

Division(s) affected: *Wallingford*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY 2023

WALLINGFORD – VARIOUS LOCATIONS: PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME AT CASTLE STREET & READING ROAD

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Highway Management is RECOMMENDED to approve the following measures as advertised:
 - a. the proposed 'Resident Permit & Shared-Use Parking' on Castle Street & Reading Road,
 - b. the proposed 'No Waiting at Any Time' (Double Yellow Lines) on Castle Street, Croft Road, and St Johns Road,
 - c. the removal of existing 'No Waiting at Any Time' (Double Yellow Lines) on St Johns Road,
 - d. the removal of existing 'No Waiting Mon-Sat 8am-6pm' (Single Yellow Lines) on Croft Road, and St Johns Road, and
 - e. include Walters Barn, Bear Lane and Morven, Reading Road within the list of eligible properties able to apply for resident & visitor permits

Executive summary

2. In October 2021, The Council, carried out extensive advertising that Civil Enforcement would be undertaken in the District of South Oxfordshire Horse from 1 November 2021.
3. Once enforcement commenced a number of comments were received in Wallingford from residents who had been receiving PCNs for parking near their homes due to historic waiting restrictions that did not meet the needs of residents.
4. A review of the area was undertaken in 2022 along with some other requests received in roads within the town. The County Council has worked with the town mayor and local councillor to develop proposals (as shown in **Annex 1**), which aim to better manage the demand for parking in parts of Wallingford.
5. This report presents responses received to a statutory consultation on the proposals to introduce changes in Wantage, which include the provision for:

- Shared Use Parking (resident Permits and limited Waiting – Reading Road and Castle Street to allow residents to park without time limit and provide short term parking for visitor to the town.
- Removal of single yellow lines – Croft Road and St Johns Road
- Removal of double yellow lines – St Johns Road
- No waiting at any Time – St Johns Road, Croft Road and Castle Street

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

7. Funding for consultation and all setup costs of the proposals will be paid back in-year from revenues generated from paid parking income. There are no additional pressures on existing budgets from the proposals.

Equalities and Inclusion Implications

8. No equalities on inclusion implications have been identified in respect of the proposals.

Formal Consultation

9. The formal consultation on the proposals as shown in **Annex 1** was carried out between 16 November and 16 December 2022. A public notice was placed in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Wallingford Town Council, South Oxfordshire District Council, the local District Councillors, and the local County Councillors representing the Wallingford, and Benson & Cholsey divisions.
10. A letter was sent directly to approximately 245 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
11. A total of 15 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

a. New resident's parking places:

Proposal	Support	Object	Concerns	No opinion	Total
Castle Street	7	1	3	4	15
Reading Road	5	0	4	6	15

b. New 'No Waiting at Any Time' (double yellow lines) parking restrictions:

Proposal	Support	Object	Concerns	No opinion	Total
Castle Street	6	2	2	5	15
Croft Road	7	3	2	3	15
St Johns Road	7	3	2	3	15

c. Removal of existing (double & single yellow lines) parking restrictions:

Proposal	Support	Object	Concerns	No opinion	Total
St Johns Road (DYL)	2	3	3	7	15
Croft Road (SYL)	2	3	3	7	15
St Johns Road (SYL)	2	2	3	8	15

12. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

13. Additionally, a further 19 emails were received, with Thames Valley Police & Stagecoach Bus Company not objecting, Oxfordshire Transport & Access Group raising concerns, and two local District Councillors supporting. Four members of the public objected, eight raised concerns, and two offered their support.

14. The full responses are shown at **Annex 5**, and copies of the original responses are also available for inspection by County Councillors.

Officer response to objections/concerns

15. Thames Valley Police expressed no objection to the proposal.

Castle Street:

16. One property has requested to be added and it is recommended that The Barn, Bear Lane is added to the list of eligible properties
17. An objector commented that there is no evidence for the scheme and another advised that the area should be left alone as they could find parking and the area provided space for people to park who are visiting the town. However this is countered by residents who support the scheme who advise difficulty in parking and all day parking by those who work in the town. The proposals are for the current unrestricted parking bay to become a shared use (resident permits or limited waiting 1 hour). This allows residents places to park whilst also allowing visitors some short-term parking. The limited waiting element creates a turnover of parking spaces meaning that visitors and residents are more likely to find parking spaces
18. Concerns have been expressed in relation to the current road markings with faded double yellow lines or old bay marking showing through. These issues will be picked up with the next lining maintenance order. Concern was also expressed that the parking bay may cross the access between Nos 16 and 17 however the bay only extends to current extents marked on the road. The double yellow lines across the access will remain and will be refreshed as part of the maintenance order mentioned above.

Reading Road:

19. From the comments received there is support for the scheme however a number of objections/comments have been received regarding: shared use element; cost of the permits; scheme should be Monday to Friday; free visitor permits should be extended to young families; the laissez-faire approach to continue; would like St Marys Street to be included as eligible for permits; the area hasn't been enforced for a number of years; request for Morven to be added; and suggests 20mph limit
20. Due to police resourcing the area has not been enforced until Civil Enforcement powers were taken on by the Council. Enforcement cannot ignore restrictions which means that residents along Reading Road near the town cannot park near their homes due the current 2 hour limited waiting bays. The proposed shared use will allow residents with a permit to park without time limit and also to allow visitors short term parking. The scheme does not alter the current days or times of operation.
21. Any permit scheme must pay for itself and the cost associated with the permit for this scheme are there to cover the cost of running the scheme. Visitor permits are free for the first 25 permits. There is a charge for the next block of 25 permits but this charge is modest at £1 per permit.
22. A request was received to include Morven in the list of eligible properties and this is included in the recommendations. A request for a property in St Mary's Street was also received however this road is outside of the scheme and this area will be considered in a wider review of parking within the town so that parking demands for the whole of St Mary's Street can be understood further.

It should be noted that in nearby St Johns Road yellow lines are being removed to allow more unrestricted parking which can then be used by this resident.

Croft Road & St Johns Road:

23. In the areas where parking restrictions are to be removed, parking has been taking place in these locations even though yellow lines have been in place. The removal of these restrictions will allow residents to park near their homes without the risk of receiving a PCN. Comments have been made about aggressive driving behaviour in these roads however the parking will create a traffic calming effect.
24. Concern has been expressed about congestion that might be caused, idling outside properties and the effects on buses by the removal of yellow lines. As mentioned parking has been taking place in these areas and no issues have been raised by the bus operators. Any reports of issues or commuters using the space can be reported for further review and if necessary further controls can be pursued.
25. In St Johns Road an extra 5m of no waiting at any time has been provided to improve vision as you exit Paddock Road. This 5m of no waiting at any time replaces the single yellow line and therefore improves the junction accessibility in this area.

General Comments:

26. Comments related to a 20mph speed limits are outside of the scope of this scheme but have been passed on to the relevant Traffic Team.
27. A number of responses mentioned enforcement. Enforcement is reviewed regularly and steps are being undertaken to increase the enforcement presence. Enforcement will continue to be reviewed.

Monitoring and evaluation

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

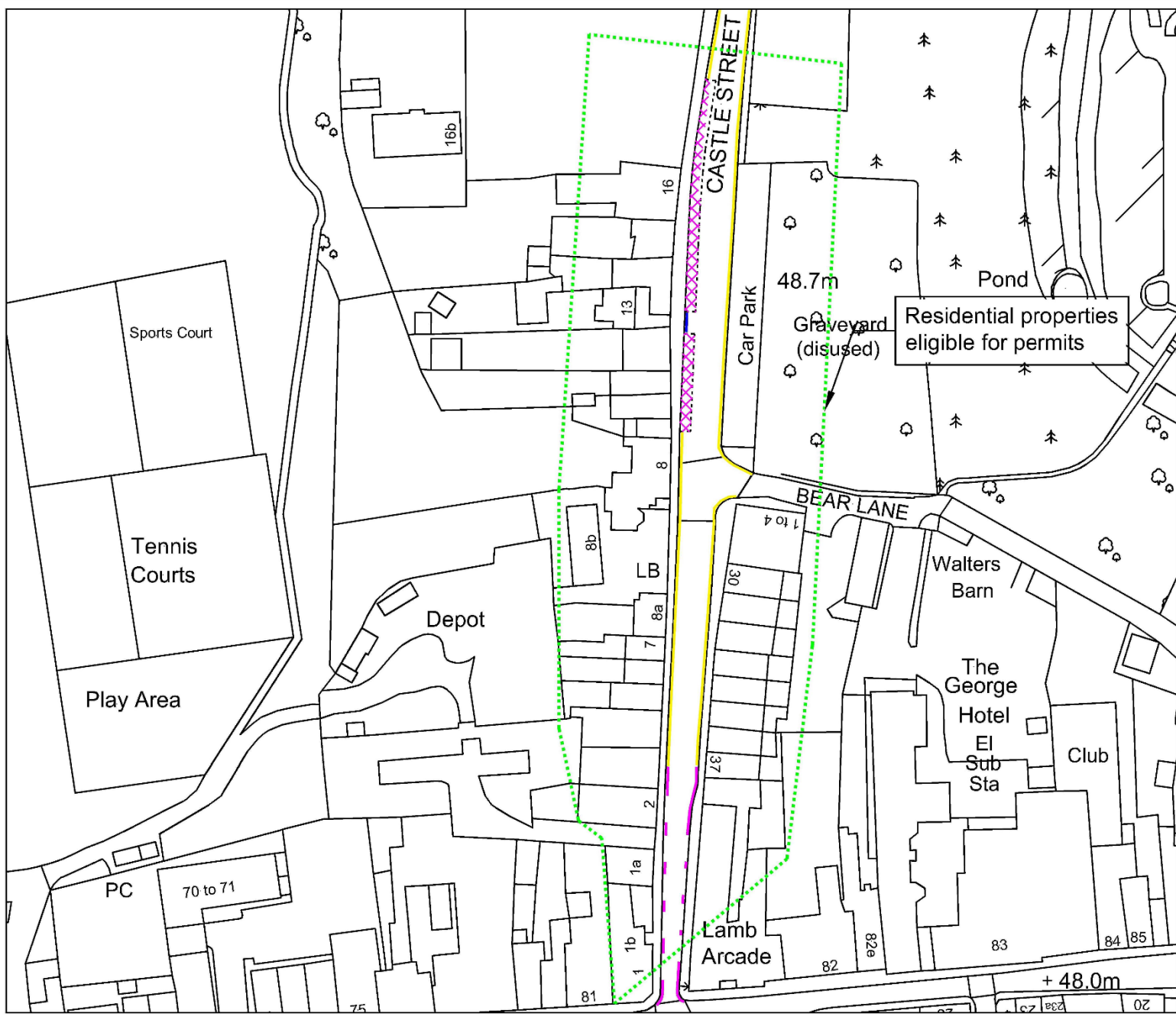
Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: John Charlton john.charlton@oxfordshire.gov.uk

January 2023

Drawing No.	WD/2022/02	Revision	0												
<p>Proposed Parking Restrictions Key</p> <p>Existing</p> <ul style="list-style-type: none"> No Waiting and No Loading No Waiting at Any Time <p>Proposed</p> <ul style="list-style-type: none"> No Waiting at Any Time <p>Shared Use</p> <ul style="list-style-type: none"> Mon-Sat 8am to 6pm Permit Holders or Limited Waiting 1 hour no return for 1 hour 															
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION (ENTER NONE IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)</p> <p>USE (ENTER NONE IF APPLICABLE)</p> <p>DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)</p> <p>© Crown Copyright and Database rights 100023943 2017</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<p>Owen Jenkins Director for Infrastructure Delivery Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>															
<p>Project title Wallingford Waiting Restriction Proposals</p>															
<p>Drawing title Proposed Shared Use Parking Castle Street</p>															
<p>Drawing Status Proposed</p>															
Scale @ A4	Drawn by	Checked by	Approved by												
1:1000	JC	JC	JW												
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3 Oct 2022		3 Oct 2022													
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Drawing No. WD/2022/02			Revision 0												



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Drawing No. WD/2022/03 Revision 0

Key

- Existing No Waiting at Any Time
- - - Existing No Waiting Mon to Sat 8 am to 6pm
- Remove No Waiting Mon to Sat 8 am to 6pm
- Proposed No Waiting at Any Time

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS A DRAMA L ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

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USE
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DECOMMISSIONING/DEMOLITION
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OXFORDSHIRE COUNTY COUNCIL

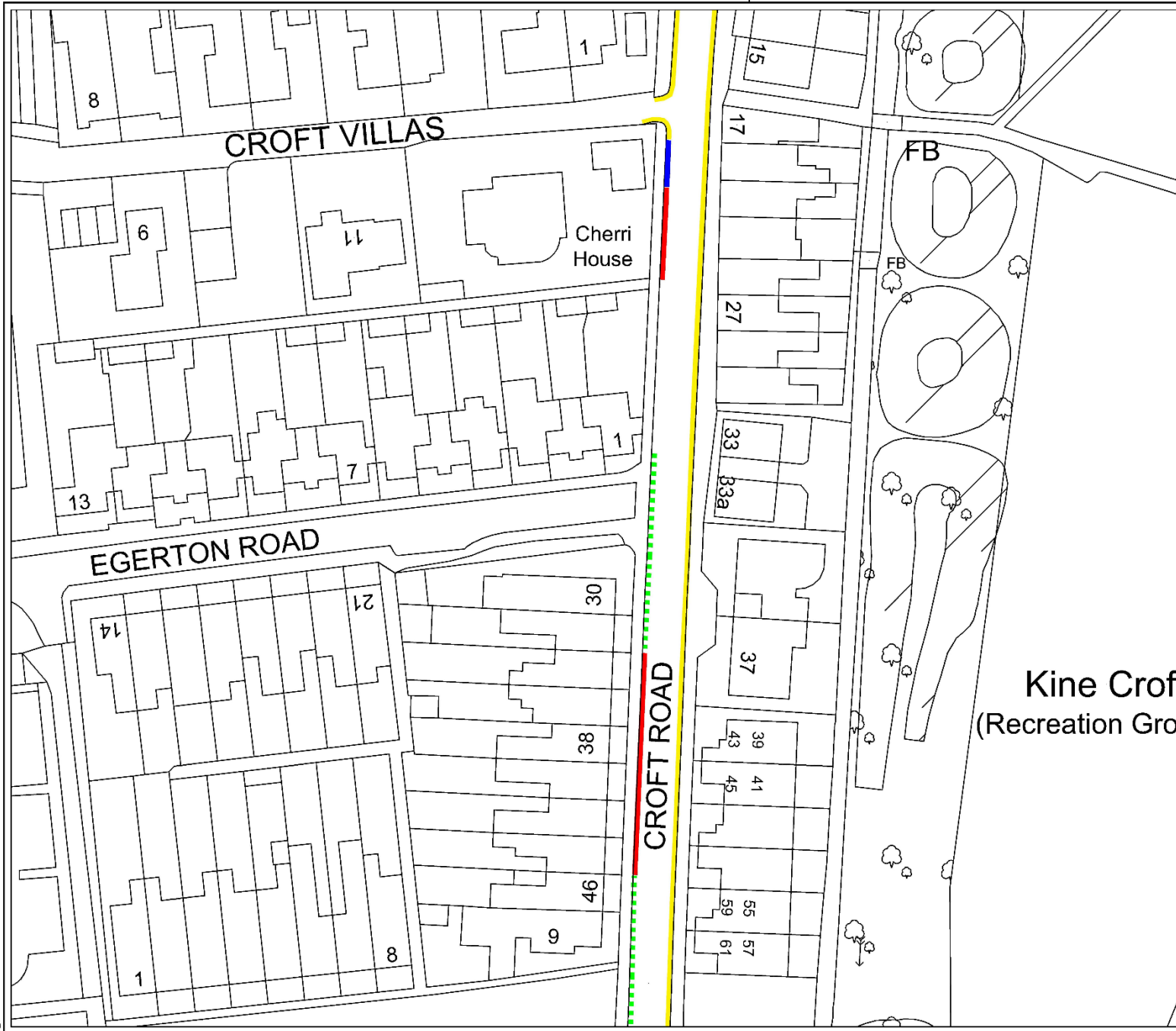
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Wallingford Waiting Restriction Proposals

Drawing title
Removal of No Waiting Restrictions (single yellow line) Croft Road

Drawing Status: Proposed




Scale @ A3	Drawn by JC	Checked by	Approved by JW
1:500	Date drawn 3 Oct 2022	Date checked	Date approved 3 Oct 2022

Oxfordshire Project No. & File Ref
Proposed Removal of
Drawing No. WD/2022/03 Revision 0



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Drawing No. WD/2022/04 Revision 0

- Key**
-  Existing No Waiting at Any Time
 -  Proposed Shared Use Mon-Sat 8am to 6pm Permit Holders or Limited Waiting 2 hours no return for 1 hour
 -  Properties Eligible for Permits

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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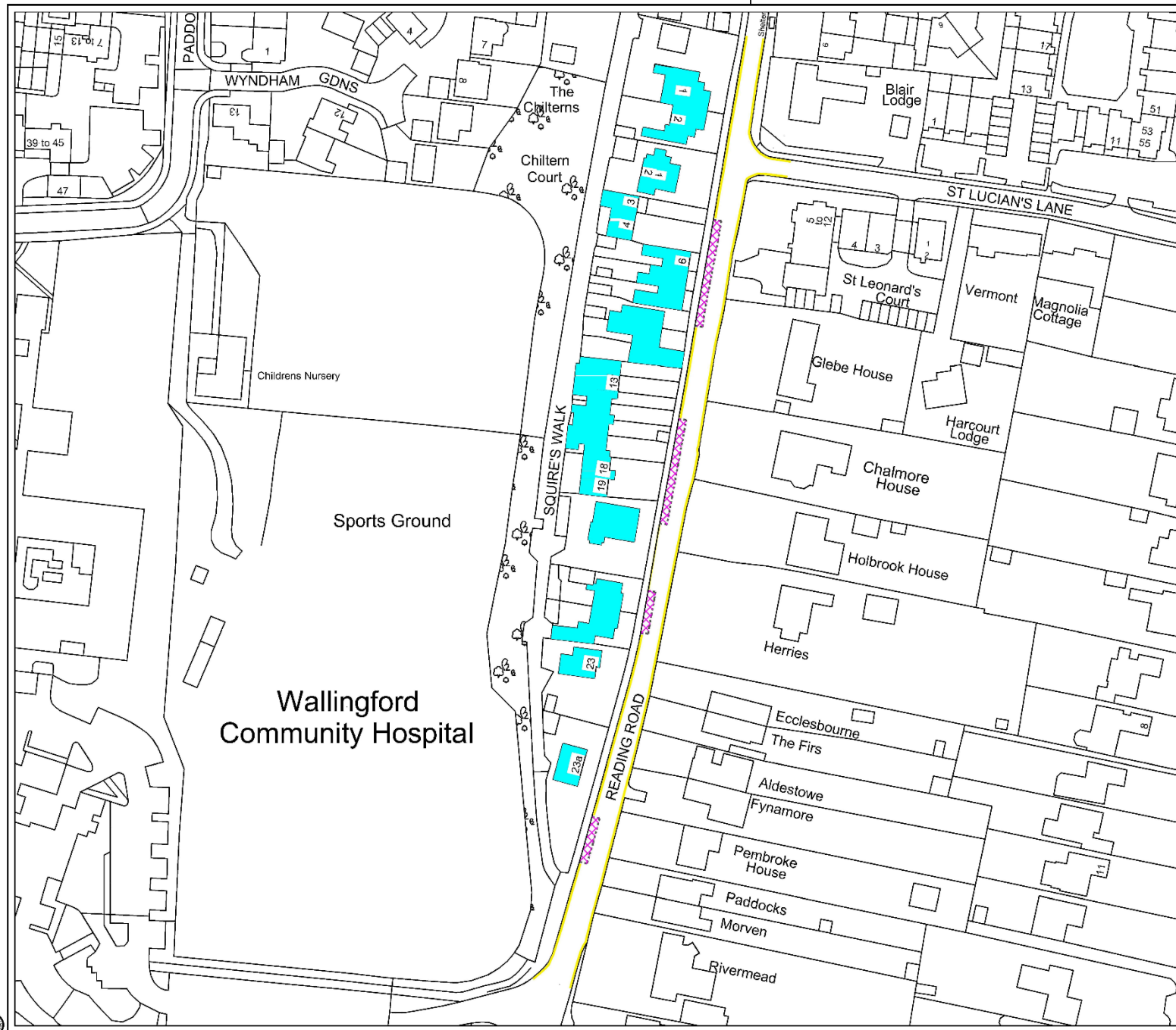
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Drawing title
Proposed Shared Use Parking Reading Road

Drawing Status			
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	3 Oct 2022	3 Oct 2022	3 Oct 2022

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Drawing No. WD/2022/04 Revision 0



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Drawing No. WD/2022/01 Revision 0

Proposed Parking Restrictions - Key

- Existing No Waiting At Any Time
- Proposed No Waiting at Any Time
- Proposed Remove No Waiting Monday to Saturday 8am to 6pm
- Remove No Waiting At Any Time

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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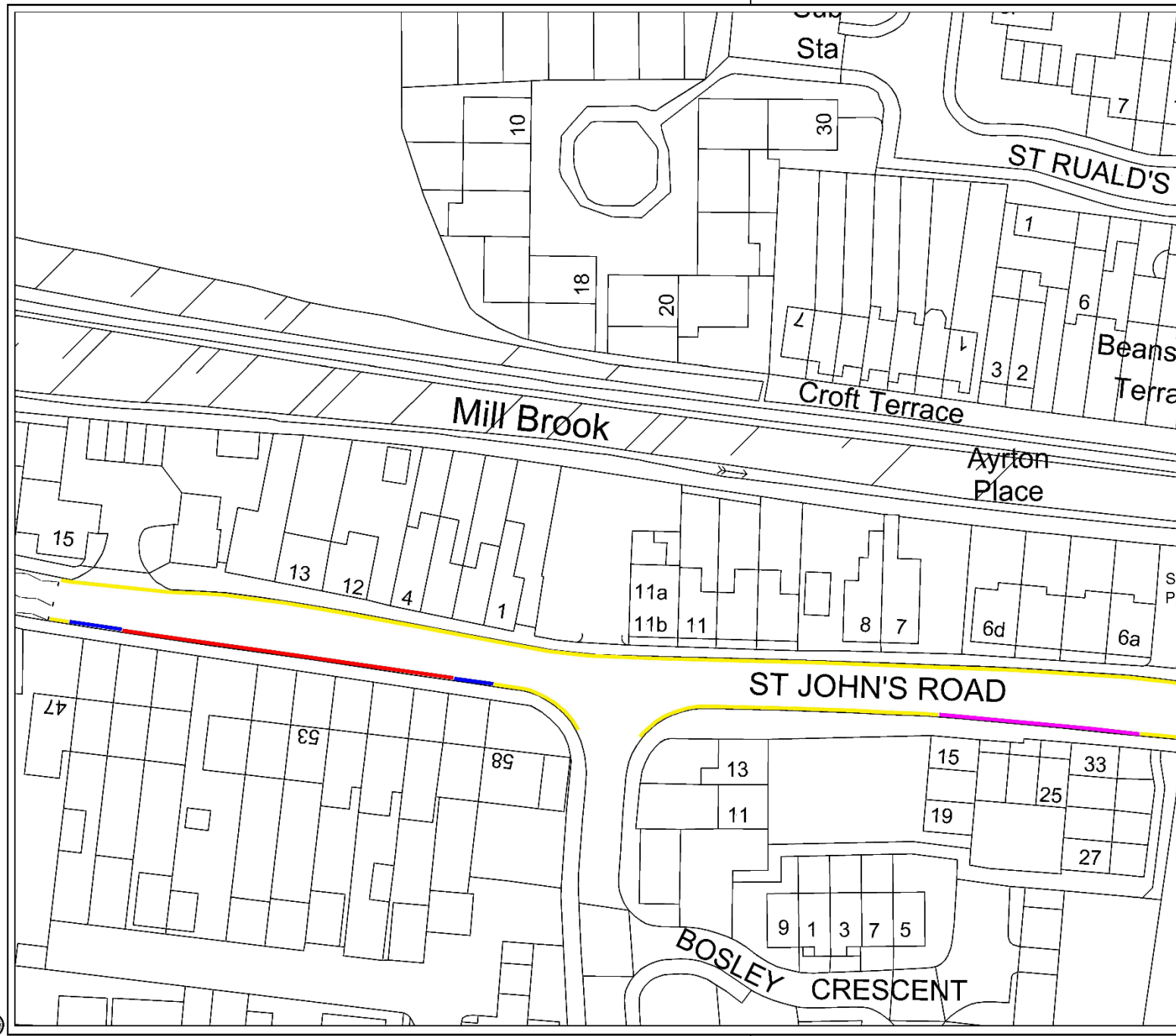
Drawing title
Removal of Sections No Waiting (single yellow line) St Johns Road

Drawing Status: Proposed

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3 Oct 2022		3 Oct 2022	

Oxfordshire Project No. & File Ref

Drawing No. WD/2022/01 Revision 0



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A. Statutory consultees

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	No objection – We are not operating bus services in Wallingford. This consultation may very well have significance for the operator that does. Stagecoach has no observations to make on this occasion.
(3) Oxfordshire Transport and Access Group	<p>Concerns – Please be aware that in these historic streets there are many homes without parking areas (properties built long before cars were invented). For example, we live by postcode on High street but access our property from Bear Lane via a pedestrian only route. Our property address is divided into 5 units (flats & servants quarters) so any permits issued locally will need to be offered to a far greater range of home owners than just obvious on street homes e.g. Castle Street.</p> <p>If people pay for an OCC parking pass, how will OCC ensure there is a space available please (as SODC off street car parks can neither guarantee a space or the safety of vehicles despite a parking pass charge)? Wallingford is already short of parking (this issue is compounded by SODC issuing limited numbers of priority passes to people who work locally over residents).</p> <p>Overall this issue will need more than average consideration for Wallingford as SODC have recently (3years) refused to add a deck car park at any of our shortfall car parks. There is lots of development around the town (too far to walk with shopping) & more recently SODC removed parking by installing electric car charging only bays & infrastructure in existing car parks. (There are few electric vehicles and these bays are most often unused)</p> <p>Goldsmiths lane is just beginning development. Here many flats & houses are being squashed into a small site with zero parking provision and despite many requests by existing residents to address a current parking lack/ address an existing problems.</p>

	<p>There also do not appear to be many parking provisions for blue badge holders in town centre. I think this also needs some consideration as the Market place often gets jammed up by older(car dependant) people/ blue badge holders who need to get within 50m of their destination (a criteria for blue badge allocation)</p> <p>This does seem to need considerable consideration.</p>
(4) Local Councillor, (South Oxfordshire, Wallingford)	Support - This all looks very good.
(5) Local Councillor, (South Oxfordshire, Wallingford)	Support - I am happy with the proposed parking arrangements.

B. Online responses

RESPONDENT	COMMENTS
(6) Local resident/Member of public, (Wallingford, Bosley Crescent)	<p><u>Resident Parking places:</u> Castle Street: No opinion, Reading Road: No opinion</p> <p>Not necessarily impacted by Castle Street or Reading Road - more concerned about St Johns Road.</p> <p><u>New parking restrictions:</u> Castle Street: No opinion, Croft Road: Concerns, St Johns Road: Object</p> <p>I object to the St John's Road proposals on the basis that they will make exiting Paddock Road more difficult - people turning right will be faced with oncoming traffic on the wrong side of the St John's Road moving East to West as well as being partially blind to traffic on St John's Road moving West to East. There is also a concern that pedestrians emerging from the footpath between 33 Bosley Crescent and The Coach House on St John's Road and who then need to cross the road will be unsighted by parked cars on the south side of St John's Road. I believe the proposals complicate traffic movements and detract from road safety in a zone that already has a high number of school traffic and pedestrian movements associated with St John's school.</p>

	<p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Object, Croft Road (single yellow lines): No opinion, St Johns Road (single yellow lines): No opinion</p> <p>I object to the St John's Road proposals on the basis that they will make exiting Paddock Road more difficult - people turning right will be faced with oncoming traffic on the wrong side of the St John's Road moving East to West as well as being partially blind to traffic on St John's Road moving West to East. There is also a concern that pedestrians emerging from the footpath between 33 Bosley Crescent and The Coach House on St John's Road and who then need to cross the road will be unsighted by parked cars on the south side of St John's Road. I believe the proposals complicate traffic movements and detract from road safety in a zone that already has a high number of school traffic and pedestrian movements associated with St John's school.</p>
<p>(7) Local resident/Member of public, (Wallingford, Bosley Crescent)</p>	<p><u>Resident Parking places:</u> Castle Street: Concerns, Reading Road: Concerns</p> <p>and re St John's Road our house backs onto St John's Road and Paddock Road is the exit road for us onto St John's Road. I am concerned I shall not be able to see clearly enough on emerging from Paddock Road either from behind parked cars to the west (Hithercroft Estate Direction) as they will be driving up to 30mph or from around the cars parked in the opposite direction. I am objecting to the proposals as they stand. Additionally junior school (at the roundabout in St John's Road) when in term time causes an increase in traffic adding to the volume and parking in St John's Road.</p> <p><u>New parking restrictions:</u> Castle Street: Concerns, Croft Road: Object, St Johns Road: Object</p> <p>Waiting times are not observed now in these roads and I have not seen evidence of any change recently so why would they change with double yellow lines? I do not think so</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Concerns, Croft Road (single yellow lines): Concerns, St Johns Road (single yellow lines): Concerns</p> <p>All of the previous points relate to these points too.</p>

<p>(8) Local resident/Member of public, (Wallingford, Castle Street)</p>	<p><u>Resident Parking places:</u> Castle Street: Support, Reading Road: Support</p> <p>I live down the lane between 16 and 17 Castle Street and we often cannot see cars coming from Wallingford towards Shillingford (often accelerating) due to vehicles parked illegally on double yellow lines outside 16 Castle Street garden wall. On a few occasions, when tentatively pulling out of the lane with our children in the car, we have very nearly had a serious accident which could have resulted in serious injury. I support the plans, however one area of concern is that the proposed Shared Use area extends over the lane entrance between 16 and 17 Castle Street - I assume this is an error as this would not resolve the dangerous problem I mentioned above.</p> <p><u>New parking restrictions:</u> Castle Street: Support, Croft Road: Support, St Johns Road: Support</p> <p>As per previous - this would hopefully stop cars parking illegally meaning we can come safely out of the lane between 16 and 17 Castle Street. I support the plans, however one area of concern is that the proposed Shared Use area extends over the lane entrance between 16 and 17 Castle Street - I assume this is an error as this would not resolve the dangerous problem I mentioned above.</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): No opinion, Croft Road (single yellow lines): No opinion, St Johns Road (single yellow lines): No opinion</p> <p>no comment</p>

<p>(9) Local resident/Member of public, (Wallingford, Castle Street Wallingford)</p>	<p><u>Resident Parking places:</u> Castle Street: Object, Reading Road: No opinion</p> <p>No evidence is given in support of the need for any change, and yet it is proposed that residents should now pay a parking tax.</p> <p><u>New parking restrictions:</u> Castle Street: Object, Croft Road: No opinion, St Johns Road: No opinion</p> <p>The "no waiting" already applies at No 13</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): No opinion, Croft Road (single yellow lines): No opinion, St Johns Road (single yellow lines): No opinion</p> <p>No opinion</p>
<p>(10) Local resident/Member of public, (Wallingford, Croft Road)</p>	<p><u>Resident Parking places:</u> Castle Street: Concerns, Reading Road: Concerns</p> <p>Will there be enough spaces for all the residents</p> <p><u>New parking restrictions:</u> Castle Street: Concerns, Croft Road: Object, St Johns Road: Object</p> <p>I live in croft road the parked cars on this road already cause problems on this very busy road why add to the problem. Cars regularly mount the pavement due to cars coming down the road and can't wait until it is their right of way, I have nearly been knocked down just stepping onto the pavement when coming out of the front door to the flats because cars have mounted the pavement you shouldn't have to look left and right to make sure it is safe to step on the pavement. Also when there is a block of parked cars drivers from the st johns end tend to speed to get past the parked cars to avoid any oncoming traffic. This also adds to the noise level which is</p>

	<p>noticeable in the evenings and in the summer. I am very concerned that the cars are going to speed down this road and will this increase pollution levels due to cars waiting to pass the parked cars this is a residential road</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Object, Croft Road (single yellow lines): Object, St Johns Road (single yellow lines): Object</p> <p>I live in croft road the parked cars on this road already cause problems on this very busy road why add to the problem. Cars regularly mount the pavement due to cars coming down the road and can't wait until it is their right of way, I have nearly been knocked down just stepping onto the pavement when coming out of the front door to the flats because cars have mounted the pavement you shouldn't have to look left and right to make sure it is safe to step on the pavement. Also when there is a block of parked cars drivers from the st johns end tend to speed to get past the parked cars to avoid any oncoming traffic. This also adds to the noise level which is noticeable in the evenings and in the summer. I am very concerned that the cars are going to speed down this road and will this increase pollution levels due to cars waiting to pass the parked cars this is a residential road</p>
<p>(11) Local resident/Member of public, (Wallingford, Croft Road)</p>	<p><u>Resident Parking places:</u> Castle Street: Support, Reading Road: Support</p> <p>I support</p> <p><u>New parking restrictions:</u> Castle Street: Support, Croft Road: Support, St Johns Road: Support</p> <p>As a resident at 36 Croft Road the No Waiting Mon-Sat 8am -6pm makes parking in the vicinity of my dwelling extremely difficult. As a result I have to park in Egerton Road where parking is also difficult due to the number of residents in Egerton Road with cars. The plan does ease the situation slightly but due to the number of residents with cars it will still mean there will be insufficient space to park all cars. I very much welcome the new proposal but question whether it is sufficient. Ideally with the inadequacy of parking in the vicinity the whole of Croft Road should have unrestricted parking on the West side and in an ideal world should be a one way street going south from the roundabout by the Cross Keys PH to the roundabout by St John's school linked into a system with Borough Avenue which should be one way taking the south bound traffic from the entrance opposite the Wallingford & Cholsey Railway to the High Street.</p>

	<p>Other than being very pleased that the removal of the No Waiting restrictions are being implemented I am concerned that the the parking area on Croft Road might be used by shoppers and businesses in the town to park either short or long term thus preventing the parking by residents. How can this be prevented and is there a scheme whereby only residents can be allowed to park by use of a designated sticker and signs indicating only residents parking?</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Support, Croft Road (single yellow lines): Support, St Johns Road (single yellow lines): Support</p> <p>See previous comments</p>
<p>(12) Local resident/Member of public, (Wallingford, Croft Road)</p>	<p><u>Resident Parking places:</u> Castle Street: No opinion, Reading Road: No opinion</p> <p>No comments.</p> <p><u>New parking restrictions:</u> Castle Street: No opinion, Croft Road: Object, St Johns Road: No opinion</p> <p>My family will be negatively impacted by the proposed changes as more cars will be idling directly outside our house (front door) because the double yellow lines which demarcate the end of the removal of restrictions start outside our house rather than extending the full length of this part of the terrace. (See note on next question). This will also mean cars waiting to pass the parked cars will be loitering right next to a dropped kerb.</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): No opinion, Croft Road (single yellow lines): Object, St Johns Road (single yellow lines): No opinion</p> <p>The area for the yellow line removal will not include the space directly in front of our house (46 Croft Road). As a result cars will idle outside our house as they wait to pull out past the row of parked cars. And as my husband and I have asthma and my husband is awaiting a heart operation the increase in traffic fumes and noise could have a concerning impact. Is there a reason why the yellow lines cannot also be removed past our front door? Our front door is the last on this Croft Road terrace and surely it would make more sense to have idling cars away from</p>

	<p>entrances to residents' front doors from a health and noise pollution perspective? There is also a dropped kerb to consider on this side of the road.</p>
<p>(13) Local resident/Member of public, (Wallingford, High Street)</p>	<p><u>Resident Parking places:</u> Castle Street: Support, Reading Road: No opinion</p> <p>I am resident, living on the high street (directly on the crossroads). There is three people living in my property and we have one parking spot between us</p> <p><u>New parking restrictions:</u> Castle Street: Object, Croft Road: No opinion, St Johns Road: No opinion</p> <p>We need as much as parking as possible on castle street. There is a serious lack of availability for residents. Half of the parking bay spaces have been taken up by skips/ portaloos for residents building work since I have lived here!</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): No opinion, Croft Road (single yellow lines): No opinion, St Johns Road (single yellow lines): No opinion</p> <p>No opinion on these roads</p>
<p>(14) Local resident/Member of public, (Wallingford, Reading Rd)</p>	<p><u>Resident Parking places:</u> Castle Street: Support, Reading Road: Support</p> <p>READING RD RESIDENT. Will reduce the number of people parking all day on the road for work or shopping purposes.</p> <p><u>New parking restrictions:</u> Castle Street: Support, Croft Road: Support, St Johns Road: Support</p> <p>Will improve the flow of traffic and make crossing the road safer for pedestrians</p>

	<p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Object, Croft Road (single yellow lines): Object, St Johns Road (single yellow lines): Object</p> <p>There are sufficient car parks in Wallingford for these restrictions to remain in place</p>
<p>(15) Local resident/Member of public, (Wallingford, Reading Road)</p>	<p><u>Resident Parking places:</u> Castle Street: Support, Reading Road: Concerns</p> <p>'I live at Morven, Reading Road and your current proposal excludes me from a residents parking permit on the the road I live</p> <p>Why are only the houses 1-23a Reading Road eligible for Resident parking permits and the houses on the other side of the road being discriminated against?</p> <p>What is the criteria you have used within proposal to include / exclude individual properties on Reading Road form Residents Parking permits?</p> <ul style="list-style-type: none"> - Houses 1-23a Reading Road currently have on street parking that they use on Squires Walk - A number of houses 1-23a Reading Road currently have off-street parking on Squires Walk - Squires Walk has numerous homemade signs stating private parking - can you pls send me a highway plan that clearly indicates pubic highway / private land? - The house almost opposite me 23a Reading Road has off-street parking for 2 cars and a garage - why are they eligible for a Resident's Parking Permit and I have been excluded from the parking bay almost immediately outside my house? - Whenever I have endeavored to park on Squires Walk - they leave me abusive notes saying it is for residents only - This also happens when I try to park at the Murren - Pls can you indicate to me where I can park on the public highway <p>I am generally very much in favour of tighter parking restrictions / residents parking but unhappy that you are excluding me from a residents parking permit in the place I lived for many many years</p> <p>Pls can I request that you send me a formal written response from my questions and the criteria you have used to include / exclude certain properties on Reading Road?</p> <p>Pls can I request that you send me a response prior to the end of the consultation period in 16 Dec 22</p> <p>Many thanks Andy Symons</p>

	<p><u>New parking restrictions:</u> Castle Street: Support, Croft Road: Support, St Johns Road: Support</p> <p>Tighter parking restrictions increase road safety</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): No opinion, Croft Road (single yellow lines): No opinion, St Johns Road (single yellow lines): No opinion</p> <p>No comments.</p>
<p>(16) Local resident/Member of public, (Wallingford, Reading Road)</p>	<p><u>Resident Parking places:</u> Castle Street: No opinion, Reading Road: Support</p> <p>I live in Reading Road. Because of difficulties for residents to park I actually wrote to the Council earlier this year requesting the road be changed to a residents parking area.</p> <p><u>New parking restrictions:</u> Castle Street: No opinion, Croft Road: Support, St Johns Road: Support</p> <p>Double yellow lines would support improved traffic flow, while residents parking would allow local residents the ability to park near their accommodation.</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): No opinion, Croft Road (single yellow lines): No opinion, St Johns Road (single yellow lines): No opinion</p> <p>No opinion</p>

<p>(17) Local resident/Member of public, (Wallingford, Reading Road)</p>	<p><u>Resident Parking places:</u> Castle Street: Support, Reading Road: Support</p> <p>I am supporting this as a resident so that I can park my car, but i hope this will not effect me if the parking becomes OTT</p> <p><u>New parking restrictions:</u> Castle Street: Support, Croft Road: Support, St Johns Road: Support</p> <p>need to keep the flow of traffic</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): No opinion, Croft Road (single yellow lines): No opinion, St Johns Road (single yellow lines): No opinion</p> <p>leave this to the council</p>
<p>(18) Local resident/Member of public, (Wallingford, St John's Rd)</p>	<p><u>Resident Parking places:</u> Castle Street: Support, Reading Road: No opinion</p> <p>Great idea to have residents parking permits in Castle Street.</p> <p><u>New parking restrictions:</u> Castle Street: No opinion, Croft Road: Support, St Johns Road: Support</p> <p>Cannot see that these will make a huge difference</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Concerns, Croft Road (single yellow lines): Concerns, St Johns Road (single yellow lines): Concerns</p> <p>I think that these changes will add to the congestion that is already often experienced in these busy roads as they will create backlog when cars get stuck between the areas between the parked cars when they cannot pass.</p>

	<p>Unfortunately the map does not show how St John's Road narrows as it meets St Mary's St. This is a busy road leading to the industrial estates and buses and lorries cannot get either into or out of St John's Rd without cars stopping a way back from the corner of SJR to allow them to swing round and then get through the narrow part of the road. With cars parked in the proposed parking area this will undoubtedly cause traffic jams and this will back up down the road to the other parking area.</p> <p>I totally understand that residents need parking however, these parking spaces will not have parking permits for residents only so will allow anyone to park for as long as they want so I'm not sure that residents will benefit</p>
<p>(19) Local resident/Member of public, (Wallingford, St Johns Road)</p>	<p><u>Resident Parking places:</u> Castle Street: No opinion, Reading Road: No opinion</p> <p>I live in wallingford with no driveway and have difficulty parking near my home</p> <p><u>New parking restrictions:</u> Castle Street: No opinion, Croft Road: No opinion, St Johns Road: Concerns</p> <p>I am in favour of removing double yellow lines outside 6a-6d as this will give these houses somewhere to park lam not in favour of extending the double yellows outside no's 48 and 57 as parking here is already difficult and what is gained in the first point is almost all lost in the second!</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Support, Croft Road (single yellow lines): Support, St Johns Road (single yellow lines): Support</p> <p>Because lam a resident of St johns Road and am frustrated by being unable to legally park near my home. People don't all work 9-5 so its necessary to park during the day. I would also support turning these roads into single one-way roads to allow for more parking and pavement and to improve safety and traffic flow</p>
<p>(20) Local resident/Member of public, (Wallingford, Station Road)</p>	<p><u>Resident Parking places:</u> Castle Street: Concerns, Reading Road: Concerns</p>

	<p>I have no specific concerns about the parting in these locations. However, I would suggest that this is a good opportunity to also make thee 20mph zones. Parking on Reading Road in particular leads to driver aggression against cyclists, perceived by a large minority of drivers to be slowing them down. A lower speed limit would help to counter this.</p> <p><u>New parking restrictions:</u> Castle Street: Support, Croft Road: Concerns, St Johns Road: Concerns</p> <p>The proposal will increase the length of Croft Road and St Johns Road that is dedicated to parking - a net increase of 42m on Croft Rd and 52.5m on St Johns Road. Both are locations where there is frequent driver aggression against cyclists through the sections where there is currently parking. Many drivers perceive that it is cyclists which are slowing their progress, when in fact it is the parked cars that are slowing them down. Cyclists regularly experience aggression including deliberate close passing, hooting and verbal abuse from drivers, especially on Croft Road due to its narrowness. These roads should be made 20mph zones in order to calm traffic and make them less inhospitable to cyclists. Or preferably alternative, separate cycle routes should be provided.</p> <p><u>Removal of parking restrictions:</u> St Johns Road (double yellow lines): Concerns, Croft Road (single yellow lines): Concerns, St Johns Road (single yellow lines): Concerns</p> <p>Please see my comments to the previous question - the net increase of parking on both roads will increase aggression against and risks to cyclists. Both sections should be made 20mph if they are to become roads further dedicated to parking.</p>
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C. Email/Letter responses

RESPONDENT	COMMENTS
(21) Local resident/Member of public, (Wallingford, Reading Road)	Object – I really object to the parking area along the Reading Road being shared space. There is plentiful parking even with 1 hour free in the Town Centre. It would be a difficult pill to swallow to pay £100 per annum for residents parking and still not be able to park near our home. I have emailed about this situation before and

	<p>whilst I totally support the concept of residents/visitors parking, I do not understand why you would want it to be shared space with so few parking spaces! I collect grandchildren from school and it is always an issue trying to find safe parking close to our home. Please could this be reconsidered.</p>
<p>(22) Local resident/Member of public, (Wallingford, Castle Road)</p>	<p>Object – As a resident of Castle Street, I am very happy with the parking situation as it is in this street. We urge you not to interfere with the satisfactory way in which it works.</p> <p>We can pretty much always find somewhere to park, while also allowing shoppers to the town to access parking spaces as well. If you introduce a dedicated residents parking area it will have an extremely detrimental effect on the retail businesses in the town. I worry that with the rates and rents for retailers as high as they are, a deterrent to shoppers introduced by your limiting of parking spaces, would be a nail in the coffin of already floundering businesses – whether retailers or hospitality businesses.</p> <p>Please leave it as it is. It works very well.</p>
<p>(23) Local resident/Member of public, (Wallingford, Reading Road)</p>	<p>Object – I am a resident on Reading Road and will be directly affected by the changes proposed by the Oxfordshire County Council regarding resident parking on Reading Road.</p> <p>Please consider the following objections:</p> <ol style="list-style-type: none"> 1. Cost of permits: I moved here from London and it is already costing me £1180 more per year in council tax (equivalent banding). It is likely the council will increase council tax by a further 5% too. My public sector pay continues to stagnate, my wife's maternity pay tapers away next year year and there is absolutely no financial indicator pointing in the right direction for us at the moment. I simply object to having to pay more money. Permits should not cost and saving money for your residents should be the principal guiding aim during this recession. 2. Mon to Saturday permit clause: As it currently stands, I have not noticed any parking issues on Reading Road during the weekend. People appear to use the spaces respectfully. Why would we limit parking on Saturday? If permits are introduced they should be Monday to Friday only. 3. Free visitor permits restricted to the over 70s:

	<p>I think it is entirely appropriate the over 70s are offered free visitor parking permits. It is an admirable effort to make things easier for an often vulnerable group (though 70 year olds are an increasingly robust and healthy age group, so not always vulnerable and many around here are exceedingly wealthy). Nevertheless, this sort of conscientious thinking should be extended to young families. My wife and I rely on our family to provide child care - another insanely expensive cost at a time of stagnating wages, which we cannot afford. Families and those with young children require free visitor permits.</p> <p>4. What's the point?: All that said, we are happy with the current parking status on Reading Road . The laissez-faire approach appears to work well - we don't struggle to find parking in the working week nor notice any consistent free-riders - and it provides a sensible, common-sense approach to an often difficult issue. Your statement of reasons is a fairly empty document - perhaps this is a money raising exercise?</p> <p>I think for >£1k a year we should be able to offer the good residents of Wallingford a more affordable existence than London.</p> <p>If you really want to help out residents then restricting speed to 20mph along Reading Road out to the roundabout would be best. My wife was almost hit by a van earlier this month.</p>
<p>(24) Local resident/Member of public, (Wallingford, Reading Road)</p>	<p>Object – My view is that for Reading Road residents, your intention to charge us for parking outside our own homes at the weekend will not change the parking during the week. The Parking by people during the week does not occur at the weekend.</p> <p>There is already a limited parking sign outside my house for vehicles but this is has not been policed for years. If you would like to use my council tax for a parking warden then please do, but don't punish residents and any contractors who have to park in Reading Road to work at any of the cottages on the west side.</p> <p>If you charge contractors they will pass the cost on to us residents obviously.</p> <p>You seem to think that I can't see that you are just trying to get free money from residents which has nothing to do with people parking during the week.</p>

	<p>And I would add that building thousands of new houses in this small town without additional infrastructure is greed to the highest extent. I have nothing but disdain for this short sighted view of “town planning” or in your case no plan but to make money by cramming as many houses into a small space as is possible.</p>
<p>(25) Local business, (Croft House Dental Surgery)</p>	<p>Concerns – . In order to provide access to the practice for wheelchair users, we have a portable ramp. We are unable to use the ramp if there is anyone parked directly outside the practice as it extends into the road. Despite the fact that there are double yellow lines directly outside the door we frequently find that people have parked there and we often have to cancel patient's appointments because of this. As you can imagine this is extremely frustrating, particularly if the patient in question is in need of urgent dental treatment.</p> <p>I think part of the problem may well lie in the fact that the original parking bay was originally extended to outside the practice and later overlaid with double yellow lines. Although it's fairly obvious that the double yellow lines are relatively new in comparison to the faded white lines of the parking bay, some people do like to argue that they weren't sure what was going on. Although some people are just basically selfish and unthinking.</p> <p>Would it be possible to address this problem as part of the upcoming changes? For example, there is a large white cross painted on the road further down Castle Street outside the Quaker Meeting House. I don't know how effective this is in stopping people parking there but it may well work better than double yellow lines.</p>
<p>(26) Local resident/Member of public, (Wallingford, Croft Road)</p>	<p>Concerns – the parking down Croft Rd is horrendous when a event is on people from where ever have no concept about parking on double yellow lines mounting kerbs where the pedestrians lives are at risk, I feel sorry for those residents who do park on the Rd some had damage done to there vehicles, there is no room for anymore parking along this Rd, and I would like to put FORWARD THAT HGV'S are using this Rd as a short cut it's like living in the muddle of spaghetti junction, they take no heed about signs in St John's Rd as there is a sign 6.6 ton is the limit no we get car transporters fully loaded south more I could say on this subject, now st John's Rd if you go down the route of removing yellow lines and waiting limits this will give drivers access to drove even faster, please don't do this as people's lives will be at risk, unless you have been out and assessed the area you will not know what it is like the speed they go down this Rd is ridiculous, we are at this time forming a community speedwatch to try to slow things down, I am offering you a chance to come and see what things are like you can sit in my home and watch take notes about it all, the best thing you could do is to make goldsmith lane and Croft Rd one way streets that would solve a lot of problems.</p>

<p>(27) Local resident/Member of public, (Wallingford, St Marys Street)</p>	<p>Concerns – I would like my property to be included in the list of properties eligible for a Residents Parking Permit for Reading Road. Our property has never had any on-site parking; we have always been reliant on public street parking on Reading Road. I spoke to the Council about introducing Residents Parking for houses like ours over 15 years ago, but was told at that point that Residents Parking was not possible "as the streets in Wallingford are too narrow". Traditionally over the years we have been able to park in Reading Road. My house is within a few yards of the start of Reading Road and I would like to put my case forward very strongly to be included in Residents Parking when your changes are made and Permits are introduced. I would like my property to be eligible for up to 2 permits, plus visitor permits, as per your letter, as I also have two adult children still resident at this address.</p>
<p>(28) Local resident/Member of public, (Wallingford, St Marys Street)</p>	<p>Concerns – I am writing to request for property to be included in the list of properties eligible for a Residents' Parking Permit on Reading Road. My wife and I have owned the house on St Mary's Street for fifteen years since 2007, and we have never had any on-site parking; we have always had to rely on public street parking on Reading Road. Our house is within a few metres of the beginning of Reading Road, and I should like to put forward a request as strong as possible for inclusion in Residents' Parking on Reading Road, when permits are introduced. I should like my property to be eligible for up to 2 permits, plus visitors permits, as we have two cars, including one for me and another for my wife, who has her own car.</p>
<p>(29) Local resident/Member of public, (Wallingford, Bear Lane)</p>	<p>Concerns – We feel that we should be included along side the other properties in Bear lane (The flats 1-4) as we too live in Bear Lane and we are all part the same management company Common ground.</p> <p>When the house and flats were built our barn was renovated by the same builder so this is why we are all managed by the same management company, so to exclude our property feels very unfair.</p> <p>As I said in my previous email we do only have one space for parking so when we have visitors it is always a problem and being able to have a visitors permit would be very helpful for us</p>
<p>(30) Email response, (unknown)</p>	<p>Concerns – I have been in constant contact with local council about the daily abuse of parking dangerously on Castle street Wallingford, on double yellow lines, and now see 3.5 mts of double yellow lines are the proposed answer to daily offenders. I myself have flagged down police to give a ticket to the illegally parked cars and they themselves have told me it's a council matter. Well how many council parking attendants will be on patrol after 5</p>

	<p>or 6 pm when they are needed? I did ring 101 once as my road was blocked by illegally parked cars and they suggested I email the council, on a Friday at 10pm. Who is in charge of parking?</p>
<p>(31) Email response, (unknown)</p>	<p>Concerns – For the most part the proposals are are sensible changes. However we are particularly worried about :-</p> <p>'No Waiting at Any Time' (Double Yellow Lines): will be removed to allow more on street parking for residents on St John's Road South Side - a) opposite Nos 6a - 6d for approx. 25 metres</p> <p>This road is on a bus route and gets very busy. There are often tail-backs of traffic both ways ie to the west and the east.</p> <p>To the west this impinges on a very busy section which not only contains 2 zebra crossings but also is the drop off area for the St John's primary school. The traffic continues backing up along the section of the road towards the Hithercroft and along Croft Road, often back to the junction by the Cross Keys public house.</p> <p>To the East the jam is accentuated by the fact that the road narrows towards the junction at St John's Green. This creates traffic hold ups along both St Mary's Street, to the north, and Reading Road, to the south.</p> <p>Removing the "No Waiting at Any Time " along this section of the road, we feel is not a sensible one and will not only make for more traffic hold-ups but will make life for pedestrians very hazardous indeed.</p>
<p>(32) Email response, (unknown)</p>	<p>Concerns – In response to your request for views on the proposals, I would make the 4 following specific observations.</p> <p>Firstly, on Proposal A, no 16 Castle Street has a gated garden, drive and parking sufficient for 6 cars so should not require a permit or visitor permits.</p> <p>Secondly on Proposal A, no 12 Castle Street has a plot of land to the south of no.16 Castle Street with parking for 3 cars. It is questionable whether no.12 requires a permit, although visitor permits may be needed.</p> <p>Thirdly on Proposal A, nos 17, 18, 19, 20 have private drives which can accommodate 2 cars. These properties do not require resident permits although visitor permits may be needed.</p>

	<p>Fourthly, and most importantly, any parking restrictions do not achieve their aims if there is no enforcement in place. Currently the 'No waiting at Any Time' (double yellow lines) in Castle Street are not enforced at all. Vehicles are regularly parked on these double yellow lines at all times of day and night (particularly out of hours; 6pm to 6am) and there is zero enforcement. Therefore for the proposals to achieve their aim, enforcement would need to follow.</p>
<p>(33) Local resident/Member of public, (Wallingford, Bear Lane)</p>	<p>Support – I support your residents parking plan for Castle Street and Bear Lane. It will make the roads much safer. However, unless there is an active enforcement of the new bye law it will not work.</p> <p>Enforcement of the current regulations would improve safety and traffic flow. Perhaps enforcement of existing regulations could be tried before investing in any new scheme.</p>
<p>(34) Local resident/Member of public, (Wallingford, Reading Road)</p>	<p>Support – I believe resident parking for us outside our house makes a lot of sense.</p> <p>Currently the 2hr limit means we need to move our cars (we both work from home), that allows visitors to Wallingford to park outside our house for free, instead of using the car parks etc in the town. Meanwhile, we are driving around trying to move our car. It is madness.</p> <p>The parking slots outside our houses 6, 7 and 8 naturally lend themselves to residents parking.</p> <p>Having provision for parking on Reading Road is essential (double yellow lines along the road would be a terrible situation), when the road is clear of parked cars, driver's often speed so fast down the road it is scary (it's a 30mph zone, but you can sometimes see cars doing 50+mph). The parked cars provide a 'natural traffic calming system', slowing cars, whilst drivers give way etc.</p> <p>In sum, please let's have resident parking outside our house, lets have 2 permits please, and lets do this ASAP.</p>