

Online Comments on Parking - Consultation 3

Reference	Plan Comment
652	<p>"An alternative route around Watlington will reduce the curse of congestion in the centre of the town, making it a far more pleasant environment for residents and shoppers." Having spoken to a few shop keepers, they do not share the parish council's view that traffic is wholly a misfortune. A shopkeeper with a very good view of the Town Hall crossroads says there is no congestion apart from at peak times, the rest of the time the traffic flows freely, and this is my observation too. Some shop keepers say that their livelihoods depend on passing traffic, which adds to shoppers. I have checked the many reviews online by visitors to Watlington and traffic is not mentioned as a problem, or reason not to visit Watlington. There is no evidence that visitors say Watlington is an unpleasant place, the opposite is true. If the parish council is referring to congestion at the T Junction, this is caused by on-street parking on Couching Street and to solve it removal of parking was recommended. Consultation 2 gave a negative response to the high street being pedestrianised. The range of views of the community, and especially those of shop keepers, as well as visitors, is not evident in the council's wholly negative opinion of traffic.</p>
655	<p>1. The realigned B4009 is essential and must be completed before any housing construction begins. This will obviously be of benefit for access to the construction sites for the developers. 2. The route of the new road is from the Pyrton crossroads to the Britwell Road, but, that will then send traffic heading for Henley, back into town and into Brook Street. The reality is that a lot of this traffic will be unlikely to use the relief road and head into town as usual. In addition, traffic coming from Howe Road, heading towards the M40, will also head up Couching St rather than using the relief road. So, consideration must be given to building another relief road to connect Shirburn Road and Howe Hill. There should be some land belonging to Beechwood Estates which could be allocated for a further small housing development to pay for the relief road construction. As you say in the draft plan, "the number (of new homes) is bound to grow further". 3. To ensure that the problem of non-local traffic continuing to come into the town centre (point 2), as well as a 20 mph speed limit, there should be additional traffic calming measures need to be put in place. Chicanes at the bottom of Couching St and top of Shirburn St perhaps, additional on-street parking too would help. How about a fixed speed camera at last?</p>
664	<p>5a. Get the illegally parked cars off the street. 5b. How about helping smaller traders like bakers and greengrocers? I understand that the rents on the High Str are prohibitive to ordinary small businesses which may be why all that's left are a very expensive lighting shop, deli, butcher and chocolatier, yet not even a Post Office. 5c. There is NO economic vitality here. Too expensive. See 5b. 5e. How are you going to provide more parking, and where? The Paddock (as I see was recently suggested)? Why don't you turn the centre of the town into a 'pedestrian zone'. That will get more people moving around on the streets, knowing they're less likely to be run over. 5f. How are you going to get tourists into a town that doesn't even have a Post Office or baker?</p>

- 694 Am fully supportive of new road plan. Bt, in addition to the proposed 20mph limit along Couching St B4009, there needs to be more done on the existing B4009 near the Coop to ensure safety of pedestrians, the approach from the south towards the zebra crossing is very narrow and not wide enough for 2 cars, consider traffic lights/pelican crossing, this may encourage traffic to re-route around the town. Recommend making the road between B4009 Coop Couching St and Brook Street junction a no parking zone. Need to make available more parking in centre of Watlington if we are to encourage commercial/business. Recommend creating clearly marked parking spaces along the High St with a 1 hour max waiting. Could Couching St be residents access only. The road to the school Love Lane, is VERY POORLY maintained - once the number of children and therefore traffic to the school & college increases this road will suffer greatly, PLEASE PLEASE PLEASE invest in Love Lane and other school access roads to smarten up the grass verges, limit the on street parking and paint proper road markings and maintain a road without potholes. Put in a crossing where the access to the recreation ground emerges.
- 705 As above and including new roads and parking. I happen to live on a footpath so parking in the centre of Watlington is crucial to me. However I realise that I could rent/buy a garage!

717 Broadly I support the rerouted proposed B4009, I think it's an excellent idea to take pressure off the town centre and reduce pollution. However, I have some questions/ concerns / comments as follows: - It is mentioned in the plan that improvement of traffic could include widening of pavements. I heartily agree with this, as a mum with a baby and a toddler it is intimidating currently to have such narrow pavements. One particularly dangerous corner is the junction of The Goggs with Britwell Road, that definitely could benefit from widening the pavement or some other route to make it safer to access britwell road as a pedestrian. - At one place in the plan it mentions the idea of ANPR to enforce the HGV limit, and also that the HGV limit would remain in place with the new proposed road. I completely agree with using ANPR, this seems to be the only way that we can enforce the 7.5T restrictions that are currently completely flouted. Please prioritise funds for ANPR. - Having a 20mph limit in the town may be helpful but I believe should be less of a priority as most vehicles don't get up to 20mph anyway due to the limitations of the road with parked cars etc. - I think a major improvement the WNDP could do is to improve access to the school sites from the West side of the town. For example, for families living in Ash Close (and in future in the new developments) they have to walk a long route round the town via the church to get to the primary school. This may be putting families off walking, and increasing the traffic through the town. Please could the WNDP look to get some walking footpaths from the school sites towards housing areas and proposed areas on the west side of town? Thanks. - Another very important point I would like to make is a proposal for a bicycle route between lewknor Bus stops and watlington. Currently this road is not very safe to cycle on, which leads to increased need for parking at Lewknor and traffic through watlington. If there was a safe cycle path I believe it would be heavily used. - I agree there will need to be an expansion of parking for the town with the proposed increase in houses in WNDP and also in chalgrove. This I would like to see more information on as I didn't see in any of the reports of WNDP any formal proposal for increased parking. - For the proposed new road, what speed limit would it be? If 60mph then I think this wouldn't be safe with the nature of having housing sites either side. And how could pedestrians and cyclists cross the road in the middle of the housing estates? If by pelican crossing will this disrupt the flow of traffic and lead to people again using Pyrton lane or Watlington town centre? I think the crossings over / under the new proposed road is really important to have a clear plan for to maximise benefit to pedestrians and cycles and traffic flow.

724 Can we ensure that affordable housing stays that way? i.e. not increase size of homes and move them out of 'affordable' bracket. Ensure adequate parking for each property to stop roadside parking (1 parking space per bedroom)

751 Generally agree however perhaps there should be consideration as to whether the new inhabitants of Watlington are likely to be self employed and add to the need for more small units. With 240 new homes of which 40 % are Affordable /social housing, will those people's needs be the same as currently identified from existing people's requirements? More parking is essential for the town centre.

831 in principle, again only if outlying areas given the same treatment and traffic and parking is addressed

838 It is essential that additional car parking facilities are created as a priority, but not at a distance from the town centre. What are the possibilities of some expansion of the existing main car park, even if only for a limited number of additional spaces? Could some land be purchased in Hill Road, beyond the Carriers? When the by realigned B4009 is open, more on street parking should be allowed. In conjunction with a 20mph speed limit, it will be an important traffic calming measure.

855 Less is more. Smaller rather than larger properties for young families and the elderly. Provision for cars a must as there are more and more in use nowadays

908 Provided it does not act as a magnet for HGV's why should anyone object to more local employment? Car Parking needs attention and more parking spaces are required. Many residential people park their cars in the central car park, so it's often full on weekends People parking on Hill Road outside the chippy is a complete nuisance as well as illegal

919 See earlier comments. I can see no mention in the plan of a new or expanded car park for both visitors to the town and for the many residents who have no off-road parking.

927 Sorry must object unless all traffic and parking issues for Watlington and its surrounding hamlets (now rat runs) is adequately provided for and must be outlined at this stage. In addition to the outlying hamlets who underpin the sustainability of the town the new development proposals do not adequately provide details and assurances for parking spaces to for at least 2 cars per residence, with over flow for visitors and to provide for shared/ multi generational dwellings that will only increase going forward. Parking on the roadside is inadequate, single lane hopping in order to navigate the road is completely inadequate (they ought to be signed as single lane roads unsuitable for heavy vehicles the same as country lanes because in effect they are exactly that, it is absurd to plan to build these as solutions) , especially given the increased presence of delivery vans which will invariably slow traffic. Driver frustration will mean people will avoid such roads and place increased pressure on the rat runs already endured by the hamlets outside Watlington.

937 Support as long as traffic and parking conditions both within Watlington and its surrounding hamlets are adequately provided for. Failing adequate traffic and parking I cannot support the proposal

946 Survival of the retail offering in the town centre is dependent on free car parking and easy access. \more housing providing more "critical mass" is essential

950 That houses have adequate parking to ensure residents are able to park without on road parking extending out of developments onto B4009. Ensure adequate cycling and walking paths are made available into the current town to allow reasonable access. To make this safe to cross the newly aligned B4009.

- 952 The alternative route is one thing but improvements in the flow in town sit alongside it Parking is just a big an issue - the garage site will be commercially non viable with the alternative route. The garage businesses should re-locate to the west of town and a residents permit car park established before the owner sells it more flats!
- 988 The scheme needs to include proper provision to expand car parking or risk restricting the success of the shops and businesses in Watlington.
- 999 There appears to be very little on possibilities for improving parking provision although it is recognised as an important issues. Sites should be identified for car parking to increase the overall number of spaces, together with improved management which might include separate long and short-term car parks.
- 1006 These are all excellent proposals. It is essential to bring new businesses into the area. As well as providing employment opportunities, they will also engender a more well-rounded community rather than simply becoming a large housing estate. It is vital, however, that sufficient (free) car parking be provided to cater for the needs of both businesses and shoppers. At the moment there is insufficient car parking to serve those who wish to shop in the town. Many of the short-term parking spaces are occupied all day long, which encourages those who wish to use the shops in Watlington to go elsewhere. This is particularly true at weekends, when it seems that significant numbers travel to the area and park in the car park prior to going on long cycle rides. It is also noticeable at school pick-up time. Might it be possible to provide short-term parking only in the Hill Road car park, and have long-term parking elsewhere? This might actually encourage more people to travel to Watlington to shop, which would in turn encourage more retail businesses to open in Watlington.
- 1009 This could be helped by improved superfast broadband and MOBILE SIGNAL (text messages and calls to mobiles are important to be able to access and currently watlington is a bit of a black hole for mobile signal). It is good to see that there is some provision for employment workshops / shops etc in the proposed new housing sites. More parking would need to be thought about and included in the WNDP please/.
- 1019 This must also address how these jobs are going to be filled, and if people are going to come in to Watlington to work, then consideration must be given to how they get here and any additional parking facilities that will be required. The recent change in the Business Centre charges to their tenants for car parking has meant an increase in people using the Hill Road car park when they come here to work, making it difficult for visitors and shoppers to find parking.
- 1025 To most people this is THE most important change - one that has been ignored by OCC/SODC for far too long! The alternative route is required regardless of Chalgrove but if it is to happen it must be accompanied by traffic management measures and increased parking. The garage site is the ideal place for a residents car park - a garage and small convenience store could be located to the west of the town where it will be needed The Parish Council MUST take the necessary ownership of key issues as opposed to taking no action

Reference Plan Comment

- 1034 Use of additional traffic calming schemes should be considered on existing and any new roads to help enforce speed limits and where possible also limit HGVs over the agreed weight limit. Signposting should promote the new section of the B4009 around the west of Watlington as the best route for through traffic. Any additional car parking space should not encourage traffic through the town centre if possible. Car parks should be clearly signposted for those people visiting the village for recreational use eg cycling and walking Footpaths/pavement adjacent to the new roads should be included to encourage walking especially in the proximity of the school..
- 1088 With regard to objective 5e, the thorny issue of parking, wherever possible new business provision should have associated parking. There also needs to be better signage to parking other than the town centre car park. It may also be beneficial in the longer term to make the Hill Road car park all short stay and allow longer stay parking at the church and recreation ground. This would encourage people to use the shops in the town, even if just passing through. It would also reduce the "overflow" parking in Hill Road which must be inconvenient for the residents.
- 1093 WNDP need to be mindful of the impact of traffic pressures in the surrounding area and villages not just within Watlington. Also, with the increased population there is likely to be a shortage of car parking in the town centre. This is already the case now, before any development.