>

	<p>Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>You will kill the economy of the town</p> <p>General view – Object</p> <p>There will be social and economic consequences that will penalise businesses and those older or less mobile people being able to access facilities and sports in Goring .</p>
<p>(o36) Local resident, (Goring, Croft Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Object</p> <p>The parking on station road has the benefit of slowing traffic down and making it safer for pedestrians.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>No objections</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No objections</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Useful for shoppers and visitors.</p>

	<p>General view – Partially support</p> <p>Station road is best left exactly how it is. A shared space is best for all road users, on foot, cycles or cars.</p>
<p>(o37) Local resident, (Goring, Croft Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Partially support Valley Close – Support Wallingford Road – Support</p> <p>The cars parked in Station Rd slow down the traffic. I object to the idea of a pavement which will stop two cars passing each other.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Makes sense</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Cars parked dangerously</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Makes sense</p>

	<p>General view – Partially support</p>
<p>(o38) Local resident, (Goring, Ferne Close)</p>	<p>Double Yellow Lines: Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support Wallingford Road – Support</p> <p>Great idea to stop commuter parking on Lockstile Way and Lockstile Mead, but... 1 - there are residents who need on road parking - how does this scheme cater for them? A residents parking scheme would be more suitable 2 - for the roads which are NOT having yellow lines put on them, won't they end up having all the commuter parking problem? Neither Meadow Close nor Ferne Close are wide enough to support on road parking and residents traffic.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>Supporting Lockstile Way on this one, but who will be checking this on a daily basis, as no warden currently checks outside Pierrepoints Cafe double yellow lines, for example. So commuters won't care.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>See question 3</p> <p><u>Parking provision amendments:</u> No objection</p> <p>N/a</p> <p>General view – Partially support</p> <p>See question 3</p>

<p>(o39) Local resident, (Goring, Ferne Close)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support Wallingford Road – Support</p> <p>Great idea to stop commuter parking on Lockstile Way and Lockstile Mead, but... 1 - there are residents who need on road parking - how does this scheme cater for them? A residents parking scheme would be more suitable 2 - for the roads which are NOT having yellow lines put on them, won't they end up having all the commuter parking problem? Neither Meadow Close nor Ferne Close are wide enough to support on road parking and residents traffic</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>Same response as previous question - how do we avoid just moving the parking problem to Meadow Close or Ferne Close?</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>See response to Q3</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>N/A</p> <p>General view – Partially support</p> <p>See response to Q3</p>
<p>(o40) Local resident, (Goring, Ferne Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support</p>

Lockstile Way – **Support**
Valley Close – **Support**
Wallingford Road – **Support**

As a resident of the Lockstile Estate I agree with the council's proposals to protect junction sightlines with no waiting at any time lines. I have no opinion on the Station Road scheme regarding the footway.

Single Yellow Lines (10am-11am):
Lockstile Way – **Object**

As a resident of the Lockstile Estate there is a need for on street parking for residents. I object to the proposed no waiting for 1 hour lines on Lockstile Way as this will mean that residents and their visitors will not be able to park outside their own homes - contrary to the "safeguarding parking for local residents" objective in the council's statement of reasons document.

Whilst I agree that commuter parking is a problem in the village and on Lockstile Way in particular, in my opinion more no waiting areas will push the problem elsewhere in the village, as demonstrated by the previous initiative on Gatehampton Road, Croft Road, Manor Road etc. that moved the commuters to Lockstile Way. If we continue in this vain then the whole village will be covered in no waiting areas in the coming years.

Instead I think that the council in its efforts to promote public transport should be working with the station owners to 1) expand parking capacity - part of the issue is that on some days the railway carpark is completely full and 2) look at subsidising or convincing the operator to reduce parking charges, reducing the incentive for people to park elsewhere in the village.

I have no strong opinion on the Cleeve Road and Grange Close schemes, though on the face of it providing additional short term parking spots seem to be a good idea.

Lockstile Way (3pm-4pm) – **Object**

As per my previous objection to the No Waiting Mon-Sat 10-11am on Lockstile Way proposal, I object to the proposed no waiting for 1 hour lines on Lockstile Way as this will mean that residents and their visitors will not be able to park outside their own homes - contrary to the "safeguarding parking for local residents" objective in the council's statement of reasons document.

Whilst I agree that commuter parking is a problem in the village and on Lockstile Way in particular, in my opinion more no waiting areas will push the problem elsewhere in the village, as demonstrated by the previous initiative on Gatehampton Road, Croft Road, Manor Road etc. that moved the commuters to Lockstile Way. If we continue in this vain then the whole village will be covered in no waiting areas in the coming years.

	<p>Instead I think that the council in its efforts to promote public transport should be working with the station owners to 1) expand parking capacity - part of the issue is that on some days the railway carpark is completely full and 2) look at subsidising or convincing the operator to reduce parking charges, reducing the incentive for people to park elsewhere in the village.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>No strong opinion</p> <p>General view – Partially support</p> <p>I wouldn't be unhappy if you chose to do nothing, but as I've said in my comments on the individual proposals protecting sightlines at junctions is fine but I object to measures that will prevent residents and their visitors parking all day / overnight outside their houses.</p>
<p>(o41) Local resident, (Goring, Glebe Ride)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Object</p> <p>All are busy areas and need parking restrictions. Objecting to Glebe Ride as has never been an issue.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I am aware of parking issues for local residents in all of these three areas.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I have spoken to friends who live on these roads who welcome the proposals.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Object Manor Road – Support Thames Road – Support</p>

	<p>There are parking issues along this stretch already. None of the restrictions are enforced anyway, people have parked for years on the small stretch just off the high street so it makes no difference.</p> <p>Glebe Ride is used by the residents of Maple Court and The Birches due to inadequate parking in the private parking areas. As cars have got bigger, nobody can fit them in the garages so parking on Glebe Ride with no restrictions is necessary. You will be forcing local residents to park in other parts of the village, making the parking problems worse.</p> <p>General view – Partially support</p>
<p>(o42) Local resident, (Goring, Glebe Ride)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support</p> <p>My mother lives in the Birches and doesn't drive anymore so I and other people like carers need to visit her as she is elderly. Sometimes I or they might be there longer than 2 hours, but if I take her out, we need to be close to her house as she is frail, so I wonder if this is helpful to residents who have visitors?</p> <p>The local car park is often full and there is no other option if you come into the centre and can't find anywhere to park. Are we going to reduce visitors who might benefit Goring economically if we make it hard for them to park? Is there any scope for extra parking elsewhere - I can't think of any?</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>The only thought is this does mean I will try never to have an appointment at that particular hour!</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>no comment</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p>

	<p>more space to park but for a shorter period makes more sense than double yellow lines when not near a junction.</p> <p>General view – Partially support</p> <p>Could you put more into resurfacing roads like Station Road which are atrocious, especially for bicycles, before you paint the yellow lines?</p>
<p>(o43) Local resident, (Goring, High Street)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Way – Partially support</p> <p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Cariad Court or even further to find a non restricted space.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Lockstile Way – Object</p> <p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Cariad Court or even further to find a non restricted space.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Cariad Court or even further to find a non restricted space.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Thames Road – Object Cleeve Road – Partially support</p>

	<p>You say these restrictions are to "assist with local parking needs". As a resident of the High Street with increasing limited mobility as we get older these restrictions will mean having to walk much further in order to park a car for any length of time. This can already mean walking as far as Cariad Court or even further to find a non restricted space. I support the extension of parking in Cleeve Road but not all of it should be restricted. A few unrestricted spaces should be left for local residents. Even if these are taken sometimes by rail travellers there is the option to get to them in the evening and then leave a residents car there for a few days.</p> <p>General view – Partially support</p> <p>These proposals do not "assist with local parking needs" when that need is for over a 23 hour period. The restricted parking does not "Safeguard parking for local residents" unless we move our cars regularly which is impossible if away for a few days or unable to return to the car within the time limits.</p>
<p>(o44) Local resident, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>It would be good to have electric car charging points in Glebe Ride</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support</p> <p>No comment</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>NA</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Object Manor Road – Object</p> <p>The proposed space in Manor Road opposite Querton is wrong for several reasons (a) It is too close to the exit from Limetree Road -- parked cars there will impede visibility for drivers turning right out of Limetree Road into Manor Road. (b) The proposed space is also alongside a grass verge which gets wet and muddy in the winter. It would be better to restrict parking to the other side of Manor Road where there is a proper pavement. (c) The proposed space is next to two drain gulleys that are regularly blocked with mud and fallen leaves. The space will prevent easy access to the drains for cleansing. The proposed spaces in Croft Road would make it too narrow and make it harder for residents to get out of their drives.</p> <p>General view – Partially support</p> <p>With the exception of the badly-sited space in Manor Road, opposite Querton, that I have commented on above, I support this scheme. I walk along Station Road almost every day, and while I have never had any problem getting along safely, I can see that it must be difficult for people with mobility issues. I would support further restrictions on motor traffic along the section between Croft Road and Red Cross Road. Perhaps speed humps? Or a width restriction to exclude large lorries?</p>
<p>(o45) Local resident, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines</u>: No objection</p> <p>no strong opinion</p> <p><u>Single Yellow Lines (10am-11am)</u>: No objection</p> <p>no strong opinion</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>no strong opinion</p> <p><u>Parking provision amendments</u>: Manor Road – Object</p>

	<p>20 new houses are currently being built at the southern end of Manor Road. This is forecast to increase traffic along Manor Road by 100 journeys PER DAY. It does not make any sense to introduce additional road side parking under these circumstances upon the approach to the awkward junction with Station Road. I strongly object to this proposal.</p> <p>General view – Partially support</p> <p>No objections except for Manor Road proposal.</p>
<p>(o46) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Partially support Lockstile Way – Object Station Road – Partially support Valley Close – Object Wallingford Road – Partially support</p> <p>in general double yellow lines would not benefit anyone - residents would not be able to make use of the road for visitors and it will just push all of the cars of commuters, who park here for the day and travel by train, to other parts of the residential area. The best solution to the problem I feel would be to make these areas residents parking only (with permits).</p> <p>The specific areas I would partially support: Lockstile Mead - only on the junctions at either end of the road as these are sometimes obstructed. Station Road - as there is no pavement in parts there should be no cars parked there as it would obstruct pedestrians. Wallingford Road - double yellow makes sense here due to the high volume of traffic, with the exception of Jacks Convenience store as access there is important for the local community.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>My only concern is where this would push all of the daily commuter parked cars.</p>

	<p>Lockstile Way (3pm-4pm) – Partially support</p> <p>As previous - where do the parked cars of commuters go if there's no alternatives?</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>Only concern is for people who are working locally.</p> <p>General view – Partially support</p> <p>The biggest issue is the parked cars of commuters which are here all day. The number of these has been steadily increasing for years. There needs to be a proper solution for them and then the village will benefit.</p>
<p>(o47) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Partially support</p> <p>The proposal for Lockstile Way needs to take into account the impact of the proposed changes on other roads. Cars from Lockstile Way will no doubt now use Lockstile Mead for all-day parking (as some already do). The proposal will just move cars from Lockstile Way onto Lockstile Mead (away from the double yellows) causing similar issues on this road. Lockstile Mead should also have 1-hour no parking periods each day to prevent "all-day parkers" using it.</p> <p><u>Single Yellow Lines (10am-11am):</u> Grange Close – Support Lockstile Way – Partially support</p> <p>The proposal for Lockstile Way needs to take into account the impact of the proposed changes on other roads. Cars from Lockstile Way will no doubt now use Lockstile Mead for all-day parking (as some already do). The proposal will</p>

	<p>just move cars from Lockstile Way onto Lockstile Mead (away from the double yellows) causing similar issues on this road. Lockstile Mead should also have 1-hour no parking periods each day to prevent "all-day parkers" using it.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>The proposal for Lockstile Way needs to take into account the impact of the proposed changes on other roads. Cars from Lockstile Way will no doubt now use Lockstile Mead for all-day parking (as some already do). The proposal will just move cars from Lockstile Way onto Lockstile Mead (away from the double yellows) causing similar issues on this road. Lockstile Mead should also have 1-hour no parking periods each day to prevent "all-day parkers" using it.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Partially support</p> <p>Seem reasonable</p> <p>General view – Partially support</p> <p>Think of the impact the changes make to other roads. Moving cars from Lockstile Way will just move the cars onto the next nearest roads.</p>
<p>(o48) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support Wallingford Road – Partially support</p> <p>I agree with the solution to prevent parking at the junctions of Lockstile Way and Wallingford Road/Valley Close/Lockstile Way but this needs to also apply to the the junction of Lockstile Way and Meadow Close. See next response to single yellow lines in Lockstile Way.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Object</p> <p>The proposal of single yellow lines in part of Lockstile Way does not go far enough. All that will achieve is pushing the problem of parking for the train station further up Lockstile Way. Why not lines the length of the road. We will be particularly affected (26 Lockstile Way) because the plans show the single yellow lines stopping halfway across our double drive. The drive is used to access our garage and car port where we park our two cars (no roadside parking!). Stopping the lines across the drive will mean that we will be the nearest unrestricted point to the station. Cars parked there will block access to our car port. We will be left with two options. Firstly to leave a car on the drive in the hope (probably vain) that drivers will not block us in and secondly to park one of our cars in the road – hardly what you are trying to achieve. It makes far more sense to continue the single lines up to the junction of Meadow Close joining up with the same double lines solution around the junction that is proposed for three other junctions with Lockstile Way.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>See previous response to the morning restrictions</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>Not affected</p> <p>General view – Partially support</p>
(o49) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support</p> <p>Very much needed</p> <p><u>Single Yellow Lines (10am-11am):</u></p>

	<p>Lockstile Way – Object</p> <p>I live on Lockstile Way. Totally support the double yellows at Junctions, very much needed. Single yellows up the street could be a real problem with people thinking it's OK to park on both sides provided they aren't caught by the time restriction. We could end up with slalom driving with inadequate gaps between those on opposite sides for the buses to navigate safely through. I prefer an all-day (8 to 6) ban single yellow on the north side of the road.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>I live on Lockstile Way. Totally support the double yellows at Junctions, very much needed. Single yellows up the street could be a real problem with people thinking it's OK to park on both sides provided they aren't caught by the time restriction. We could end up with slalom driving with inadequate gaps between those on opposite sides for the buses to navigate safely through. I prefer an all-day (8 to 6) ban single yellow on the north side of the road.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>No comment</p> <p>General view – Partially support</p> <p>See explanations given</p>
(o50) Local resident, (Goring, Lockstile Way)	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Object Valley Close – Object Wallingford Road – Support</p> <p>Lockstile way Wallingford Rd junction is a safety issue and should have been action-ed previously. Other restrictions are questionable . Lockstile Mead and Valley Close junctions are less problematic. Parking on Lockstile Way is caused by inadequate facilities at the railway station. Thus the additional parking measures will just move the problem on. With the exception</p>

of the Lockstile Way / Wallingford Rd junction I am against any measures that restrict the residents right to park outside of their own house. Residents permits should be considered.
I believe that there is a suggestion that parking restrictions should be applied to the whole estate. This is extreme 'nimby-ism' and would not help people wishing to shop in Goring but who need to f=drive, to be withing easy walking distance of the centre.

Single Yellow Lines (10am-11am):

Cleeve Road – **Partially support**
Grange Close – **Partially support**
Lockstile Way – **Partially support**

See earlier response.

The council should look to create additional / dedicated parking for the station. We live in a commuter village and the current car park is inadequate. Residents should have right to park outside of their property and perhaps residents permits would be the answer

Lockstile Way (3pm-4pm) – **No objection**

Only at the junction with Wallingford Road

Parking provision amendments:

Croft Road – **Object**
Glebe Ride – **Object**
Manor Road – **Object**
Thames Road – **Object**
Cleeve Road – **Object**

See previous point re residents rights

General view – **Partially support**

A luffy attempt to be seen to be doing something without addressing the underlying issues

<p>(o51) Local resident, (Goring, Manor Road)</p>	<p><u>Double Yellow Lines</u>: No objection</p> <p>No objection</p> <p><u>Single Yellow Lines (10am-11am)</u>: No objection</p> <p>No objection</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No objection</p> <p><u>Parking provision amendments</u>: Manor Road – Object</p> <p>I object to the following proposal: "Manor Road: East and west sides - to replace two short sections of double yellow lines" (to provide parking bays). We live in RG8 9DU - Little Court, Manor Road. The existing double yellow line restriction near the junction of Manor Road/Ferry Lane and Station Road is frequently ignored. Whenever people park contrary to the existing restrictions two safety issues arise. Firstly any car so parked obscures clear sight of the junction for traffic coming up Manor Road and thereby causes a hazard. Secondly, any car so parked limits the vision of residents emerging from their driveways (eg Sprimont House, Little Court), again causing a hazard. Any provision of a parking bay, even if limited, will simply make a bad situation worse. Existing restrictions at this junction should be enforced rather than weakened.</p> <p>General view – Partially support</p> <p>I accept that changes should be made, but have specific and informed objections to parking bays being provided near road junctions.</p>
<p>(o52) Local resident, (Goring, Manor Road)</p>	<p><u>Double Yellow Lines</u>: Glebe Ride – Support Lockstile Mead – Object Lockstile Way – Support</p>

	<p>Station Road – Support Valley Close – Object Wallingford Road – Object</p> <p>Lockstile Mead and Valley Close should be kept clear of parked cars so that the children living along these roads can play safely.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Object Lockstile Way – Support</p> <p>Same as previous comment.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Definitely disagree Thames Road – Partially support Cleeve Road – Partially support</p> <p>The proposed parking along Manor Road close to the junction with Lime Tree Road does not allow enough space for the houses opposite to turn out of their drives.</p> <p>General view – Partially support</p>
<p>(o53) Local resident, (Goring, Maple Court)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support</p> <p>You have the double yellow lines in place opposite the junction with the garages used by The Birches but have removed them opposite the junction with Maple Court. They must stay in place here. It is a dangerous junction, where</p>

	<p>there have been accidents in the past, as visibility coming out of Maple Court is not great and drivers come much too fast around the corner bend in Glebe Ride.</p> <p>Similarly you must keep double lines in place on the junction between Glebe Ride and the High Street. Drivers already park on the double yellow lines here and it forces drivers coming out of Glebe Ride onto the wrong side of the road. Many times I have met drivers, head on, turning from the High St into Glebe Ride who haven't anticipated the danger. It feels like these plans have been put together by someone who doesn't drive round the village.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>It's all a bit pointless if it isn't enforced. As previously mentioned, drivers regularly park on double yellow lines on Glebe Ride by the High St, causing a dangerous situation and nothing is done about it. I think a lot of these parking spaces on the plan are currently used by daily commuters who walk from them to the train station. Where will they park, now as the station car park is often full?</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>As per previous comments</p> <p><u>Parking provision amendments:</u> Glebe Ride – Partially support Cleeve Road – Partially support</p> <p>As per previous comments</p> <p>General view – Partially support</p> <p>You are definitely making Glebe Ride more dangerous by removing double yellow lines. You must consider where daily commuters are going to park. If you don't enforce restrictions regularly, it is a waste of time.</p>
(o54) Local resident, (Goring, Station Road)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support</p>

Lockstile Mead – **Partially support**
Lockstile Way – **Partially support**
Station Road – **Partially support**
Wallingford Road – **Partially support**

If no parking allowed on a narrow or fast road like Station and Wallingford Rd, it allows traffic to drive faster as no hazards to look out for, just a clear run. Could be dangerous for the new pedestrian lane in Station Rd, need speed restriction in Station Rd!

Single Yellow Lines (10am-11am):

Cleeve Road – **Object**
Grange Close – **Support**
Lockstile Way – **Support**

Cleeve Rd restriction at that time inconvenient for local residents shopping. Change to 3-4pm perhaps? Or give locals or workers permits to park any time, which will stop commuters parking all day.

Lockstile Way (3pm-4pm) – **Support**

Stops commuters

Parking provision amendments:

Croft Road – **Object**
Glebe Ride – **Support**
Manor Road – **Object**
Thames Road – **Support**
Cleeve Road – **Support**

General view – **Partially support**

The proposed pedestrian lane for Station Road is a priority, but traffic speed must be lowered to 20mph for safety reasons as people use the library and Community Centre in that road so it's very busy. Also the crossroads at Red Cross Rd into High street has VERY poor visibility turn right onto High Street. Needs reviewing on your plans!!

<p>(o55) Local resident, (Goring, Thames Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Partially support Valley Close – Support Wallingford Road – Support</p> <p>cars parking pose traffic congestion and danger. however along station road there needs to be safe drop off</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>needs to be monitored other wise cars just dumped</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>seems ok</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support</p> <p>a. where will bays be placed to avoid road blocking . houses still need deliveries and parked cars sometimes mean road almost blocked. b. traffic regulations need to be enforced c. roads should not become commuter belt parking lots.</p> <p>General view – Partially support</p>

	<p>station road with no parking will become a rat run unless traffic calming speed bumps put down . please don't ruin a lovely historical road with ugly road / pavement markings either. some representatives in the village want to turn it into a location with bright yellow lines and bollards everywhere which is totally wrong . make car parks in village and station better sign posted</p>
<p>(o56) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>I am a resident that uses this road to park as I do not have a drive way</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I don't use these roads often but some neighbours might do</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I don't use this road to park but some neighbours might do</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Partially support</p> <p>I am a resident that uses both Glebe Ride and Thames Road to park as I do not have a drive way. I do work from home sometimes and need to have the option to park my car parked on the road all day.</p> <p>General view – Partially support</p> <p>I am a resident that uses both Glebe Ride and Thames Road to park as I do not have a drive way. I do work from home sometimes and need to have the option to park my car on either of these roads all day.</p>

<p>(o57) Local resident, (Goring)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Object Valley Close – Partially support Wallingford Road – Partially support</p> <p>I am worried that the removal of parked cars in Station Road will increase the traffic speed in an area where pedestrians have no footpath and have to share the road with cars. Not all cars slow down and give consideration to pedestrians. This is dangerous for pedestrians who do not have a metal box to protect them.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>what about residents with no place to park</p> <p>General view – Partially support</p>
<p>(o58) Local resident, (Goring, Holmlea)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Object</p>

	<p>Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Will move more parking into other areas</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Partially support</p> <p>Works in other areas</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>One limit is sufficient</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Avoiding all day parking</p> <p>General view – Partially support</p>
<p>(o59) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support</p>

Station Road – **Partially support**
Valley Close – **Partially support**
Wallingford Road – **Support**

My concern is that these restrictions are going to make it impossible for some residents to park or have visitors outside their own homes. Many houses on these roads have drives which will only accommodate one car, but are multiple car households. I don't know where they are supposed to park? Parking outside other people's houses will be a consequence, as well as an increase in residents paving their small front gardens to make parking spaces. The key problem is that there is insufficient public parking in Goring, especially at the station. It would also be desirable to have residents' parking permits.

Another issue is that with increased markings and signs on residential roads, the character of the village will be adversely affected.

Single Yellow Lines (10am-11am):
Cleeve Road – **Partially support**
Grange Close – **Partially support**
Lockstile Way – **Partially support**

It will make it impossible for some residents to park outside their own homes, or to have visitors who would need to park there. This can not be a good thing and the planned restrictions are too inflexible. Residents must have parking permits in order to make this fair. And again, more parking, especially at the station, should be provided.

Lockstile Way (3pm-4pm) – **Partially support**

My reasons are the same here as previously stated. Illegal and dangerous parking does happen near the junction of Lockstile Way and Wallingford Road, but this is never policed. If this restriction is enforced then there has to be. Scheme of parking permits for residents. I would be very interested to hear where the Council thinks these residents should park if they have two cars and a small driveway! These restrictions will just move all day parking for the station to another road, slightly further out. I repeat, more parking at the station needs to be established.

Parking provision amendments:
Croft Road – **Support**
Glebe Ride – **Support**
Manor Road – **Support**
Thames Road – **Support**

	<p>Cleeve Road – Support</p> <p>Restrictions have always been in place in most of these areas, which are central to the village, as opposed to on the periphery.</p> <p>General view – Partially support</p> <p>The issue of insufficient parking at the station is one which needs to be addressed, rather than attempting to restrict residents' parking outside their own homes away from the centre of the village. I am at a complete loss as where residents affected are supposed to park?</p>
<p>(o60) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object</p> <p>This road is used by local residents to park</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object</p> <p>I just don't see the point of this one</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Na</p> <p><u>Parking provision amendments:</u> Croft Road – No objection Glebe Ride – Object Thames Road – Object Cleeve Road – Object</p> <p>Residents use these roads to park</p> <p>General view – Partially support</p>

	<p>Some roads could do with restrictions to help with road & pedestrian safety. But not letting residents park outside their own homes is unfair and dangerous. As a female coming home at 4am from a business trip (which I do regularly), I would have to find somewhere to park a fair distance from my home in The Birches, or get up early the next day to move my car. These are elderly people, people with families, women and we are being unfairly targeted. As let's face it - doing this around the Birches which is a less affluent part of Goring is basically saying that we don't count as we don't have massive drives.</p>
<p>(o61) Local resident, (Goring, Reading Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>Goring on Thames is always accessible, rarely do drivers misuse the roads and to change our friendly, convenient roads into a fascist town will destroy its charm</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Detest fascist rules and regulations on our sleepy convenient village</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Helps shop and business premises to plan deliveries</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support</p>

	<p>Thames Road – Partially support Cleeve Road – Support</p> <p>Stops motorists abusing parking regs</p> <p>General view – Partially support</p> <p>I like that Goring is accessible and residents feel they have places to stop, especially helping the older generations. Its only them that will suffer, Helpers getting provisions, medication, banking and post office etc. Out towns and villages in the main, in England, have been ruined by rules regulations</p>
<p>(o62) Local resident, (Goring, Manor Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>current parking in those areas endangers pedestrians and creates problems for other road users and householders</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>we cant see the point of these restrictions. many of the vehicles are parked all day.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>we assume that this time slot has been chosen because of parents picking up school children. The vehicles are usually there for a short period and are safer for all not parked on the main Wallingford Road. We understand the</p>

	<p>frustrations of home owners but in reality busy working parents usually have to pick up children in their car. Walking is preferable but not always possible.</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>If people can use the Wheel Orchard car park when visiting Goring they should be encouraged to do so and pay the appropriate fee where applicable BUT it does become tricky for tradesmen or even homeowners who for valid reasons need to park for long periods on the road. ?? resident permits. Some people appear to park when using the train but the cost of parking in the station car park is prohibitive. Maybe this needs addressing.</p> <p>General view – Partially support</p> <p>We strongly support the idea for abolishing the car parking places on Station Road. for many people this is the main route to the station, the school and the doctors surgery but there is no pavement</p>
<p>(o63) Local resident, (Goring, Manor Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Partially support</p> <p>Cars parked in Station Road which has no pedestrian side walks make it difficult and dangerous to walk along this road which has direct access to the railway station. There should be no parking at any time.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>no objections</p>

	<p>Lockstile Way (3pm-4pm) – No objection</p> <p>no objections</p> <p><u>Parking provision amendments:</u> Manor Road – Definitely disagree</p> <p>no objection</p> <p>General view – Partially support</p> <p>with the new houses being built at south end of Manor road , there should be no parking on Manor road and speed bumps installed</p>
<p>(o64) Local resident, (Goring, Yew Tree Court)</p>	<p><u>Double Yellow Lines:</u> Lockstile Way – Support Station Road – Partially support</p> <p>I am generally in favour of the overall plan for the proposed changes to parking restrictions but I would like to stress a few important points in regard to Station Road.</p> <ol style="list-style-type: none"> 1. Displacement effect. Removing the current parking spaces on Station Rd. will not 'magic' the cars away -they will park somewhere else. (despite currently time restricted parking, many cars currently park there all day with impunity). 2. Double yellow line (DYL) restrictions are currently in place on the station 'approach' at the eastern end of Station Rd. and I am pleased to see that the plan shows these will remain but I urge that the now poorly defined DLYs (and associated signage) be repainted to clearly indicate the restrictions there. My concern is that otherwise the displaced vehicles from Station Rd. will simply move east. We have endured long-term issues with unlawful parking at the 4-way junction between Station Rd./Red Cross Road/Yew Tree Court which is dangerous enough as it is without the complication of unlawfully parked cars. 3. No parking restrictions/traffic flow control measures are effective unless backed-up by rigorous enforcement which, in Goring, has hitherto be conspicuous by its absence for many years. The long-term and seemingly endless debate about who should provide effective enforcement has to be settled without delay - having no enforcement makes this whole new plan rather pointless.

	<p>4. I hope the opportunity to resurface Station Rd., especially east of the Community Centre is not lost. The current state of the road is appalling and shows the result of years of a penny-pinching patch-up, make do and mend policy. This resurfacing alone would improve greatly the safety of pedestrians and wheelchair users by removing multiple trip hazards.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Please see earlier comments.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Lockstile Way is currently simply an extension of the Station car park.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>No return with an hour, or similar, conditions are simply ignored.</p> <p>General view – Partially support</p> <p>I generally support the plan, with the caveats/comments made in previous sections of this form.</p>
(o65) Local resident, (Goring, Manor Road)	<u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Station Road – Support

Wallingford Road – **Partially support**

I find the parking in Station Road difficult - it obstructs traffic and causes potential danger to pedestrians who need to go out into the road around the parked cars into the narrow carriageway. This is particularly problematical for people with children and the elderly. I avoid going that way when I have my grandchildren with me. It's a busy route for pedestrians leaving the station. There is plenty of parking in the village car park and other surrounding areas for shoppers

Single Yellow Lines (10am-11am): **No objection**

I don't feel strongly about these proposals

Lockstile Way (3pm-4pm) – **No objection**

I don't feel strongly about these proposals

Parking provision amendments:

Manor Road – **Partially support**

No strong feelings on this

General view – **Partially support**

I strongly support the removal of parking places on Station Road. This is a narrow road with no pavements making it necessary for pedestrians to move into the oncoming carriageway around the parked cars. It's a busy pedestrian route with passengers going to and from the station. Although there is a waiting restriction, cars park there for much longer and there doesn't appear to be any parking enforcement.

Vehicles park indiscriminately for very long periods in Manor Road. There is frequent parking on the double yellow lines particularly close to Station Road, again with no apparent parking enforcement. Vehicles park close to driveways making it extremely difficult for residents to access their drives or shared drives. Emergency vehicles can't access some shared drives where some houses are a long way from the road. If the parking restrictions were introduced on the side of the road currently not covered by double yellow lines with the parking bays kept away from driveways and the restrictions enforced this should improve the current congestion and indiscriminate parking

<p>(o66) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I am a resident in The Birches. We live in small houses with no driveway and this proposed restriction would limit parking for our visitors and services to our properties. Also there is limited parking in Goring for people who come here to walk and/or to use the local businesses.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>The properties in these roads do have their own off road parking - this being my reason for not objecting to the proposals.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>This proposal will prevent train users from parking in Lockstile Way. The residents do have off road parking.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Support</p> <p>This area (Cleeve Road) is useful for people using our local businesses.</p> <p>General view – Partially support</p>
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	<p>Priority should be given to local residents. In particular where they have no off road parking, or where it is very limited. There is, in such cases, a real need for unrestricted parking places.</p>
<p>(o67) Local resident, (Goring, The Birches)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Object Lockstile Way – Object Station Road – Object Valley Close – Object Wallingford Road – Object</p> <p>I am a resident in The Birches. We live in small houses with no driveway and this proposed restriction would limit parking for our visitors and services to our properties. Goring attracts a large number of people, with cars, to use the local businesses and to go walking - there is already pressure on parking places right now so any further restrictions would severely impact us.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Residents in these properties in these roads do have their own off road parking and this is why I am not completely objecting to your proposals.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Vehicles are regularly parked all day (likely to be train users) and are often parked dangerously close to the junction with Wallingford Road.</p> <p><u>Parking provision amendments:</u> Glebe Ride – Object Thames Road – Object Cleeve Road – Support</p>

	<p>Cleeve Road is used for parking close to High Street and access to local shops and businesses.</p> <p>General view – Partially support</p> <p>Priority should be given to local residents in particular where they have no offroad parking or where it is very limited. There is, in such cases, a real need for unrestricted parking places.</p>
<p>(o68) Local resident, (Goring, Holmlea Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Creation of pedestrian priority lane on Station Road would be of benefit.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Object Grange Close – Object Lockstile Way – Object</p> <p>Would contribute to the urbanisation of the Village.</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>As previous.</p> <p><u>Parking provision amendments:</u> Croft Road – Object Glebe Ride – Object Manor Road – Object Thames Road – Object Cleeve Road – Object</p> <p>Residents may need to use on street parking for visitors.</p> <p>General view – Partially support</p>

<p>(o69) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Partially support Valley Close – Support Wallingford Road – Support</p> <p>These restrictions will enhance the safety of the junctions of Wallingford Road, Lockstile Mead, and Valley Close. However they will make the junction of Lockstile Way and Meadow Close more dangerous by allowing parking to obstruct the view of the junction. Double yellow lines should be used to protect the junction of Lockstile Way and Meadow Close. Limited single yellow lines should restrict parking between Valley Close and Meadow Close on both sides of Lockstile Way.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Partially support</p> <p>The single yellow lines will protect residential parking in Lockstile Way up to Valley Close but will fail beyond this to Meadow Close.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>These restrictions will protect residential parking in Lockstile Way from the Wallingford Road to Valley Close but not up to Meadow Close.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>These proposals will make it more difficult for Commuters to park for access to the Station so should be mitigated by extra parking at Goring and Streatley station.</p> <p>General view – Partially support</p> <p>I do support parking restrictions in order to improve safety and residential access.</p>

<p>(o70) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Valley Close – Partially support</p> <p>My house is on Lockstile Way. It is on the south side of the road, adjacent to and on the west side of the junction with Valley Close. The junction with Valley Close curves gradually on the south side leading from Lockstile Way and offers easy parking. Drivers often choose to park there. This restricts visibility of traffic approaching from Valley Close and the north-east direction on Lockstile Way itself. (The proposed double-yellow lines should help this.) However it is especially problematic when vehicles are parked very close to the exit from my property, on either side. It is sometimes difficult to drive off the property safely due to the limited visibility caused by vehicles parked on either side of the exit. Given all of this, here is my concern: The double yellow lines on the Valley Close junction (and elsewhere) will cause drivers to squeeze more tightly into the remaining parking areas. Some will be tempted to park very close to driveways (such as mine). Some vehicles are quite large, such as vans and other trade vehicles and completely obstruct the view of the road. These factors will sometimes make it difficult to drive off the property safely, due to limited visibility of approaching traffic and limited room to manoeuvre. In short, the new restrictions might make it more difficult to access my property. I would welcome discussion with the council.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>No objection.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No objection but see previous description about access to my property.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>No objection. I do not live close to those areas.</p> <p>General view – Partially support</p>

	<p>No other comment. Please read my notes on Lockstile Way.</p>
<p>(o71) Local resident, (Goring, Milldown Avenue)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Partially support Valley Close – Partially support Wallingford Road – Support</p> <p>I agree that parking in Lockstile Way and Lockstile Mead should be restricted but am concerned that many of these vehicles belong to commuters using the railway station. The station car park is often full, so where are these vehicles going to go instead? There are plans to expand the station car park: pressure should be put on GWR and Network Rail to get on with it! They need to provide more capacity so that there is no excuse for people not using and parking in surrounding streets instead. Once that is done, I think that is when this scheme should be implemented, although the sections of double yellow lines around the junctions should be done immediately, as cars park there are causing a dangerous obstruction.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Partially support</p> <p>See my previous response</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Please see my previous response</p> <p><u>Parking provision amendments:</u> Cleeve Road – Partially support</p> <p>I don't understand the plans. Why is it necessary to change the existing parking on Cleeve Road?</p>

	<p>General view – Partially support</p> <p>Some of it is confusing. I don't understand the plans for Station Road. Consideration should be given as to where you think the cars should go instead, especially those who are using trains from Goring - there is often no room for them at the Station car park (except on Fridays!). Do we really want to stop people using trains from Goring because they can't find anywhere to park? The station car park needs to be expanded considerably (as already in Network Rail/GWR plans). This should be done before the changes are fully implemented. NR/GWR's excuse is that they're waiting for some of Henley station car park to be sold for hotel development, but the need for increased capacity is now, not in however many years time (if ever!). Expansion should not depend on this.</p>
<p>(o72) Local resident, (Streatley, Wantage Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Object Lockstile Mead – Support Lockstile Way – Support Station Road – Partially support Valley Close – Partially support Wallingford Road – Partially support</p> <p>I feel there needs to be a balance and distinction made between short term parking to enable use of village facilities and long term parking by users of the train station.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Support</p> <p>Again - residential roads nearest to the Station are impacted most and parking restrictions should reflect this.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>As above</p> <p><u>Parking provision amendments:</u> Croft Road – Support</p>

	<p>Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Support</p> <p>Allows for use of and access to village businesses</p> <p>General view – Partially support</p>
<p>(o73) Local resident, (Streatley)</p>	<p><u>Double Yellow Lines:</u> Station Road – Object</p> <p>I object to removal of parking in Station Road. This is vital for less abled drivers going to the library or community centre. The entrances to both the Wheel Orchard and community centre parking are narrow with a very tight turn which puts off less abled drivers along with the single file entry/exit from the Wheel Orchard. Walking from teh Wheel Orchard to the library means dodging the traffic coming in/going out which is a hazard and not often cars are going too fast. I would support these parking bays being Disabled only</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>I do not see a one hour slot having any impact</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Stops school parking</p> <p><u>Parking provision amendments:</u> Croft Road – Definitely disagree Thames Road – Definitely disagree</p>

	<p>I think that limiting parking on Thames Road will have a negative effect for users of Goring Village Hall particularly those less abled as parking there is minimal</p> <p>General view – Partially support</p> <p>Why not make the parking spaces in teh High St disabled only or time limited. That would stop people parking all day</p>
<p>(o74) Local resident, (Woodcote, Behoes Lane)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p><u>Parking provision amendments:</u> No objecitonion</p> <p>General view – Partially support</p>
<p>(o75) Local resident, (Woodcote)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Support</p> <p>Station Road and Wallingford Road are ‘Through roads’ that should not be obstructed at any time by parked cars.. the others are residential and while long stay commuter parking is a real nuisance, domestic visitors need to park during visits and driveway parking may not be adequate. Some ‘one side parking might be permitted</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support</p>

	<p>Grange Close – Support Lockstile Way – Support</p> <p>This stops commuter s parking</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>This should allow day visitors but reduce commuters</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>A reasonable compromise</p> <p>General view – Partially support</p> <p>Station Road is a particular problem and should be parking free with a pedestrian walkway of some sort as it is used by many pedestrians who risk life and limb on its already treacherous surface.</p>
<p>(o76) Local resident, (Goring)</p>	<p><u>Double Yellow Lines</u>:No objection</p> <p>I would hope that Council would be negotiating with Network Rail or the owner of the redundant land beside the existing parking at Goring station to increase the parking facility for train users rather than spread slots around the village.</p> <p><u>Single Yellow Lines (10am-11am)</u>: No objection</p> <p>Please see previous comment concerning the land beside the existing parking at Goring station.</p> <p>Lockstile Way (3pm-4pm) – No objection</p>

	<p>Please see previous comment re the land adjacent to Goring station carpark.</p> <p><u>Parking provision amendments:</u> Manor Road – Object</p> <p>Re Manor Road: There is and will be an increase of traffic due to the construction of new houses at the end of Manor Road - building will continue for the next 2 years, followed by an augmentation of road users as the properties are occupied. Manor Road is already narrow. It would seem unwise to change the existing no parking zones as they do allow a free flow of traffic, particularly in the first 100 metres where Limetree Road and Grange Close join Manor Road.</p> <p>General view – Partially support</p> <p>More parking should be found close to the railway - if possible extending the car parking at the station.</p>
<p>(o77) Local Cllr (i.e. Town/Parish/District), (Goring, Bridleway)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>This seems sensible</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>This seems sensible</p> <p>Lockstile Way (3pm-4pm) – Support</p>

	<p>This seems sensible</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>This seems sensible</p> <p>General view – Support</p> <p>I think the proposals are sensible.</p>
(o78) Local resident, (Goring, Clevedon)	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>All seem sensible</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>All seem sensible</p> <p>Lockstile Way (3pm-4pm) – Support</p>

	<p>Seems sensible</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>All seem sensible</p> <p>General view – Support</p> <p>All seems sensible</p>
<p>(o79) Local resident, (Goring, Elvendon Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Support Station Road – Object Valley Close – Support Wallingford Road – Support</p> <p>The removal of parking in Lockstile way will move parking into Lockstile Mead. Therefore this road needs to be considered for some restrictions other than at the junction with Lockstile Way. I believe that the scene for Station Road is flawed in that removing the parking bays will increase traffic speed and make it less safe for pedestrians.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>All sensible proposals</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Sensible</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>All sensible</p> <p>General view – Support</p> <p>Apart from Station Road, which I do not support, and the lack of restriction on at least one side of Lockstile Mead, these proposals are all sensible</p>
<p>(o80) Local resident, (Goring, Fairfield Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>My only concern is where will the Going Forward busses live, currently in Lockstile Mead</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>Good ideas, too many vehicles parked all day</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Prefer double yellow</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Good</p> <p>General view – Support</p>
<p>(o81) Local resident, (Goring, Grange Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Allows progress to be made for elderly and disabled pedestrians, wheelchair users and others, including parents with young children and pushchairs, by creating a trial pedestrian priority lane (PPL).</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>Allows progress to be made for elderly and disabled pedestrians, wheelchair users and others, including parents with young children and pushchairs, by creating a trial pedestrian priority lane (PPL) and improving road safety generally</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Sensible compromise on timing</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Sensible compromise on short-term parking</p> <p>General view – Support</p>
<p>(o82) Local resident, (Goring, High Street)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>It really interferes with traffic</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p>

	<p>it really interferes with traffic</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>it really interferes with traffic</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Will improve the traffic</p> <p>General view – Support</p>
<p>(o83) Local resident, (Goring, Holmlea Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – No objection Lockstile Mead – Support Lockstile Way – Partially support Station Road – Support Valley Close – Support Wallingford Road – Partially support</p> <p>As the user of a mobility scooter, I find negotiating Station Road impossible to do with any degree of safety. It is particularly dangerous in the area containing parking spaces where one is forced into the middle of what remains of the road.</p> <p>Wallingfird Road should be free from parking with the exception of some designated spaces outside Westholme Stores. It is particularly important to have a ban on the left side of the section after Elvendon Road up towards South Stoke where visibility for drivers is seriously compromised by parked cars. I'm</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p>

	<p>This will reduce the number of cars parked by commuters in a residential area</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Again this will reduce parking by commuters seeking a free place</p> <p><u>Parking provision amendments:</u> Thames Road – Definitely disagree Cleeve Road – Support</p> <p>8. Thames Road restrictions will adversely affect users of the Village Hall 9. This will make it easier for short term parking by shoppers</p> <p>General view – Support</p> <p>There needs to be a balance between providing sufficient parking for daily shoppers and users of village amenities whilst restricting commuters using residential roads for free whole-day parking. Station Road parking is a separate issue as any parking here is dangerous for pedestrians and disabled scooter users..</p>
<p>(o84) Local resident, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Partially support</p> <p>Re Station Road. A lot of people walk along this stretch of road to get to the station etc, and with all these electric cars about it is easy to inadvertently step into the path of a vehicle passing by in either direction.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support</p>

	<p>Grange Close – Partially support Lockstile Way – Partially support</p> <p>There are more sensible locations for free parking</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>There are more sensible place for free parking on Goring</p> <p><u>Parking provision amendments:</u> No objecitonion</p> <p>It is a more safe alternative to other locations</p> <p>General view – Support</p> <p>Positive</p>
<p>(o85) Local resident, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>I am a strong supporter of the proposed trial pedestrian priority lane which the change in Station Road will enable.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>They will make junctions safer and discourage all-day parking by commuters.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>They will discourage all-day parking and enable better access and on-street parking for residents and their visitors.</p> <p><u>Parking provision amendments:</u></p>

	<p>Croft Road – Support Manor Road – Support Cleeve Road – Support</p> <p>The two-hour limit 8am-6pm will enable fairer use of limited, free parking spaces in the village by obliging drivers to move after two hours. The more generous parking allowance in Cleeve Road will favour late departure and early return by residents who rely on the availability of roadside parking spaces near their homes in the Cleeve Road area. This also favours people who may park to make recreational use of the Gardiner field in early mornings and late afternoons.</p> <p>General view – Support</p>
<p>(o86) Local resident, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support Valley Close – Partially support</p> <p>Feels dangerous having to take refuge in between parked cars when traffic is passing.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Partially support</p> <p>To avoid all day parking in these locations</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Less parking during school end of day</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Cleeve Road – Support</p>

	<p>To avoid all day parking in a residential area</p> <p>General view – Support</p>
<p>(o87) As part of a group/organisation, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>I am chairman of MIGGS, the Mobility Issues Group for Goring and Streatley. I am responding in that capacity, on behalf of the group. We have proposed the changes in Station Road in order to make way for the pedestrian priority lane that the group has also proposed to Goring-on-Thames Parish Council. As a group, we have no formal views on the changes elsewhere in Goring.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>My purpose in responding is to be able to express a formal opinion on the Station Road proposals only.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>My purpose in responding is to be able to express a formal opinion on the Station Road proposals only.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Manor Road – Support</p> <p>My purpose in responding is to be able to express a formal opinion on the Station Road proposals only. The responses, above, on Croft Road and Manor Road, are ancillary to this purpose.</p> <p>General view – Support</p> <p>On the whole, they will ensure a safer and more equal distribution of free parking opportunities in Goring.</p>

<p>(o88) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support</p> <p>Resident of Lockstile mead- difficult to pull out of drive/long term parking</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Fine- but do not see the point/probably not enforceable</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Not sure of the point</p> <p><u>Parking provision amendments:</u> No objection</p> <p>n/a</p> <p>General view – Support</p>
<p>(o89) Local resident, (Goring, Lockstile Mead)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Support Valley Close – Partially support Wallingford Road – Support</p> <p>Can make it tricky to park outside/near house. Had that problem last month when moving into house on Lockstile Mead</p> <p><u>Single Yellow Lines (10am-11am):</u></p>

	<p>Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Saw a very near miss on Cleeve Road as cars trying to pass a long line of parked cars on double yellows close to T junction.</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Congestion</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Thames Road – Partially support Cleeve Road – Support</p> <p>As explained in last answer for Cleeve Road</p> <p>General view – Support</p>
<p>(o90) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u></p> <p>Lockstile Way – Support</p> <p>Currently turning into Lockstile Road from the Wallingford Road is dangerous due to parked cars and oncoming traffic being forced onto the wrong side of the road</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>To avoid station users parking all day</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>To avoid all day station users</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>No objection</p> <p>General view – Support</p>
<p>(o91) Local Cllr (i.e. Town/Parish/District), (Goring, Manor Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Gorings parking is not working for ever resident and visitor to shops, this should help address matters.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Commuter parking should not be encouraged when the railway station has ample parking.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>This will prevent commuter parking, only if enforced.</p> <p><u>Parking provision amendments:</u> Croft Road – Support</p>

	<p>Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>This will encourage visitors to Goring.</p> <p>General view – Support</p>
<p>(o92) Local resident, (Goring, Meadow Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>I live near Lockstile Way and drive down it regularly towards the junction with Wallingford Road. There is normally one or two cars parked close to the junction which is extremely dangerous. If a car is turning into Lockstile Way there is a serious risk of an accident as the other car will forced to be on the wrong side of the road. Cars also parking dangerously on the junctions of Lockstile Mead and Valley Close.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>See previous comments</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>See previous comments</p> <p><u>Parking provision amendments:</u> No objeciton</p>

	<p>Na</p> <p>General view – Support</p> <p>I strongly support it</p>
<p>(o93) Local resident, (Goring, Milldown Avenue)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Overall an improvement in parking for local residents.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>All to the good if enforced!</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>This will result in people who are avoiding paying for parking at the station to go further into the residential areas of Lockstile Way, Lockstile Mead, Valley Close, Milldown Avenue and Meadow Close.</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support Glebe Ride – Partially support Manor Road – Support Thames Road – Support</p>

	<p>Make sense if enforced!</p> <p>General view – Support</p>
<p>(o94) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Station Road . At present pedestrian access is compromised especially for aged and infirm walkers and also for small children not helped br steeply cambered length at upper end of road</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Support the wishes of residents</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Support the wishes of residents</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>Support the wishes of residents</p> <p>General view – Support</p>
<p>(o95) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p>

	<p>Safer for pedestrians and wheelchairs</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>up to residents to decide</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>up to the residents</p> <p><u>Parking provision amendments:</u> Croft Road – Partially support</p> <p>seems reasonable</p> <p>General view – Support</p> <p>no other comment</p>
<p>(o96) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Accessibility improvements in Station Road</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>N/a</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>N/a</p> <p><u>Parking provision amendments:</u> No objection</p>

	<p>N/a</p> <p>General view – Support</p> <p>Accessibility improvements</p>
<p>(o97) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>For safety reasons</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Helpful for shoppers</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Helpful to residents</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Seems sensible</p> <p>General view – Support</p>
<p>(o98) Local resident, (Goring, Valley Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support</p>

Lockstile Mead – **Support**
Lockstile Way – **Support**
Station Road – **Support**
Valley Close – **Support**
Wallingford Road – **Support**

Parking on local roads has increased significantly in recent years. People travelling by train now use many local roads, presumably to avoid paying for parking at the station. Lockstile Way in particular is always full of cars every week day. It is very noticeable in terms of the fewer cars parked there at the week end. There are always cars parked on Lockstile Way too close to the Wallingford Road junction, causing a hazard. Vehicles turning left into Wallingford Road from South Stoke direction often need to stop with the back of the car almost on Wallingford Road to allow another vehicle to come down Lockstile Way. This is particularly dangerous on a dark winter's evening. There have been several reports on local Facebook pages of near misses here.

Single Yellow Lines (10am-11am):

Cleeve Road – **Support**
Grange Close – **Support**
Lockstile Way – **Support**

A sensible and reasonable proposal

Lockstile Way (3pm-4pm) – **Support**

A very reasonable suggestion. However I have some concerns that the new yellow lines will result in cars being parked further up Valley Close, being unprotected by yellow lines, other than at the junction with Lockstile Way

Parking provision amendments:

Croft Road – **Support**
Glebe Ride – **Support**
Manor Road – **Support**
Thames Road – **Support**
Cleeve Road – **Support**

This proposal seems to offer a reasonable level of parking

	<p>General view – Support</p> <p>I believe the overall plan is reasonable in allowing some additional parking, whilst restricting some areas where commuters seem to park every week day</p>
<p>(o99) Local resident, (Goring, Valley Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Parking down these roads is causing a nuisance for residents. Lockstile Way has become single lane and I have seen head ins narrowly avoided when drivers are turning into lockstile road from the Wallingford read as visibility is limited and likewise when people are turning from lockstile mead onto lockstile way. It is increasingly congested and accidents narrowly avoided. Parking is used by commuters to avoid paying a charge and this stops local residents from accessing their drives. The rules about parking so close to cross roads are ignored and there is no enforcement there.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>This works well in other parts of the village to prevent all day commuters but allows people local to park say closer to the doctors or the school for example or to visit friends.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Again people can park here who are then more likely to be visiting friends or popping into the village rather than all day commuters.</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Again it stops commuters blocking the roads</p> <p>General view – Support</p> <p>Parking has become too busy around the village and is a real nuisance.</p>
<p>(o100) Local resident, (Goring, Valley Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>There is plenty of parking available</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Partially support Lockstile Way – Partially support</p> <p>Might be better than nothing but not really sure what it will actually achieve</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Might be better than nothing but not really sure what it will actually achieve</p> <p>Parking provision amendments:</p>

	<p>Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Partially support</p> <p>Might be better than nothing but would need to be policed to be effective</p> <p>General view – Support</p> <p>Something should definitely be done about parking and driving in the village but needs to be monitored and policed to be worthwhile</p>
<p>(o101) Local resident, (Goring, Wallingford Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Partially support Wallingford Road – Support</p> <p>People are parking around goring village and housing estates to avoid paying for station car park</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>As previous comment</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>Difficult getting out of turning because of cars parked near junction</p>

	<p>Parking provision amendments: Croft Road – Partially support Glebe Ride – Partially support Manor Road – Partially support Thames Road – Partially support Cleeve Road – Support</p> <p>Needs policing - No one seems to take any notice of parking restrictions - they know there is no traffic warden so park wherever they choose.</p> <p>General view – Support</p>
<p>(o102) Local resident, (Goring, Yew Tree Court)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>car parking illegally is a problem in the village with too many cars parking on double yellow lines with impunity and a lack of enforcement. Drivers know this so just help themselves. In particular we see this at the top end of Station Road between the station entrance to platform 1 and Upper Red Cross Road. Also made worse by drivers not wanting to pay for the station car park so parking elsewhere is rampant.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>same as before</p> <p>Lockstile Way (3pm-4pm) – Partially support</p>

	<p>why is there a parking problem here 3pm to 4pm. School pick up?? If the proposal is to prevent cars from parking here then where do they go instead?</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>all this needs enforcing. Without enforcement its a waste of time</p> <p>General view – Support</p> <p>without full enforcement, none of this will actually be followed. Lack of enforcement is the main issue and risk</p>
(o103) Local resident, (Goring)	<p><u>Double Yellow Lines:</u> No objection</p> <p>too many cars black narrow roads</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>commuters clutter the streets. no traffic enforcement</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>commuters clutter the roads</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p>

	<p>Cleeve Road – Support</p> <p>we have cars park for days or even weeks on end using roads for free commuter/ holiday parking. prevents genuine short term visitors and shoppers from parking ..No enforcement does not help!</p> <p>General view – Support</p> <p>stop the village from becoming a long stay / commuter car park! put more signs up, enforce and publicise station car park</p>
<p>(o104) Local resident, (Goring, Grange Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Partially support Valley Close – Support Wallingford Road – Support</p> <p>As parking charges become more punitive, people will tend to park anywhere they can. Answer must be to reduce parking costs and bring in parking restrictions. But while enforcement is virtually zero, no amount of double yellow lines will change anything</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Partially support Grange Close – Support Lockstile Way – Support</p> <p>Cleeve Road is a long road, I would support restrictions near the High Street end and all the other ones mentioned. But will need enforcement!!</p> <p>Lockstile Way (3pm-4pm) – Object</p> <p>Need to deter people parking here and causing problems for local residents.</p>

	<p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Partially support</p> <p>As previous answers</p> <p>General view – Support</p> <p>They make sense overall. Parking on Station Road tends to slow traffic a little but not great for pedestrians, otherwise will improve safety providing restrictions are enforced</p>
<p>(o105) Local resident, (Goring, Grange Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>These proposals will make the junctions safer for pedestrians.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>People from outside the village park here for the station making it difficult for residents to get in and out of their own driveways. They also sometimes park on the pavement making it difficult for disabled pedestrians and wheelchair users.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I don't live near there.</p>

	<p><u>Parking provision amendments:</u> Croft Road – Partially support Manor Road – Object</p> <p>Some short term parking is needed to replace the Station Road spaces.</p> <p>General view – Support</p> <p>These and the existing restrictions need policing as they are often ignored at the moment..</p>
<p>(o106) Local resident, (Goring, Meadow Close)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Too many cars are parking at the junctions of Lockstyle way with Wallingford road and valley close. These generally are people using the train station and looking for free parking. There have been a number of near misses because of this as you have to drive on the wrong side of the road approaching a junction</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Partially support</p> <p>While I support the intent my only concern as a resident of meadow close is that this will push cars to park in our road which is even narrower than valley close. There is already a van permanently parked at the junction of meadow and Lockstyle which obscures the view when pulling out</p> <p>Lockstile Way (3pm-4pm) – Partially support</p> <p>Per previous, only concern is pushing cars to park in even worse places</p> <p><u>Parking provision amendments:</u> No objection</p>

	<p>No strong opinion but seems sensible</p> <p>General view – Support</p> <p>There will need to be enforcement at the start to embed these changes</p>
<p>(o107) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support Wallingford Road – Support</p> <p>I live on Station Road right by where you can currently park. I have a disabled daughter and whilst she can walk, it is currently very unsafe trying to walk down the road with a vulnerable child. The cars parked mean there is no room to get by whilst cars are driving by and it makes it very dangerous as it is difficult to be visible to them.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>This of course only works if you are going to have traffic wardens regularly checking the roads. I have lived in Goring for 10 years and have never seen one!!</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>This is presumably to stop people parking there to get the train. But as per previous response, it will only work with regular traffic wardens -otherwise everyone will ignore</p> <p><u>Parking provision amendments:</u> Croft Road – Support Manor Road – Support Thames Road – Support</p> <p>Again, makes very good sense but only if it is properly policed by traffic wardens. I think most people ignore the current parking restrictions as they are never present in Goring</p>

	<p>General view – Support</p> <p>I support it all in principle, particularly the Station Road changes as this directly affects me and my family, and will make it safer for me to take my disabled child out of my front door and onto the road. But please ensure there are traffic wardens regularly checking that drivers are adhering to the restrictions otherwise it will all be pretty pointless.</p>
<p>(o108) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Station Road is a narrow road with no pavements and is frequently used by walkers with wheelchairs, children or animals (mainly dogs but also including horses). The presence of parked vehicles on the road as well makes it even more dangerous than it would be without them.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I've no comments to make on this element.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I have no comments on this element.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>I have no comments on this element of the submission.</p> <p>General view – Support</p> <p>For me the critical element of this proposal is to remove the extreme danger of allowing vehicles to park in Station road.</p>
<p>(o109) Local resident, (Goring, Grange Close)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support</p>

Lockstile Mead – **Support**
Lockstile Way – **Support**
Station Road – **Support**
Valley Close – **Support**
Wallingford Road – **Support**

parking in the village needs proper enforcement as currently it is very rare to see any officers fulfilling this task. Parking is done with little consideration for others, parking on pavements is frequent, parking on street corners obstructing views often happens. There is little value in painting lines and putting up signs if nobody enforces

Single Yellow Lines (10am-11am):

Cleeve Road – **Support**
Grange Close – **Support**
Lockstile Way – **Support**

There is a need to ensure all day parking doesn't take place on residential streets so causing difficulties for residents

Lockstile Way (3pm-4pm) – **Support**

to avoid inconvenience to residents

Parking provision amendments:

Croft Road – **Support**
Glebe Ride – **Support**
Manor Road – **Support**
Thames Road – **Support**
Cleeve Road – **Support**

will improve residents environment

General view – **Support**

Important to enforce the restrictions, There is insufficient enforcement currently and cars are parked without care or consideration or notice of restriction signs. Pavements are parked on, junctions obstructed

(o110) Local resident,
(Goring, Limetree Road)

Double Yellow Lines:

Glebe Ride – **Support**
Lockstile Mead – **Support**
Lockstile Way – **Support**
Station Road – **Support**
Valley Close – **Support**
Wallingford Road – **Support**

These roads are narrow and the parked cars make a restriction especially in Glebe Ride and Station Road. We do need much better policing of the parking as there are several areas where double yellow lines are constantly ignored and make for dangerous situations like at the end of Manor Road opposite the Miller of Mansfield, and at the junction of manor road and station road. There is also parking outside the babers shop on the end opposite the John Barleycorn which is also dangerous for vehicles coming and going into Ferry Lane.

Single Yellow Lines (10am-11am):

Cleeve Road – **Support**
Grange Close – **Support**
Lockstile Way – **Support**

As above we need to keep the roads for local parking. And we need proper enforcement.

Lockstile Way (3pm-4pm) – **Support**

Either time is ok.

Parking provision amendments:

Croft Road – **Support**
Glebe Ride – **Partially support**
Manor Road – **Partially support**
Thames Road – **Partially support**
Cleeve Road – **Support**

On Manor road the double yellow lines should remain until past the junction with Limertree road as there are often dangerous situations with parks cars and obscured visibility into and out of Grange Close and Limetree road. Also as

	<p>above the junction with Station Road and Manor Road a made very dangerous when cars park close to the junction. Cars turning into Manor road from Station Road westbound can not see cars that have to pass parked cars.</p> <p>General view – Support</p> <p>Reiterate the need for enforcement and advertising of why it is being enforced.</p>
<p>(o111) Local resident, (Goring, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support</p> <p>People parking in these areas is very dangerous. It puts vehicles into oncoming traffic at junctions. There have been several near collisions due to this.</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>I live at on lockstile way. People park there all day every day to catch the train. The station car park is nevery full. They arrive from 05.30am, slamming car doors, car radios blarring. They park half across peoples driveways. Residents have to either bump down the curb to get out or bump up the curb to get in their driveways, this is causing the curb stones to become loose. One side of the road is riddled with pot holes. Both of these need to be fixed at a cost to the council. If we have deliveries they have to block the road and this end of Lockstile way is one of the main exits for the whole estate. It is also on the local bus route and there is a bus stop outside No7. The people who park there are all local residence, they either don't want to walk the 10 mins to the station or pay the cost to park.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>I live at 7 lockstile way. People park there all day every day to catch the train. The station car park is nevery full. They arrive from 05.30am, slamming car doors, car radios blarring. They park half across peoples driveways. Residents have to either bump down the curb to get out or bump up the curb to get in their driveways, this is causing the curb stones to become loose. One side of the road is riddled with pot holes. Both of these need to be fixed at a</p>

	<p>cost to the council. If we have deliveries they have to block the road and this end of Lockstile way is one of the main exits for the whole estate. It is also on the local bus route and there is a bus stop outside No7. The people who park there are all local residence, they either don't want to walk the 10 mins to the station or pay the cost to park.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>2 hours parking still allows people to park and visit the shops. If they need longer they can use the car park in the village.</p> <p>General view – Support</p> <p>Parking in Goring has become really bad. In some parts it is actually quite dangerous. There are lots of places to park but they are just a little bit further than the centre, which people feel is 'just too far'.</p>
<p>(o112) Local resident, (Goring, Yew Tree Court)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>As a disabled person totally dependent on my powered wheelchair to gain access to the village amenities, it is essential that our needs are recognised and action taken to ensure access to village facilities. In my case using Station Road in Goring provides a means of attending the Free Church Drop in held on Thursday mornings.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>To ensure disabled members are not restricted in their movement in the village</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>In full support of enabling disabled free movement in our village</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>To ensure disabled have easy access to the village</p> <p>General view – Support</p> <p>No additional comments</p>
<p>(o113) Local resident, (Goring, Yew Tree Court)</p>	<p><u>Double Yellow Lines:</u> Station Road – Partially support</p> <p>As a disabled user I am impeded when travelling down Station Road without clear visibility round parked vehicles I am exposed and facing incoming vehicles on my side of the road. Especially Station Road that has no pavement. Incidentally this road is a death trap with so many potholes that influence significantly my travel and in some instances changes my direction of travel as one side of the powered wheelchair's drops into one of the many potholes. Fix my Street simply ignore my input repeatedly!</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>These restrictions ensure no excessive parking for those living outside Goring needing to use the train ink to Reading or beyond to Paddington</p> <p>Lockstile Way (3pm-4pm) – Support</p>

	<p>Allows parking to visit the village for a short term - local shopping. Again stops long term parking to use the rail services</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support</p> <p>Reduces impact it long term parking whilst using rail services</p> <p>General view – Support</p> <p>All well and good addressing parking . The road surfaces in a number of roads needs replacing. Station Road isn't the only one.</p>
<p>(o114) Local resident, (Goring, Holmlea Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Too many cars parked mainly commuters using the station. Children and elderly are currently impeded when moving around, it is currently unsafe especilly around the primary school entrance. Are you waiting for an accnet to happen</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Cars are parked all day often on pavements ensuring people cannot easity pass</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>Cars are parked all day often on pavements ensuring people cannot easily pass</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Cars are parked all day often on pavements ensuring people cannot easily pass</p> <p>General view – Support</p> <p>When are Traffic wardens doing to appear in Goring. We are paying for them where are they</p>
<p>(o115) Local resident, (Goring)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Need to protect vulnerable people.</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Need to protect pedestrians.</p>

	<p>Lockstile Way (3pm-4pm) – Support</p> <p>Need to protect vulnerable pdeestrians.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Need to protect pedestrians.</p> <p>General view – Support</p>
<p>(o116) Local resident, (Goring, Grange Close)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>No waiting restrictions are necessary in Station Road in order that there is space for the trial Pedestrian Priority Lane. This is badly needed as Station Road is used by many pedestrians to access the station and there is no footpath, so pedestrians have to be alert for motor traffic.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>This is a sensible way to prevent commuters parking all day in order to avoid station car parking charges.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>As above.</p> <p><u>Parking provision amendments:</u> No objeciton</p>

	<p>No comment.</p> <p>General view – Support</p>
<p>(o117) Local resident, (Goring, Croft Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Object</p> <p>Station Road becomes a race track if no cars are parked there. 20 mph speed limit is a complete waste of time.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>Cars park 24 hours a day on a single yellow line - never moved from one week to the next. What is the point when there are no Traffic Police Officers employed to deal with parking offences?</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>See previous comment</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>See previous comments</p> <p>General view – Support</p>
<p>(o118) Local resident, (Goring, Croft Road)</p>	<p><u>Double Yellow Lines:</u> Lockstile Way – Support</p>

	<p>Station Road – Support</p> <p>As a pedestrian I particularly support the proposals for Station Road as it is a busy road leading to 2 car parks and side roads and it is therefore quite difficult for pedestrians to walk along in safety. I support the proposals for Lockstile Way as it is virtually way and as a bus route it is sometimes difficult for them to negotiate</p> <p><u>Single Yellow Lines (10am-11am):</u> Lockstile Way – Support</p> <p>See above comment for Lockstile Way</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>As I said above it is a bus route and sometimes difficult for them to negotiate</p> <p><u>Parking provision amendments:</u> Croft Road – Support Manor Road – Support Thames Road – Support</p> <p>No particular view</p> <p>General view – No objection</p> <p>I think it is appropriate to review parking restrictions in view of the increase in traffic</p>
<p>(o119) Local resident, (Goring, Holmlea)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p>

	<p>Proposals seem to be sound</p> <p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>Proposals appear to be sound</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>Proposals appear to be sound</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Proposals appear to be sound</p> <p>General view – No objection</p>
<p>(o120) Local resident, (Goring, Manor Road)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>It keeps junctions clear.</p>

	<p><u>Single Yellow Lines (10am-11am):</u> Cleeve Road – Support Grange Close – Support Lockstile Way – Support</p> <p>It'll stop commuters from parking and taking up roads, which is a problem in some parts of Goring.</p> <p>Lockstile Way (3pm-4pm) – Support</p> <p>It'll stop commuters from parking.</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>I'm OK but there needs to be enforcement. Are we simply opening up double yellow lines to zero enforcement single yellow with time limits?</p> <p>General view – No objection</p>
<p>(0121) Local resident, (Goring, Milldown Avenue)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Partially support Lockstile Mead – Partially support Lockstile Way – Partially support Station Road – Partially support Valley Close – Partially support Wallingford Road – Partially support</p>

I have no objection to any of the measures, but only as long as the SAME parking restrictions are indeed put on Milldown Avenue. It's already common for people to park in Lockstile Way and in Lockstile Mead and then walk to the railway station, and if these people are not allowed to park in those roads then they will very likely park in Milldown Avenue instead. When cars park on the road in Milldown Avenue it is very difficult for the Langtree School Bus to negotiate it's route to and from it's stop outside 1 Milldown Avenue. When there are cars parked on the road, rather than private drives it's very difficult for the drivers and dangerous (for cars and children). The Going Forward and Henley School bus also uses this route. Many of the residents on Milldown Avenue are elderly and rely on the bus, so an alternative route wouldn't be suitable. Additionally, these residents may be less inclined to respond to your survey online (if you have a low response rate). Thanks

Single Yellow Lines (10am-11am):

Cleeve Road – **Support**

Grange Close – **Support**

Lockstile Way – **Support**

As above.

Lockstile Way (3pm-4pm) – **Support**

As above.

Parking provision amendments:

Croft Road – **Partially support**

Glebe Ride – **Partially support**

Manor Road – **Partially support**

Thames Road – **Partially support**

Cleeve Road – **Partially support**

As above.

General view – **No objection**

As above.

<p>(o122) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>I support the removal of the bays on Station road. This will clear the way for the proposed pedestrian marked footpath already accepted by the council.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>These changes would not affect me.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I do not drive and it is therefore not appropriate for me to express an opinion.</p> <p><u>Parking provision amendments:</u> No objection</p> <p>They appear reasonable to me.</p> <p>General view – No objection</p>
<p>(o123) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Re Station Road - I live on Station Road and will be interested to see how this trial footpath works. As there is no footpath at present it can be dangerous, as cars sometimes come down at speed, ignoring the 20mph limit, and heavy construction vehicles taking up the whole road are alarming. Re the other locations: I have no doubt this has been carefully considered in the context of parking in the whole of Goring and have no objection.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>These proposals will not affect me and I have no objection</p>

	<p>Lockstile Way (3pm-4pm) – No objection</p> <p>Again, this does not affect me</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – Support</p> <p>Many people seem to park on these residential roads when they are not benefiting Goring (eg using the shops). This may well be to avoid paying car parking charges.</p> <p>General view – No objection</p> <p>I am not against these parking restrictions and indeed welcome some of them. However, since the many restrictions currently in place are not enforced I am doubtful about how useful they will be. For example, cars are often parked dangerously at the Station Road end of Manor Road. Cars are left for days in Station Road when they are supposed to be there for a maximum of 2 hours. Nobody ever seems to do anything about it.</p>
<p>(o124) Local resident, (Goring, Limetree Road)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>I have mobility problems and find the current arrangement extremely hazardous. This was also so for my late husband who was a wheelchair user. Even for able pedestrians it can be very dangerous.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I have mobility problems and current arrangement is dangerous. My late husband was a wheelchair user and it was extremely hazardous for him . When road markings are changed it is also essential that road surface is made safe, not only for those with mobility issues but all road users.</p>

	<p>Lockstile Way (3pm-4pm) – No objection</p> <p>As previously stated.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>No objections</p> <p>General view – No objection</p> <p>Safety</p>
<p>(o125) Local resident, (Goring, Milldown Avenue)</p>	<p><u>Double Yellow Lines:</u> No objection</p> <p>I have no objection to any of the measures, HOWEVER, if parking restrictions are indeed put in place in Lockstile Way and/or Lockstile Mead, then it is essential that Milldown Avenue has the same parking restrictions as those other roads. It's already common for people to park in Lockstile Way and in Lockstile Mead and then walk to the railway station, and if these people are not allowed to park in those roads then they will very likely park in Milldown Avenue instead. When cars park on the road in Milldown Avenue it is very difficult for the Langtree School Bus to negotiate it's route to and from It's stop outside 1 Milldown Avenue.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>As above.</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>As above.</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>As above.</p>

	<p>General view – No objection</p> <p>As above.</p>
<p>(o126) Local resident, (Goring, Station Road)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Drivers use Station rd as an alternative route to avoid the High Street and drive at speed. This Rd is used frequently by pedestrians ,often wheel chair users , frail people and those with children en route to the village via The Wheel Orchard car park. With more cars using electric power and are therefore quieter this is a danger for those who have to walk into the centre of the Station Rd avoiding the cars in the allocated parking area. Therefore I support the proposed restrictions suggested for station Road.</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>I do not live in these areas and therefore have no concerns about the changes suggested</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>I do not think car drivers will notice the restrictions since there is no enforcement and they will continue to park wherever they choose to park</p> <p><u>Parking provision amendments:</u> Croft Road – Support Glebe Ride – Support Manor Road – Support Thames Road – Support Cleeve Road – No objection</p> <p>I agree with these proposals but I think they will be ignored by drivers because there is no obvious enforcement and people will continue to park where and when they wish</p> <p>General view – No objection</p>

	<p>i do not think car users will observe the restrictions and change of use</p>
<p>(o127) Local resident, (Goring, Whitehills Green)</p>	<p><u>Double Yellow Lines:</u> Station Road – Support</p> <p>Improved safety for pedestrians</p> <p><u>Single Yellow Lines (10am-11am):</u> No objection</p> <p>No strong views</p> <p>Lockstile Way (3pm-4pm) – No objection</p> <p>No strong views</p> <p><u>Parking provision amendments:</u> No objeciton</p> <p>No strong views</p> <p>General view – No objection</p>
<p>(o128) Local resident, (Goring on Thames, Lockstile Way)</p>	<p><u>Double Yellow Lines:</u> Glebe Ride – Support Lockstile Mead – Support Lockstile Way – Support Station Road – Support Valley Close – Support Wallingford Road – Support</p> <p>Cars parked by commuters on Lockstile Way are a nuisance and pose a danger and inconvenience especially at the junction with Wallingford Road.</p>

Single Yellow Lines (10am-11am):

Lockstile Way – **Support**

We don't like our road being used as a car park by commuters, and even occasionally by people going by train to an airport for a week's holiday.

Lockstile Way (3pm-4pm) – **Support**

As above

Parking provision amendments: **No objection**

General view – **No objection**

How will it be enforced?

ANNEX 4 – Petition received re: Glebe Ride

To Councillor Andrew Gant
Cabinet Member for Transport Management
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

28th April 2024

Dear Councillor Gant,

Proposed parking restrictions in Thames Road and Glebe Ride, Goring on Thames.

Further to our telephone conversation and my subsequent email, we thought it would be helpful for you to have a summary setting out the reason and background to our petition. This is as follows:








- There are new restrictive parking proposals for Goring, which involve the removal of a number of current unrestricted parking spaces used by both residents and some businesses in our part of the village, on the two roads above, replacing them with two hour only waiting. There are acknowledged parking problems in Goring with commuter parking, but the solution, in our view, is not to make it impossible for residents of the village without private drives to park where they live or for businesses to occasionally use unrestricted spaces.
- We are a concerned group of residents who believe that the restrictions proposed specifically in Thames Road and Glebe Ride, Goring, which involve the effective loss of around 20 unrestricted parking places used by daily by residents and businesses, will be damaging to a viable life in this part of the village. (For background information this total is made up as follows: Last December 2023, there was a consultation on double yellow lines in the cul de sac part of Thames Road opposite the bell mouth of a new development of 4 houses. Despite around 27 objections these new double yellow went through resulting in the future loss of around **5/6** unrestricted parking spaces used by residents and others. These lines are yet to be implemented. The lay by in Thames Road adjacent The Birches currently takes **2** spaces used by residents and contrary to the OCC existing plan there are no restrictions on the ground. Mike Horton your highways Officer estimates that **12 spaces** are to be lost in Glebe Ride, this gives an approximate total of 12 +6 +2 equals **20 unrestricted Parking spaces lost** to residents and others **in the space of less than 6 months.**)
- As far as we are aware there has been no prior announcement or initial consultation on the proposals in this part of the village ie for Thames Road and Glebe Ride. We are not experts in Traffic Regulation Order processes, but we have come to believe that something may have gone awry in respect of the consultation process on the proposals which affect our part of the village. As we understand it the current final statutory Consultation by OCC now underway is intended to pick up minor anomalies and correct them. It is not meant to be used as means of primary consultation. We therefore feel that an early stage in the consultation process may have been missed out. We don't want to labour this point, but the current situation has placed Residents in a very difficult position with the need to react in a very short timescale to proposals of which they were previously unaware.

ANNEX 5 – Analysis / summary of comments received.

	Comment summary	Number received
a)	Comments in support of the proposals (either partially or wholly)	55
b)	The proposals don't help resident / suggestions to consider a residents parking scheme	37
c)	Lack of enforcement currently or concerns about enforcing new proposals	32
d)	The proposals will displace parking / will not help solve commuter parking	28
e)	Manor Road – proposed parking bays are dangerous and may contribute to congestion	10
f)	Removing parking increases vehicle speeds, or concerns over speeding generally	10
g)	Lockstile Way – change proposed single yellow lines to double / other concerns about parking	8
h)	Rail commuters need parking, review the station car park charges / increase number of spaces	7
i)	Cleeve Road – do not downgrade the double yellow lines to single	5
j)	Lockstile Way – proposed single yellow lines are unnecessary	5
k)	All proposed double yellow lines are unnecessary	3
l)	Glebe Ride – proposed double yellow lines are unnecessary.	3
m)	Lockstile Way – proposed double yellow lines are unnecessary	3
n)	Station Road – proposed double yellow lines are unnecessary	3
o)	Station Road – the parking bay (proposed for removal) is needed for businesses / customers	3
p)	Thames Road – proposed parking bays are dangerous and may contribute to congestion	3
q)	Cleeve Road – proposed double yellow lines are unnecessary	2
r)	Cleeve Road – proposed parking bays are dangerous and may contribute to congestion	2
s)	The proposals will impact on the economy of the village / need to provide short-stay parking	2
t)	Croft Road – proposed parking bays are dangerous and may contribute to congestion	1
u)	Croft Road – the proposed time limit is too short / not enough spaces / not needed	1
v)	Glebe Ride – the proposed removal of double yellow lines is dangerous	1
w)	Grange Close – the single yellow line restriction is unnecessary	1
x)	Grange Close – the single yellow line restriction should also operate in the afternoon	1
y)	Lockstile Way – change the proposed single yellow line to morning only	1
	Comments on parking problems not covered by these proposals	3
	Responder made no specific comment, but made a general objection	2
	Other response – some confusion with proposals /unsure	1

Drawing No. PRD/2023/006

KEY

-  EXISTING No waiting at any time (double yellow lines)
-  PROPOSED No waiting at any time (double yellow lines)
-  EXISTING No waiting for 1-hour periods (times vary) (single yellow lines)
-  PROPOSED No waiting for 1-hour periods (times vary) (single yellow lines)
-  EXISTING Limited waiting for 2-hour periods (times vary) (white parking spaces)
-  PROPOSED Limited waiting for 2-hour periods (times vary) (white parking spaces)
-  RESTRICTIONS TO BE REMOVED

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	2/24	Remove Electric charging from Glebe Ride	MH	JW	JW
2	2/24	Extend Cleve Road proposals and add SYL	MH	JW	JW
3	6/24	Glebe Ride and Thames Road changes ONLY	MH	JW	JW



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Project title
Goring Parking Review 2024

Drawing title
GLEBE RIDE & THAMES ROAD
Revised recommendation

Drawing Status Preliminary

Scale @ A3	Drawn by	Checked by	Approved by
Not to scale	MDH	JW	JW
	Date drawn Dec 2023	Date checked Dec 2023	Date approved Dec 2023

Oxfordshire Project No. & File Ref
Drawing No. PRD/2023/006 Revision 2

