

CABINET MEMBER FOR ENVIRONMENT – 28 APRIL 2016

PROPOSED PARKING RESTRICTIONS – CHOLSEY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of a statutory consultation on proposals to introduce additional waiting restrictions (and amend some existing restrictions) at various locations in Cholsey.

Background

2. There have been a number of requests from Councillor Gray and Cholsey Parish Council to look at parking issues in several parts of the village, in recognition that patterns of parking have changed since the current restrictions were introduced. Funding for this work has been made available as a result of the development at Cholsey Meadows.

Proposals

3. Following site inspections, draft proposals were presented to the Parish Council who carried out informal consultation with residents. As a result of this the proposals were adjusted prior to formal public consultation last year. The plans at Annex 1 show the final proposals.
4. The proposed changes to parking are in three distinct areas:-
 - (a) Ferry Lane forms one of the main accesses to the new Cholsey Meadows development. Here it is proposed to introduce new double yellow lines on Papist Way (near the junction with Reading Road), on Ferry Lane and on Reading Road (around the junction with Papist Way/Ferry Lane). These restrictions are designed to reduce congestion, improve traffic flow and make it easier to access/egress off-street parking.
 - (b) In the centre of the village it is proposed to introduce time-limited parking in the layby fronting the shops at The Pound and also new double yellow lines at the junction of Pond Lane and Honey Lane. Together these restrictions will improve safety in this area and increase turn-over of parking in the commercial part of the village.
 - (c) In the roads near the station it is proposed to introduce additional lengths of double yellow lines in the vicinity of The Pavilion, both double yellow lines and 1-hour long parking bans (as already in use

elsewhere in the village) on Crescent Way. Finally, in recognition of the demand for on-street parking in this area it is proposed to remove some of the 1-hour parking ban on Papist Way. In combination these proposals are intended to improve safety, especially on Station Road, and to better control commuter parking.

Consultation

5. The various proposals were advertised in the Oxford Times on 10 July 2015 with notices posted on street and letters delivered to occupiers of around 350 premises adjacent to the proposed restrictions. Thames Valley Police and other statutory consultees were also consulted, together with the local Member and Cholsey Parish Council.
6. In addition to the response from the Parish Council, six responses and a petition were received in connection with the proposals around Ferry Lane, a further six in relation to the proposals in the village centre and a total of seventeen in respect of the remaining proposals. The responses received are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Consideration of objections and comments

7. The objections to the proposals in and around Ferry Lane focus on the removal of parking which will result for residents and their visitors. In response it should be noted that the proposed restrictions are designed to keep the various junctions and accesses clear to allow free flow of traffic particularly to/from the Cholsey Meadows development and some on street parking will remain available. It is therefore considered that the proposals here should proceed as advertised.
8. The responses to the proposals for the village centre were mixed with some additional restrictions requested whilst one resident objected to the proposed restrictions at the Pound Lane/Honey Lane junction on the grounds that it would lead to more parking in Pound Lane. Following discussions with Cllr Gray about the Parish Council's ideas for further changes to parking layouts in and around The Pound it is considered that the proposed 2-hour restriction should not proceed at this stage. However, the proposed double yellow lines will ensure that the Pound Lane/Honey Lane is kept clear of parked vehicles thus improving visibility especially for traffic turning in or out of Pound Lane and therefore it is suggested that this restriction proceed as advertised.
9. The responses to the proposed restrictions on Crescent Way include concerns about the loss of parking for residents and, separately, the potential for more concentrated parking on the bend. In response it is proposed that a section of the proposed 1-hour restriction on the northern side of Crescent Way (near to its junction with Station Road) be removed to enable residents on Station Road, who need to park all day, to continue to do so. Regarding the possibility of a continuous line of parked cars on the inside of the bend it is noted that there are several places where driveways create natural 'pull-ins' which could be used as informal passing places; it is therefore proposed that this element of the Crescent Way proposals proceed as advertised.

10. On Station Road there are a number of objections to the proposals, citing the risk of increased speeds if parking is removed, the potential for the commuter parking to be displaced elsewhere along Station Road and the difficulties that double yellow lines will cause for residents. In response, the proposed restrictions are intended to deal with dangerous parking not just by commuters but also by those visiting The Pavilion (which is a well-used community facility throughout the week and at weekends). It is considered that the proposed restrictions will address this issue without causing significant difficulty for residents.
11. The proposed relaxation of parking on Papist Way (between Crescent Way and Station Road) is of concern to the operators of Kentwood Farm as they feel that this will impede access and egress for large vehicles. In the light of this issue it is proposed to extend the section of double yellow lines opposite the entrance to the Farm by approximately 5 metres in each direction to ensure that access is maintained.
12. Other points raised in the consultation were around the omission of any proposals for West End and the possibility that the parking situation there would worsen as a result of the additional restrictions on commuters elsewhere in the village. In response, during the formulation of these proposals there was no request from the Parish Council to consider any additional restrictions in West End. However, it is suggested that the situation here be monitored and if further action is required then this could be discussed with the Parish Council and local Member in due course.

How the Project supports LTP4 Objectives

13. The proposals would help reduce the risk of accidents and improve road safety by facilitating the safe passage of vehicles.

Financial and Staff Implications (including Revenue)

14. The cost of the proposed works described in this report are funded from the S106 contributions arising from the redevelopment at Cholsey Meadows

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the advertised proposals, except as set out in this report.**

MARK KEMP
Deputy Director of Environment & Economy (Commercial)

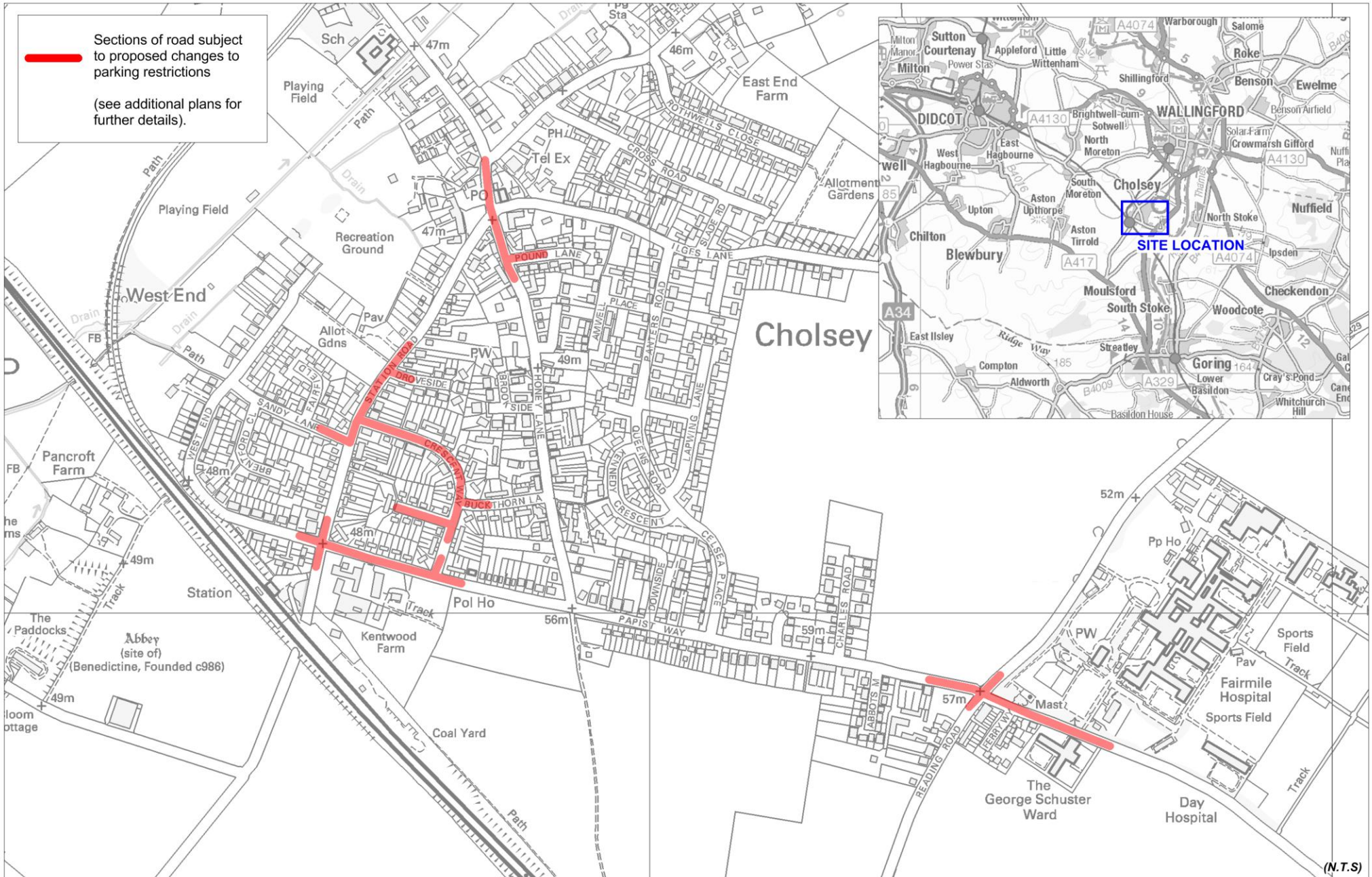
Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304

April 2016

ANNEX 1

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



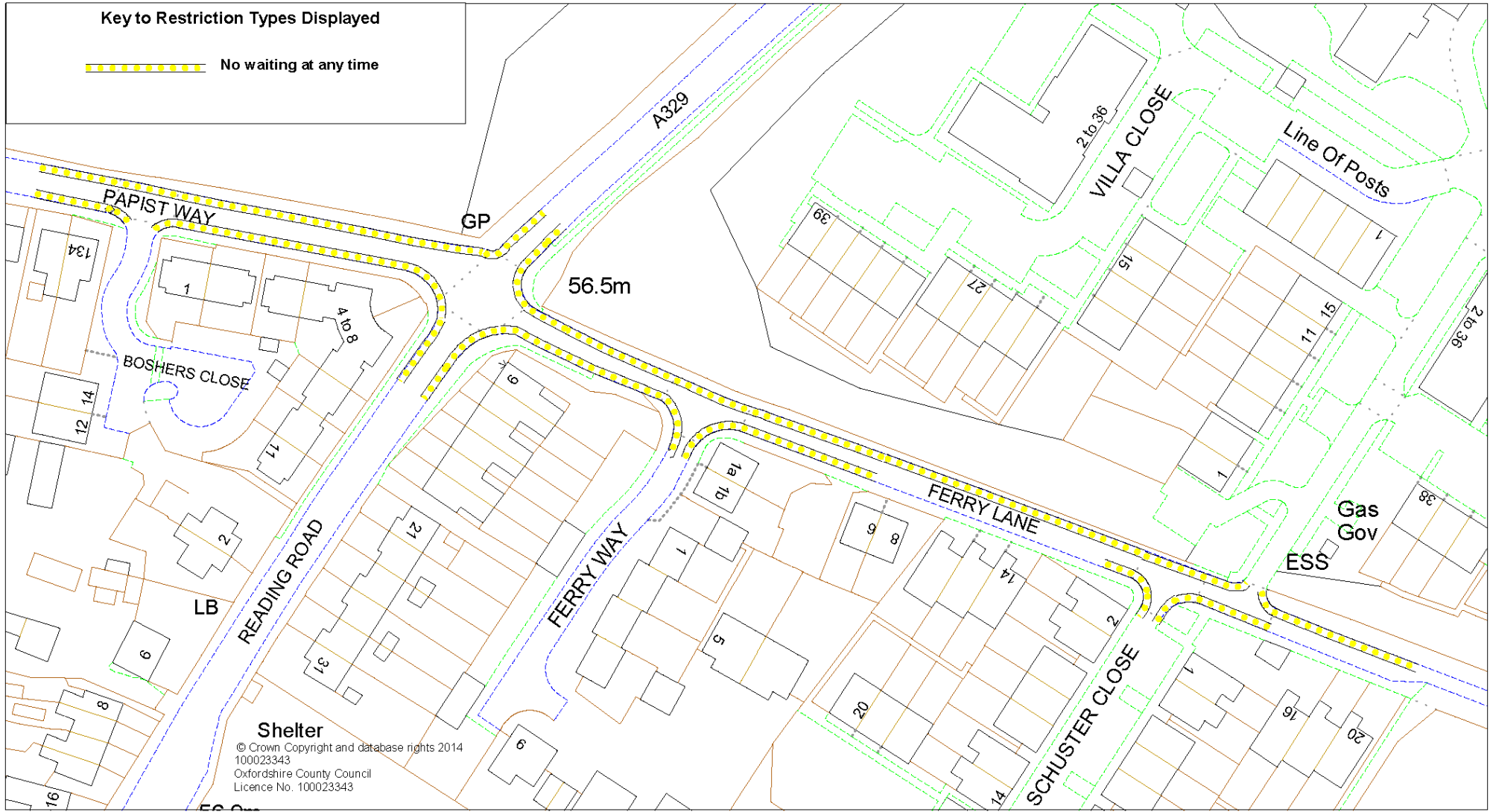
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Date drawn: 15/04/2016
 Drawn by: CJM

Map centre:
 easting. 459050, northing. 186250

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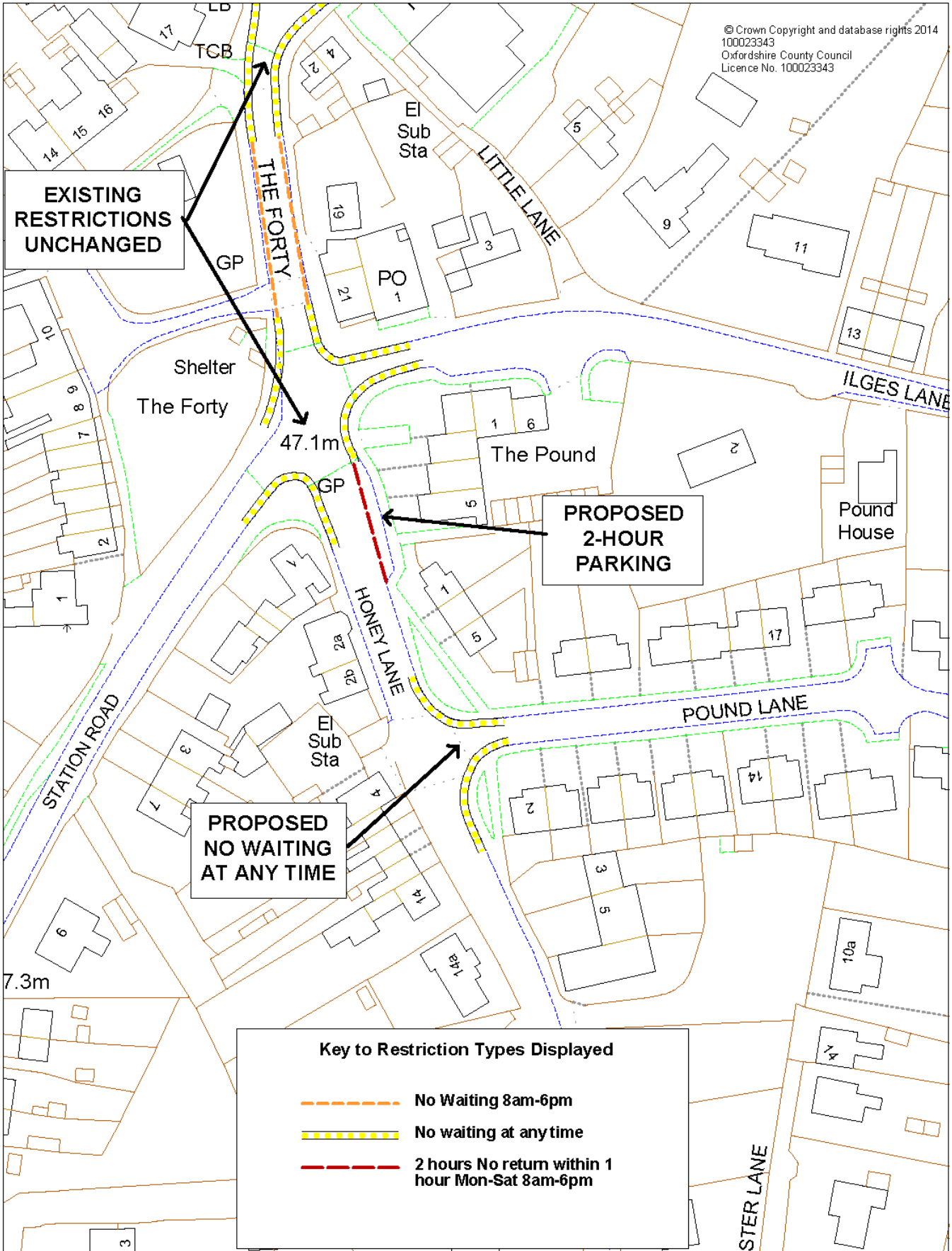


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**PROPOSED PARKING RESTRICTIONS
 PAPIST WAY, FERRY LANE, READING ROAD
 CHOLSEY**

SCALE	1 : 1000
DATE	06/2015
DRAWING No.	
DRAWN BY	



**EXISTING
 RESTRICTIONS
 UNCHANGED**

**PROPOSED
 2-HOUR
 PARKING**

**PROPOSED
 NO WAITING
 AT ANY TIME**

Key to Restriction Types Displayed

- - - No Waiting 8am-6pm
- . . . No waiting at any time
- - - 2 hours No return within 1 hour Mon-Sat 8am-6pm



**PROPOSED PARKING RESTRICTIONS
 HONEY LANE AND POUND LANE
 CHOLSEY**

SCALE	1 : 1000
DATE	06/2015
DRAWING No.	
DRAWN BY	

Sports Pavilion

Play Area

Path (um)

Car Park

S
Allotments

WILLOW

PROPOSED
NO WAITING
AT ANY TIME

PROPOSED
NO WAITING
2pm-3pm MON-SAT

STATION ROAD

El Sub Sta



DROVESIDE

EXISTING
RESTRICTIONS
UNCHANGED

47.9m

SEE SEPARATE PLAN

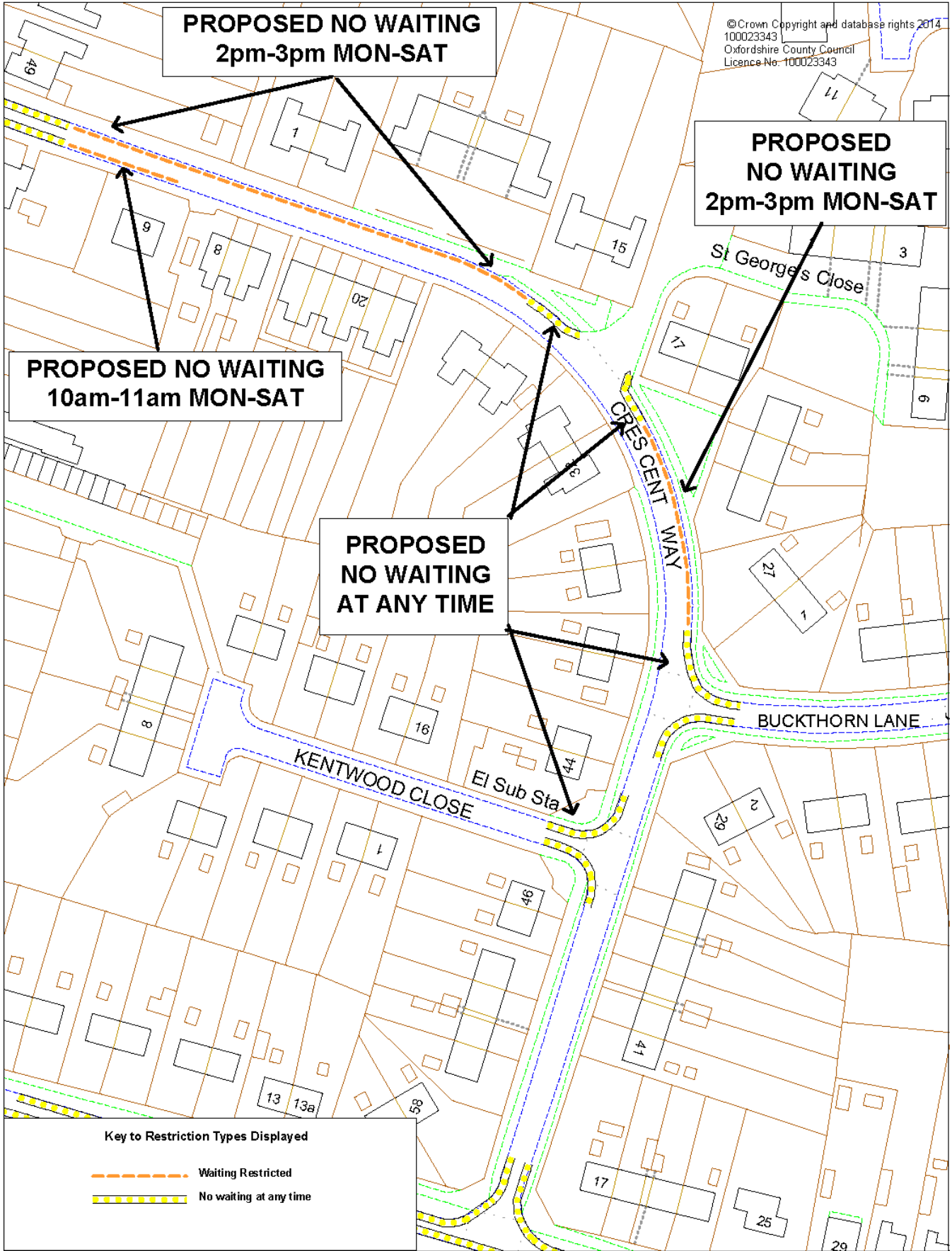
Key to Restriction Types Displayed

-  Waiting Restricted
-  No waiting at any time



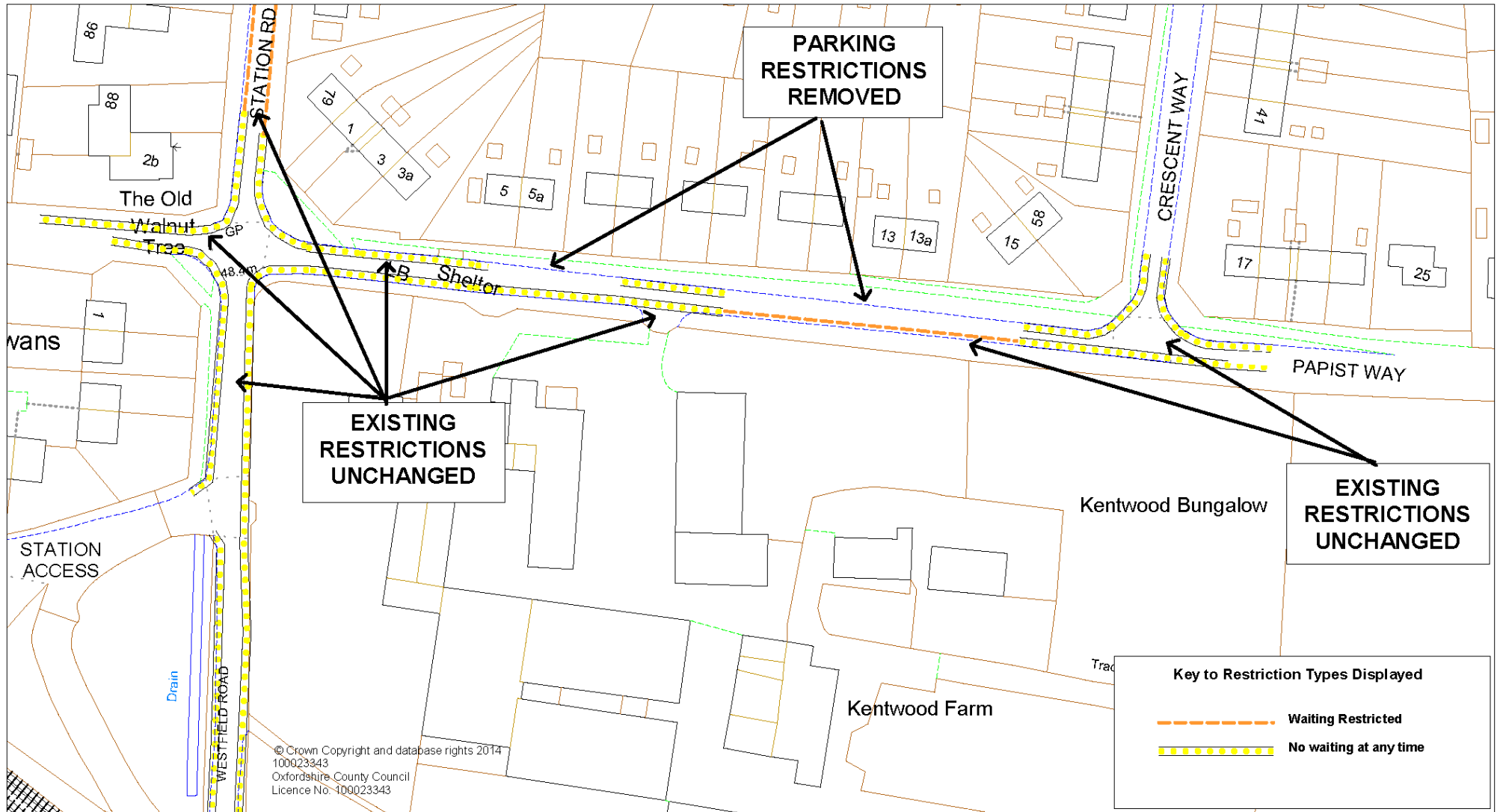
PROPOSED PARKING RESTRICTIONS
 STATION ROAD
 CHOLSEY

SCALE	1 : 1000
DATE	06/2015
DRAWING No.	
DRAWN BY	



**PROPOSED PARKING RESTRICTIONS
 CRESCENT WAY,
 BUCKTHORN LANE, KENTWOOD CLOSE
 CHOLSEY**

SCALE	1 : 1000
DATE	06/2015
DRAWING No.	
DRAWN BY	



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PROPOSED CHANGES TO PARKING RESTRICTIONS PAPIST WAY, CHOLSEY

SCALE 1 : 1000

DATE 06/2015

DRAWING No.

DRAWN BY

ANNEX 2

Cholsey Parish Council	<p>Cholsey Parish Council reviewed the proposals at their meeting on 5 August 2015 concluding as follows:</p> <p>They are in favour of the restrictions proposed for Station Road, Crescent Way, Buckthorn Lane, Kentwood Close.</p> <p>Regarding the proposals for Papist Way (Reading Road end), Ferry Lane and Reading Road they would like to see the double yellow lines extended into Newlands Way – as has been proposed for Ferry Way and Schuster Close. They would also like the double yellow lines to be extended further down Ferry Lane. They are in favour of the other proposals for these roads.</p> <p>Regarding the proposals for Papist Way (Station Road end) – Council would like OCC to reconsider their proposal to remove some existing parking restrictions. They are in favour of the other proposals for this end of Papist Way.</p> <p>Regarding the proposals for Honey Lane and Pound Lane - Council would like the proposed 2 hour waiting outside “The Pound” row of shops on Honey Lane to be reconsidered as they believe that this could make the parking issues in the centre of the village worse in the short term. They are in favour of the other proposals for these roads.</p>
Cllr Mark Gray (Benson & Cholsey)	I support the proposals.
Resident, Abbots Mead	<p>I note that Ferry Close and Boshers Close are to be protected but I see no similar protection being provided for Abbots Mead. We have persistent problems with casual parking in Papist Way along the section between Abbots Mead and the entrance to Boshers yard. These vehicles often park right up to or sometimes overlapping the entrance to Abbots Mead and cause a serious problem for residents as they obstruct the sight line for traffic travelling up Papist Way from Reading Road. This is an accident waiting to happen.</p> <p>I hope you will include Abbots Mead in the forthcoming works as inconsiderate parking at the entrance to Abbots Mead is a danger to residents when leaving the Close as it obstructs the sight line to traffic coming up Papist Way. The danger is higher than that at Schuster Close or Boshers Close which are to be protected.</p>

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<p>Two residents, Reading Road, Cholsey</p>	<p>We consider there to be no existing issue regarding parking along Ferry Lane and Papist Way. Both Ferry Lane and Papist Way provide vital visitor spaces for the residential properties along Reading Road, Ferry Lane, Ferry Way and Schuster Close (approx 50 properties). These properties have allocated parking spaces and Ferry Lane and Papist Way are the only safe location for their visitors to park. I would be grateful if you would let me know of an alternative safe location where visitors to these properties can park?</p> <p>If parking on Ferry Lane and this section of Papist Way is restricted, visitors to these residential properties will have to park on Reading Road. This is unsafe due to the speed vehicles travel along Reading Road (despite the speed restrictions) and will also impact upon the free flow of traffic at the crossroads - making it more difficult for motorists to turn into Reading Road from Papist Way and Ferry Lane, and cross from Papist Way to Ferry Lane or vice versa. The flow of traffic and safety of these roads would have been considered as part of the planning applications for the Ferry Way and Fairmile residential developments. Given that both have been built without any highway changes imposed on the developer, this would indicate that parking on Ferry Lane and Papist Way does not pose a threat to highway safety or the free flow of traffic. Again, we are back to the question regarding the perceived issue?</p> <p>With regards to the other proposals in the village we have concerns that too many restrictions around the village centre will impact negatively on passing trade and lead to the closure of shops. Also, it is likely that restricting parking close to the station will only move the problem to neighbouring streets rather than eliminate it.</p> <p>We do not consider there to be any existing parking issues in Cholsey rather a handful of impatient residents. On-street parking slows vehicle speeds on the roads through the villages resulting in a much safer environment for pedestrians and cyclists. We consider that the money being spent on the amendment to this Traffic Regulation Order, e.g. the cost of this consultation and implementation of the yellow lines could be better spent on addressing these perceived parking issues in a more positive manner, such as liaising with Network Rail to increase the amount of parking or reduce the cost of parking at the station.</p> <p>We are also extremely dubious about whether these proposed restrictions will actually be policed/enforced. The only likely ending to these proposals we see is neighbour disputes and community divide.</p>
<p>Resident, Reading Road</p>	<p>The rear of my property and indeed my car port are situated down Ferry Way. The car ports down Ferry Way house only 2 car parking spaces. Given that most households have two cars, the only option for visitors and guests (and indeed those cars that can't get into the far too narrow car ports) is to park along Ferry Lane as parking down Ferry Way would block the cul-de-sac. I'm bemused as to why there is a need for double yellow lines down Ferry Lane. People don't park there to use the station and as I walk to the station every day, I have never witnessed a large</p>

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	<p>amount of cars parked down Ferry Lane.</p> <p>Double yellow lines down this area is completely unnecessary. Perhaps lines indicating that people should not park on the corners would be an idea but certainly not down the length of the lane. If you are insistent on putting restrictions in place down this area then may I suggest introducing a permit scheme.</p> <p>Given that it seems Cholsey is going to be double yellow lined to the max, where on earth are visitors to the village to park? As a household with family and friends all over the country and hence many visitors I am wondering how far into the village and where I will have to send my guests to visit me!</p>
<p>Two residents, Schuster Close, Cholsey</p>	<p>All the residents of Schuster Close and most of the residents of Ferry Lane that we have spoken to are very unhappy about the proposed introduction of double yellow lines on Ferry Lane. Whilst we agree that there should be parking restrictions between Reading Road and Ferry Way, we totally disagree with any other parking restrictions.</p> <p>Attached is a petition signed by the majority of residents from Schuster Close which outlines our feelings clearly. The only residents from Schuster Close who have not signed are those who are on holiday at the moment. Other properties on the street are unoccupied at the moment.</p> <p>When we all purchased our properties we were told by Linden Homes that our guests could park on Ferry Lane as there was limited visitor parking. We were informed that limited parking on the development was as a result of planning restrictions. There have been so many issues about parking at Cholsey Meadows between residents and further restrictions will only make the situation worse.</p> <p>We are of the opinion that further parking should be made available by Linden Homes for visitors but they say this is not possible because of planning restrictions. The police have been involved and we can only see the situation escalating if you proceed with parking restrictions.</p> <p>PETITION</p> <p>We, the residents of Schuster Close, Cholsey, Wallingford OX10 9GY, object to the proposed changes to parking restrictions to Ferry Lane, Cholsey.</p> <p>Whilst we agree that there should be parking restrictions along Ferry Lane between Reading Road and Ferry Way, we object to any other restrictions along Ferry Lane. When we bought our homes we were told by Linden Homes</p>

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	<p>that there was parking available for guests along Ferry Lane. There is very limited parking on the development and we were informed that this was as a result of planning restrictions. Our guests will have nowhere to park if double yellow lines are introduced as proposed by Oxfordshire County Council.</p> <p>30 Signatures</p>
<p>Two residents, Schuster Close, Cholsey (non- signatories of petition)</p>	<p>We wish to register our objections to your proposed changes to parking restrictions on Ferry Lane. At present Ferry Lane provides the only visitor parking for residents of Schuster Close such as us and your proposals will remove this. When we were considering our move to Schuster Close we raised the problem of visitor parking with Linden Homes (the developer) who said that parking would always be available on Ferry Lane.</p> <p>When we pressed Linden as to why additional designated visitor parking could not be provided on Schuster Close their reply was that they had been forbidden by the Planning Authority to increase the amount of parking on Schuster Close. Perhaps, in view of your proposed restrictions in Ferry Lane you might now care to revise your previous policy and ask Linden to provide visitor parking specifically for Schuster Close residents.</p>
<p>Resident, Schuster Close, Cholsey</p>	<p>I am contacting you regarding the plans for double yellow lines on Ferry Lane, Cholsey. I am very pleased that there will be double yellow lines at the end of Ferry Lane at the junction with Reading Road and at the Schuster Close and Newlands Way junctions, as these have been a cause for concern in recent years.</p> <p>I would, however, request, that double yellow lines are not put between Schuster Close and Ferry Way beyond the junctions. There is huge pressure on parking in Cholsey Meadows and even a small amount of short term parking on Ferry Lane, eases this pressure.</p> <p>I thank you for the consideration of double yellow lines at the junctions which is certainly very important, but hope you will consider leaving an area of safe parking on Ferry Lane.</p>
<p>Owner of Podiatry Clinic on Honey Lane, Cholsey</p>	<p>Requests additional length of 2-hour parking on west side of Honey Lane to avoid becoming a long term car park for commuters from the station. Short term parking is paramount to the users of this Podiatry clinic a large percentage of whom are elderly and some disabled.</p>
<p>Owner of Electrical Business on Honey Lane,</p>	<p>Extremely concerned over the lack of restriction outside our business premises. Bearing in mind the restrictions being introduced elsewhere in Cholsey, we feel that this will potentially force station users to use the unrestricted parking area outside of our office restricting parking to us and our neighbouring business which will cause access issues for deliveries and customers visiting our office. Would you please consider making this a restricted parking</p>

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Cholsey	area, as the layby opposite, for up to two hours which will give people adequate time to visit us, make deliveries and or even park there to shop opposite.
Owner of Accountancy Business on The Pound, Cholsey	<p>I can fully understand the proposal of having a time limit for parking in the layby outside the shops on Honey Lane, but can see no logical reason why this should not also be extended to the layby outside the shops on Ilges Lane; if the reason is to aid the shops by stopping all day parking then surely this should be extended to both laybys. This second layby is surely not intended to provide longer term parking for residents of Little Lane or elsewhere where there is no available or sufficient parking. I would personally consider a shorter limit than 2 hours.</p> <p>The car park behind the shops in The Pound is private, for the use of the shops and flats above. The proposed changes will lead to more visitors to Tesco's parking in the car park and parking in the entrance to this car park, which is dangerous and makes access difficult. Would it be possible for double yellow lines to be painted around the kerbs where the entrance to the car park is on Ilges Lane to stop people blocking access and parking on the pavements.</p>
Two residents, Pound Lane, Cholsey	<p>We are fully in favour of the proposed parking restrictions, in particular those at the junction of Honey Lane and Pound Lane.</p> <p>However, we offer the following comments:-</p> <p>Parking for shops and businesses on the Forty and for the cottages at nos. 6 to 12 Honey Lane is likely to be displaced into Pound Lane. There may be a need for white lines to be provided in front of the Pound Lane driveways at the Honey Lane end, similar to those in front of nos. 1 & 2b Honey Lane, to discourage obstruction by parked vehicles.</p> <p>West End: rail users' parking will inevitably be displaced elsewhere in the village, as already in the West End estate. In order to make the existing prohibition clearer, the wording on the supplementary plates on the "no motor vehicles signs" at the entrances to West End and Sandy Lane could be expanded to read "Except for access to premises"</p> <p>Pressure needs to be brought to bear at County level through Government to have Network Rail and the train operating companies' parking charges moderated where there is no competing demand for parking in the vicinity of stations.</p>
Resident, Pound Lane, Cholsey	<p>I object to the proposal to introduce new double yellow lines at the junction of Pound Lane and Honey Lane. I would also like to object to the proposal of a 2 hour limit in the lay-by outside the shops on Honey Lane.</p> <p>The reason for my objection is that I am concerned that the above restrictions will force more traffic (mainly residents</p>

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	<p>of local streets and customers of Tesco Express) to park in Pound Lane. Pound Lane is currently a fairly safe place for children to play, more cars parked on the cul de sac will have an adverse effect on safety by reducing the visibility of children to cars and cars to children. I also believe that due to the width of the street and the extra vehicles expected, cars will probably straddle the pavements to park which will make the pavements unsafe as well.</p>
<p>Resident, Cholsey</p>	<p>Please consider these modifications to the proposals:-</p> <ol style="list-style-type: none"> 1. the parking area outside Rowland's pharmacy (Ilges Lane) should be divided into two sections -.one space for disabled and the rest for 2hr parking. 2. extend the no parking zone outside Tesco to the entrance of their rear shop car park. Please consider talking to Tesco about opening their car park to shoppers.
<p>Resident of Crescent Way Cholsey</p>	<p>With reference to parking restrictions in Cholsey in particular Crescent Way. Restrictions are indicated for Lower Crescent way, but not for the upper part joining Papist Way. Station user parking here is a daily problem through the week including leaving cars over the weekend on the south side of the road in particular. The result is problems with access and leaving cars on the grass verges. I hope this issue will receive your attention.</p>
<p>Resident, Crescent Way, Cholsey</p>	<p>The proposed parking restrictions on Crescent Way will encourage parking on the inside bend of Crescent Way between Buckthorn Lane and Station Road. Currently, cars park on the inside (as you propose to encourage) but when driving along Crescent Way towards Station Road it is very difficult to see whether there is any oncoming traffic. When there is, it is then impossible to pull in on the left due to parked cars. The only course is to reverse back up the road towards St Georges Close - a difficult manoeuvre due to poor visibility. If the proposed parking restrictions are applied, more cars will park along this stretch making the problem worse. To avoid this long stretch of driving on the wrong side of the road around the bend, could intermittent breaks in parked cars be enforced - this could be by short stretches of double yellow lines on the inside bend. Even if this were across driveways it would help create bolt holes - currently some cars (probably residents) park on the road blocking driveways where you may expect spaces to be free to allow oncoming traffic to pass.</p>
<p>Two residents of Station Road, Cholsey</p>	<p>As our house is adjacent to Crescent Way we have always parked our 2 cars on Crescent Way alongside our house, because we are unable to park directly outside due to double-yellow lines that run around the junction of Station Road and Crescent Way. We assume that when this new parking restriction is introduced, there will be some form of concession for residents but if not then we definitely have an objection to the proposed changes. This is because, once the restrictions come into force, we will have nowhere to park our 2 cars during the day.</p>

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<p>Two residents, Droveside, Cholsey</p>	<p>We welcome the proposed double yellow lines in Station Road, near to Droveside as it is very difficult pulling out into Station Road for us. Having spoken to some of our neighbours our concern is we already have restricted parking in Droveside – would you consider Resident Parking Only Sign to the entrance to Droveside.</p>
<p>Two residents, Station Road, Cholsey</p>	<p>As residents of Station Road my wife and I are wholly supportive of the proposed changes. The only comment we have is that we would prefer to see the “Proposed No Waiting Time” on Station Road extended north east from outside No. 18 to the smaller park entrance. Our concern is that if the proposed zone finishes outside No. 18 then station commuters will decide to park along both sides of the stretch of Station Road between No.18 and our house, in preference to paying station parking charges (the additional walking distance is minimal). This would cause a serious inconvenience in terms of being able to enter and exit our driveway quickly and safely. We are also concerned that extra parking in this area would be a road safety hazard given the increasing tendency of drivers to speed along Station Road once past the vehicles currently blocking the road by the Pavilion.</p>
<p>Resident, Station Road, Cholsey</p>	<p>I am concerned about the plans to extend the 'no waiting at any time' restrictions further along Station Road up towards Willow Close. Whilst it is not proposed to extend this as far as my property, I believe that extending the no waiting zone will simply mean that more commuters using the station will park further up Station Road, to avoid paying parking charges at the station. As I commute into London several days a week, I know that people are currently parking along Station Road and walking to the station and I am concerned that extending the zone will lead to people leaving their cars outside my property all day.</p> <p>Being opposite the recreation ground, I already have to suffer inconsiderate people parking on Station Road when their children attend sporting events at the recreation ground at weekends. I have frequently returned home to find that I cannot get my car on my drive because someone has parked so they are partially blocking the entrance to my drive.</p> <p>I also have concerns about the speed of vehicles along Station Road if the no waiting zone is extended. Currently the way that cars are allowed to park along the road means that these act almost as natural speed breaks, as traffic has to slow down to let traffic from the other direction come along the road. If the zone is extended, this will mean that there is a long stretch of road along which drivers can build up speed; this is a village with a lot of children who may walk along Station Road to get to the village primary school and it may be that this means that the area is not as safe for the residents of the village.</p>

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<p>Two residents, Station Road, Cholsey</p>	<p>As a healthcare worker, I can be on call and need to be able to access my car at all times of day. This currently necessitates parking on the road outside our house in the evenings to allow this.</p> <p>My concerns regarding the proposals for Station Road are:</p> <ol style="list-style-type: none"> 1. Why the need for double yellow lines in this area? If this is just to stop people parking on station road all day to use the station, then why can we not have single yellow lines with a day time car parking restriction as currently occurs in some areas on the road? This would allow residents like us who have small driveways, to utilise the parking outside our house in the evenings. 2. From our perspective, our main concerns living on Station Road is not the parking but the speed that some vehicles drive on the road and the number of heavy goods vehicles using it as a short cut. This is of particular importance given the number of children that live in the area and cross the road to get to the park.
<p>Resident, Station Road, Cholsey</p>	<p>I am writing to object to the introduction of No Waiting at any Time on the southeast side of Station Road. Double yellow lines here would effectively reduce on street parking to 2 spaces shared between half a dozen houses. This would mean an unduly long walk for any visitors to our houses as they would be forced to park further down the road. Could this be implemented as “No Waiting —Monday to Saturday Inclusive - 2pm to 3pm” (as on the other side of the road) which would still prevent rail users parking opposite the pavilion all day?</p>
<p>Resident, Station Road, Cholsey</p>	<p>I wish to object to the parking restrictions proposed for Station Road, Cholsey on the following grounds:</p> <p>The number of parked cars in the village will not decrease as a result of these proposals but instead will become more concentrated in other areas, specifically further down Station Road nearer The Forty (congestion in that area is already bad and these moves will only exasperate that) and also side roads such as Crescent Way will also see more parked cars, and since these are areas where families with young children live, the risk of accidents involving pedestrians will be increased.</p> <p>Lack of parked cars along Station Road will result in higher levels of speeding traffic, since the road is used as a thoroughfare for traffic from the Wallingford area to the A34 at Chilton. This would have a detrimental effect on safety. Parking could be alleviated by restricting all-day parking along Station Road, by replacing the proposed no-</p>

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	<p>waiting at any time restrictions with no waiting 2pm-3pm Mon-Sat.</p>
<p>Resident, Station Road, Cholsey</p>	<p>I have no objections to your proposals to the new parking restrictors in Cholsey. My main comment, however, is that you consider a parking space for the disabled close to Cholsey pharmacy. The distance is too far for me to walk without considerable pain and several long pauses.</p>
<p>Resident, Station Road, Cholsey</p>	<p>I believe there is a problem with parking on Station Road for two reasons – commuters parking to avoid charges at the station and people parking to use the pavilion.</p> <p>The worst time in the road is on a Saturday morning. This means that your proposal to restrict parking on a stretch of Station Road between 2-3pm Mon to Sat is not helpful. Please can this be 10-11am?</p> <p>There are due to be double yellow lines outside 33 and 31 Station Road. This unfairly discriminates against the residents because parking outside these houses can be done very safely at most times in the week. Again, if the yellow lines were replaced with 'no waiting' 10-11am Mon to Sat you would relieve parking problems without disadvantaging locals.</p> <p>I have never seen any parking enforcement in Cholsey but without it I can see that a lot of these parking restrictions are going to be ignored. One only has to sit outside Tesco in the village to see how many people ignore double yellow lines in the village.</p>
<p>Kentwood Farm, Papist Way, Cholsey</p>	<p>The proposed removal of the parking restrictions opposite the farm (between 5 and 7a Papist Way) will have an extremely detrimental affect on the farm, local residents and small businesses located at the farm. Commuters will park opposite the farm entrance and vehicles will be unable to get into and out of the farm when they need to.</p> <p>Kentwood farm is a working farm and business, with the entrance used daily for deliveries and collections, including large, articulated lorries. Tractors, with loaders, trailers and other farm machinery, including combine harvesters, use the entrance frequently throughout the year, for seasonal work, such as transporting large loads of straw, silage, livestock etc.</p> <p>Several other businesses operate from the farm, including a roofing company and garage. Any changes to the existing parking restrictions will have a detrimental affect on these businesses, as access to and from the farm will be restricted and cause delays.</p>

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	<p>The area is already congested, with cars, bus stops and residential parking on grass verges. We are concerned that lifting the current parking restrictions opposite the farm entrance will mean that the health and safety of local residents, members of the public/school children accessing public and school buses, farm workers and drivers of vehicles using Papist Way will be seriously compromised as large vehicles attempt to enter and exit the farm.</p>
<p>Resident, Papist Way, Cholsey</p>	<p>I am very concerned that the problem that exists at the junction at the top of Honey Lane and Papist Way has not been addressed at all. Regular train commuters park outside the front of our property on Papist Way making it absolutely impossible for us to use our front gate entrance until after 8pm. Along with that problem the cars, usually 6 or 7 park so far up to the junction of Papist Way and Honey Lane that they completely obstruct any safe view for drivers but especially for school children and people walking across the affected areas. On the opposite side of the junction further up Papist Way the same problem exists, making the whole junction dangerous and accident prone. This really does need to be monitored and addressed before there is a very serious accident.</p>
<p>Resident, The Rowans, Cholsey</p>	<p>While I'm sure that these restrictions are absolutely necessary they pose problems for the residents of West End/The Rowans that seems to have been overlooked. While we are a designated "Access only Road" which "should" mitigate any parking issues, the fact is West End is used daily as overflow parking for the station. It is seen by road users to be unrestricted parking either because they have not noticed signage or chosen to ignore it.</p> <p>I would like to know what you are proposing to do about the problem in West End - I have been told by the police that their powers are extremely limited in terms of ticketing people and I don't think it should be a police issue to deal with. With the additional parking restrictions for the rest of Cholsey, the problem in West End is only going to get worse. As a resident with a driveway, we are one of the lucky ones. However, it doesn't feel like that when I am herding station users away from my driveway! I know it is a massive issue for older residents of the Rowans who are forced to park distances from their properties to be able to unload shopping etc. Perhaps you could work up some official signage that is going to have a deterrent effect and presumably will cost significantly less than road markings or police hours to manage the issue?</p>
<p>Resident, West End, Cholsey</p>	<p>Having read through your proposed new parking restrictions I have to say that I am extremely disappointed to see that there are no suggestions to deal with the parking problems in this road. Bearing in mind residents have been campaigning for well over 20 years for some kind of support from parish council, county council and local police to find that we have been missed off this extensive parking plan is very frustrating.</p>

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	<p>Various letters/correspondence support the fact that residents of West End and the Rowans have had parking issues in West End for a very long time.</p> <p>There are some extreme examples which are thankfully not very frequent, but what is frequent are the commuters who just leave their car whilst travelling via the station, who are extremely rude/aggressive when you point out to them the Access Only sign means they should not be parking in West End and who don't care that you have difficulty accessing your own drive or more recently people who block in your car.</p> <p>To be fair to the police force, residents in West End have had support at various times through the years from Local community police officers. Unfortunately they are no longer able to help us as they are understaffed and confused as to what they can and cannot deal with. We do run a scheme ourselves with "parking passes" highlighting which cars belong to residents hopefully making it easier for officers to work out which cars should and shouldn't be in West End.</p> <p>We realise that a true "residents permit scheme" is not practical in West End and that we currently have two pairs of Access Only signs one at West End and one at the end of Sandy Lane but as we have stated before these are insufficient. Improved signage was suggested by many but has never materialised. A simple additional sign at the end of the road under the West End road sign stating "West End Parking only" or as per similar residential roads in Wallingford "private parking" would have been very welcome. Most people do not seem to appreciate the meaning of the current signage.</p> <p>So in this instance and considering the above, we feel we have no alternative other than to strongly object to these proposed plans on the grounds that the current problem of cars and commuters inconsiderately parking around the village will only move into West End and there will be no support from any authority to assist us.</p>
<p>Resident, Cholsey</p>	<p>I totally agree that changes definitely need to be made with the commuter parking in Papist Way and Station Road. However, as I very rarely drive to the other locations I cannot comment.</p> <p>On reading of the proposed changes, I was very disappointed to see that nothing is going to be put in place to stop commuter parking coming back into The Rowans, West End, Sandy Lane and Brentford Close in large numbers. We still get commuters parking along the road but during the week it is the odd one or two. However, at the weekend it's a different story. Then it can become a nightmare and once the new restrictions are put into place along the public roads, then they will just come back into our area as were only a stone's throw from the railway station.</p> <p>Residents attended the informal consultation at the early part of last year and aired their concerns. Some residents also met with Mark Gray from Cholsey Parish Council back in November to discuss what could be done, if anything, to stop commuter parking.</p>

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	<p>I fully appreciate that The Rowans, West End, Sandy Lane and Brentford Close is an access road only and cannot be dealt with in the same way as public roads. However, there must be something that can be sorted.</p> <p>Where there is a railway station you will always have problems with commuter parking. Some believe they can park where they want so long as they don't have to pay. By not putting something in place for our area then you are just moving the parking problem from the public roads to the access roads and we are then back to square one.</p>
Resident, Cholsey	<p>We support the need to review parking arrangements in Cholsey, particularly near to the station. However, we object to a number of the proposals in the consultation:</p> <p>The proposed parking restrictions on Station Road will only serve to shift the problem further down Station Road (closer to junctions and where visibility is poorer)</p> <p>Restrictions in some side-roads are proposed but the impact on all side roads should be fully considered, including West End and Sandy Lane</p> <p>All-day parking restrictions would impact on residents not just commuters. This should be explored further, with the implementation of residents parking schemes if necessary.</p>