

APPENDIX A

EMAILED AND WRITTEN CONSULTATION RESPONSES

Further to the above, I would just like to say that I would not be happy to have to pay to park outside me own house.

Sincerely

[REDACTED]

Dear Sir / Madam

I do not often feel compelled to write letters especially to the council but in this case I am making an exemption. I have one complaint I'm afraid and one observation.

Complaint

The complaint is about the constant disregard of the parking restrictions in Vale Road more often than not by the building suppliers Grant & Stone. The restrictions clearly state that there is no parking between 8am and 6pm which is completely flouted by not only the yard but also by its patrons.

Not only can cars not pass in a dual fashion but also end up mounting the pavement and on some occasions causing a Spanish standoff with drivers getting quite irate with the opposing vehicles, this can sometimes end in aggressive behaviour. When large Lorries, vans and cars are parked two wheeled on the pavement this then pushes pedestrians into the road to pass them which is completely unacceptable, as these pavement users are generally young mothers with pushchairs and children coming and going from the local school. I understand that you may need to cover a large area (Gerrards Cross high street) etc there seems to be a complete disregard by traffic wardens for other more rural roads but none the less have restrictions.

I have only lived in Chalfont St Peter for a few years but I have not once seen this road or any other road for that matter policed by a traffic warden!

Observation

I pass through Rickmansworth Lane every morning and every evening from Chalfont St Peter to Maple Cross and visa versa and have noticed the constant road refurbishment repairing deep potholes. I have also seen in particular in the mornings that a large proportion of that traffic is heavy goods vehicles including a local skip hire company (R & K Skips) which uses this road may times a day in fact there are not many days that I don't see this company using this cut through avoiding Denham. It clearly states at either end of the road that this

road is not suitable for heavy goods vehicles which are being completely ignored. Surely this constant refurbishment of the road is costing the council and the tax payer unnecessary expense.

There is also the accident risk factor with such large Lorries travelling along what is essentially a winding country lane. Surely it would make more sense to erect a six foot six barrier rendering the over side vehicles no other choice than to use roads that are better equipped for their size and weight. Here also there is a school approaching from Maple Cross at the beginning of the lane with a zebra crossing. These Lorries have no need to be on this section of road apart from saving a few minutes in time by avoiding roads that are far more suited to their needs.

I am sure you will have some credible explanation of why erecting barriers would not only be more cost effective but safer into the bargain and I look forward to receiving your response.

To whom it may concern,

I am writing with reference to the double yellow lines proposal along Goldhill North.

I live on this street at [REDACTED] and highly support this proposal for parking restrictions.

At the moment, parking along Goldhill North is ridiculous and has turned this street into a one way track which is exceptionally dangerous. I need to access my driveway and this can prove impossible at times when there is oncoming traffic.

Double yellow lines need to be implemented from the junction neat Orchard Grove and continue on both sides of the road until the dangerous bend in the road on Goldhill North.

Both myself and my neighbour have had car accidents because of this and it is now unbearable.

Yours faithfully,

Dear Buckinghamshire Council,

In light of recent events, it has come to our attention that the local council have proposed parking restrictions across the Chalfont St. Peter and Chalfont St. Giles areas. Disheartened by the news, we believe the proposal has not entirely considered the adverse effect and consequences to the individuals working locally.

Working in *Chiltern Park*, we have a limited number of parking spaces on-site (company car park). Not having access to overflow carparks closely within the Chiltern Park area, we are reluctant to park off-road and the village. With this in mind, since the proposal has been announced, it feels the only alternative option we had, the off-road parking, has now been essentially confiscated.

Looking at the proposed Consultation Plan, in particular **Area Code AD72 - AD76**, it is apparent the nearest available non-restricted parking space is significantly further afield from the business park. This draws many concerns not forgetting my safety, as a female, walking to and from the company.

The surrounding areas in the Consultation Plan illustrates the following restriction types listed below, with the combination of these restriction spaces and times seems that these parking spaces do not cater efficiently for the businesses nearby.

- **No Waiting At Any Times (Double yellow)**

- **Limited Waiting (No information)**
- **Restricted Parking Zone (Mon – Fri, 10am – 11am , 2pm – 3pm)**
- **Resident Permit Parking (Residence Only)**

This is unethical towards the businesses in the Chalfont St. Peter area, as individuals / colleagues will be spending more time constantly outside in their vehicles moving between restriction zones than doing their jobs. It is also unjust towards the colleagues who have committed to job roles in the area, having to jeopardise their future due to this restriction proposal, not forgetting the cumulative effect it will have on the area and areas afield in particular local business as addressed throughout.

It is also crucial to not overlook that individuals may not have the option and/or opportunity to commute into work via other means of transport and that driving is their only feasible option.

I would like to highlight being an owner of a low emission eco-car, I find it unfortunate to hear this news as I personally am very considerate towards the local residence when parking off-road, especially not obstructing driveways and always keeping noise at bear minimum.

I have taken some time out to propose a few solutions that may aid and even cater for the wider businesses in and around the area(s):

- i) **Designated Overflow Carpark neighbouring the Shuttle Bus Journey (Park 'n' Ride)**
- ii) **Discounted Annual Access Pass to Church Lane Car Park**
- iii) **Replace Existing Grass Verge with Parking Bay (e.g. Lower Road)**
- iv) **Local Residence Renting their Driveway Space**

Thanking you for your time,

Hello,

I am a resident living in Joiners Lane. I have to say the parking of vehicles before the lockdown was unacceptable. Cars would park on both sides of the lower end and it was difficult both walking, as cars parked on the kerb, and driving. I think if you can put in parking restrictions, with double yellow lines it will help considerably, as well as parking restrictions throughout the whole of the lane as you would have to ensure the problem doesn't move up the hill. I do understand people working in the village need somewhere to park, but Joiners Lane over the years has become a fast road, and one day a real bad accident could occur.

Thank you for reading this mail

I am writing to confirm my, and my families, support of the proposed waiting restrictions.

I hope that the next steps and implementation can be progressed quickly in order to bring the unacceptable parking situation in Lower Road to an end.

If implemented the restrictions will only be effective if they are enforced which is not the case for restrictions already in place. Every day I see vehicles parked on double yellow lines, prime spots are outside Mr Crusty and Barclays Bank cash point to name a few. Attached are a few photos from yesterday morning and reflect the typical day. The proximity to junctions make this parking particularly dangerous.

I'm so grateful to our local resident who has worked hard to do what Council officials should have been doing and are paid to do. Those responsible should hang their heads in shame, particularly those who authorised the restrictions on Chiltern Hill which only served to push the parking issue

into Lower Road - which we have had to endure for the last few years.

In summary, I support the charges and urge you to implement them quickly (local residents have done the fundraising for you), making sure enforcement is strong.

Dear Sir/Madam

I am so delighted to see that the nightmare issue of parking in our road will now be addressed!

We live in Penn Road, Chalfont St Peter, [REDACTED].

We are [REDACTED] away from the Chalfont St Peter Academy school. Whilst the school does make a real effort, I find that I am usually unable to turn left out of my drive which means I have to go the long way round everyday due to traffic which is frustrating (and expensive over time).

Once out of my drive, I know I will never get a parking space near my house after returning from my school run to GX. I am regularly reduced to putting out a traffic cone to 'save a space'. If I don't do this I will often have to park up to 2 streets away not ideal when you have heavy shopping and is so annoying that i cannot get back to my home.

The traffic congestion is so bad, it is dangerous. The road is quite narrow so cars regularly park up on the pavements and people/children and pushchairs struggle to get up and down the road safely.

We have noticed a large increase in traffic parked up all day from 7.45 - 5pm from people working in the village. This all day parking in our road definitely increased once charges were enforced in The Marketplace car park by M&S. Before it was school traffic, now it is local businesses.

There have been several occasions where people have actually parked directly and completely across my drive meaning that I am not able to take my own children to school!! In these ridiculous instances, my children have been late and I have had to pay for cabs and call in favours from neighbours.

We have to be vigilant every day with regard to parking in Penn Road as my husband who also parks on our drive has a van for work. If he has not got off our drive in time and a car parks across the road from our drive (this happens every day) he will struggle to get out at all.

Honestly it makes us want to leave and move elsewhere. It is unbelievable and dangerous.

I am definitely in favour of parking restrictions, definitely no parking til 10 and between 3-5. We will happily agree to yellow lines or residents permits as long as it is addressed.

Please do not hesitate to contact us if you need any further information.

Many thanks

Best regards

To whom it may concern,

I am adding my comments to the proposals for waiting restrictions along Lower Road in Chalfont St Peter. Firstly, may I express disappointment that my comments made during the informal consultation earlier this year have seemingly not been considered.

Whilst I welcome the overall proposals, I believe that there is a significant problem with the suggestions at the junction with Hill Rise. It is hard to interpret the layout diagrams provided, so my apologies if I am suggesting things which are already under consideration.

Personally I have witnessed - both as a car driver and a pedestrian - a number of potential accidents due to people pulling out whilst someone is turning into and out of Hill Rise. The faded double-yellow lines leading up the junction do not stop people parking within the vicinity of the junction, and the white return lines opposite the junction do not seem to have any effect.

Hence it would not be advisable to have the proposed parking bays (Limited Waiting 2 Hours No Return 4 Hours Mon-Fri 10am-4pm except Bank Holidays) which would begin almost directly opposite Hill Rise. Cars turning out of Hill Rise turning right need space to go and stop if they are prevented from proceeding down the road.

My proposals are as follows:

- that the existing double-yellow lines on the westerly side of Lower Road are repainted and extended as proposed on the plans
- that no waiting at any time restrictions are added to replace the "driveway restriction" white lines opposite the entrance to Hill Rise
- that no waiting at any time restrictions extend on the easterly side of the road from Woodside Close to Hither Meadow

I would be happy to discuss these changes over the phone via + [REDACTED] or via email.

Thank you and kind regards,

To echo the sentiment of others in the locale it would be best to have time restrictions agreed with the residents than to impose the council's will. These would be to dissuade non-residents from parking/stopping, during normal working hours (8am-5pm Monday-Saturday). This will enable the residents in Joiners Lane to have family and friends either stay over or visit for an afternoon and/or evening.

Additionally, there has been a distinct increase in the volume of HGV's proceeding up and down Joiners Lane, for the HS2 and other ground clearance work, taking place off shire lane and West Hyde Lane. This is another concern residents have.

++++
++++

As residents in Joiners Lane, we have grave concerns regarding the plans/decisions to put double yellow at the bottom of Joiners Lane, CSP has been undertaken without consultation with the residents of the road. With the excessive numbers of vehicles parking at the bottom of the road it is time for some type of action to be taken, however it is not in our view the place for draconian double yellow-lines to be implemented on this residential road. We have lived at our home since 1999.

It is accepted that some form of parking restrictions need to be put in place, perhaps as in other local streets "Oval Way" or "Orchehill Avenue" where there is no parking between certain times (e.g. 11am to 1pm) with no return within 2hours, with a further restriction of a maximum stay of 1hour between 08.00am and 6.30pm Monday to Saturday incl.

This will ensure that the road is safer at peak times and there will be a reduction of business parking from Chalfont St Peter. The benefit is the road will become safer for pedestrians and road users alike; the effect for the residents will include being able to park in Joiners Lane between 5.30pm and 08.00am Mon to Sat and anytime on Sunday, until 08.00am Monday. This will calm the speed of traffic in both directions up and down the road. It may also be appropriate to place a Truvelo/SPECS Traffic Camera just past Beacon Close, about 100meters up joiners lane, on the opposite side of the road. This will slow traffic too, especially late at night when the racers come out.

It was also indicated that we would be able to have White lines painted across the front of our Drives, with a meter either side, for a fee £60.00. This is something that we would gladly pay, as this will make access both ways to or drive much easier and safer. It is understood that with the increase in house building and the failure of the local planning department to mandate the builders to increase key services and infrastructure including Roads, Doctors, Schooling etc...

Ultimately, we would like to have some method of addressing and calming the traffic on Joiners Lane. Perhaps your department might facilitate an information evening, as I understand that our Road is not the only one which might be affected by these changes

++++
++++

I look forward to hearing from you in the coming days.

Thank you for your recent letter, delivered to our home. We are residents of [REDACTED] and I am also the Neighbourhood Watch Coordinator for the Lane, and am therefore in touch with our neighbours.

We are broadly in agreement with the new proposal, however it is our opinion and the consensus of residents who live in the lower part of Joiners Lane would wish to request that where the no waiting and limited waiting for up to 2 hours would finish, *that additional limited waiting for 2 hours be extended further, and possibly the length of Joiners Lane on both sides of the road.* This will enhance the safety of the road and still allow guests to visit. Before the Coronavirus epidemic, it was noticed that cars of those who travel in to work in the village were parking inconveniently lower down the

road. The most recently proposed restrictions would not avoid pushing the problem further up the hill where residents will perhaps have the same experience of all-day parking outside their houses. No restrictions on parking would also encourage drivers to speed up the hill unhindered and this could be especially dangerous on the brow of the hill.

In addition, we would ask that the entrance to Beacon Close, opposite our home, not have double yellow lines, as these spaces are often required by local residents. There are already white lines painted which effectively deter people from parking in the entrance to this road.

Thank you for your attention. We would be grateful if you would keep us informed of the proposed action. If you have any questions, please do not hesitate to get in touch.

Kind regards,

I work at [REDACTED] and usually drive up and down Misbourne Ave twice a day. I have been concerned at the dangerous parking on and between the two bends and so fully support the proposed plans for parking restrictions on Misbourne Ave.

Yours sincerely

As the residents of [REDACTED] Joiners Lane Chalfont St Peter a property at the bottom of the hill, we strongly object to yellow lines whether double or single along all, or part of, Joiners Lane as this will restrict friends and family from parking.

We would think parking restrictions in Joiners Lane such as limited waiting for 2 hours and no return within a period of time, week days only, would be sufficient for the whole road, and which could easily be done with a few sign posts, rather than the proposed double yellow lines only part way up the road.

It is our opinion that this will just move the parking issues further up the road.

With regards

I'm writing in response to the Chalfont St Peter and Chalfont St Giles Waiting Restrictions Statutory Consultation.

Your proposals for waiting restrictions have not taken into consideration the people who work in Chalfont St Peter village or the adverse knock on effects to local residents when these working people are forced to seek alternative parking elsewhere in the village.

We employ 60 staff in our offices at [REDACTED] Chiltern Park, Chalfont St Peter.

The majority of our staff are skilled engineers who cannot work from home and commute to work by car – they cannot afford to live in the local area due to high house purchase / rental prices and they cannot use public transport as the links are inadequate.

We have insufficient parking on-site to accommodate all our staff and therefore 12 of our staff currently have to park in the village.

Many staff from other businesses in Chiltern Park, e.g. RWS who employ in excess of 300 people, also have to park in the village, due to lack of parking spaces at their offices.

The only public car park in the village (behind The Greyhound) is very expensive and season tickets have not been available for some time (RWS have already purchased the majority of them), which forces commuters to park on residential streets surrounding Chiltern Park.

Whilst we appreciate that the current parking situation must be extremely inconvenient for local residents, the council need to consider where all the commuters will park in future if parking restrictions are introduced.

If restrictions are introduced in the immediate surrounding area, commuters will simply have to seek alternative parking further out in the village, which will just move the problem to other residential streets.

Together with representatives from RWS, I recently met with Tony Shinner and Ian Browne of Chalfont St Peter Neighbourhood Action Group. It was clear from our discussions that no provision has been made to provide alternative parking elsewhere in the village, near Chiltern Park.

It was short sighted of the council to grant planning permission for offices as substantial as those in Chiltern Park without making provision for adequate parking facilities. The parking issues now affecting the residents of streets around Chiltern Park have been created by the council.

I would welcome the opportunity to discuss the issues with the council directly and would urge them to consult local businesses to better understand the full scale of the problem before restrictions are introduced.

I personally think the introduction of new parking restrictions in Chalfont St Peter will be very bad For businesses in the surrounding area.
People working in the area also shop, eat, drink (business lunches etc) I think the council needs to do more.

It would be great to see parking being restricted. Joiners lane and Lower Road are just choc a block with parked cars and Market Place is awful. Difficult to drive down especially for buses. We have two good sized car parks and most people should and could walk more. All for heavy restrictions.

I work for [REDACTED] in Chalfont St Peter and I fully appreciate the challenges faced by residents in the area.

As you probably know RWS has been in Chalfont St Peter for many years, having purchased a newly built building on the Chiltern Park site in 2011. The building we purchased was fully approved by various planning authorities but the amount of parking provided on site has proved inadequate.

To address this parking shortfall the company encourages its employees to use public transport and pays for a private coach to travel to and from Gerrards Cross train station. In addition, we purchase as many parking season tickets for the local Church car park as the council permits.

In previous years we rented additional car park spaces from the local football club however we ceased this arrangement when we discovered that this had not been subject to an approved planning application from the Council. We have subsequently been negotiating with the council and the football club for the past 3 years to resolve the situation – it is slow going! We have also been talking to the council regarding other parking solutions, including purchasing additional season tickets in Gerrards Cross but have been refused.

I mention all of this because RWS takes its responsibility to the village and its residents very seriously and have expended a significant amount of energy on trying to resolve the situation but with little success or support.

We would like to think that RWS's presence in the village, our employee's spending power and the various amounts the company pays on local taxes, hiring of local venues, litter picking etc has in some way contributed to the ongoing success of the village's retail, social and leisure sectors.

However, the bottom line is that RWS and other businesses based in Chalfont St Peter have a shortage of parking spaces and this inevitably means that staff park on the streets around the office.

If the council goes ahead with the proposal to restrict parking on the streets around Chiltern Hill, this will have a detrimental effect on RWS's ability to attract and employ staff (we have already lost staff who had their cars deliberately scratched, had Vaseline smeared on the windscreen or suffered verbal abuse) and will inevitably result in questions regarding the best location for RWS to be based.

Any relocation by RWS would obviously be a last resort and I don't believe in anyone's interest and is a situation I am very keen to avoid.

I agree with the proposals ,we need to get our road back and to stop indiscriminate parking.
