

Marlow Parking Restrictions – Key Decision Report

Appendix

Comments in Response to Statutory Consultation

West Street – Additional Parking Bays

Online Comments and responses

I am objecting to the 2 bays outside 21&23 West St. Currently this road has double yellow lines. As this is the first area past Market place beyond the zigzags it is used by delivery trucks and blue badge holders. I appreciate it is not intended to be used for deliveries but on a street full of independent businesses, a pub and restaurants there is need for space to accommodate their deliveries The addition of further disabled bays is good but they are too far along the road. These proposed bays will force delivery vans to park on the zigzags (both illegal and dangerous) and make it difficult for blue badge holders. Their alternative will be to park on the opposite side of the road which will cause major traffic problems

4/11/2019 10:37 PM [Add tags](#) - [View respondent's answers](#)

1 The works have commenced, including new bays before the consultation has ended. 2 The extension of the parking bays will cause major traffic issues due to the number of deliveries to the pubs and restaurants on West Street 3 Large delivery lorries (Sainsbury's) will have difficulty turning out of Oxford Road. 4 No notice was provided to residents regarding the installation of parking sensors in Quoiting Square and are not mentioned in any of the documents 5 The notice advising the suspension of parking in Quoiting Square was only put up on Friday/ Saturday prior to works commencing on Tuesday and is totally unclear which spaces are suspended.

Emailed Survey and Written Responses

Hello Mr. xxxxxxxxxxxx

Thank you for the above details. I fully agree with your proposals for restrictions in West Street , which has become a very busy road. I wish you all success with their implementation.

Yours

Xxxxxxxxxxxxxxxxxx

This is to let you know that I am my Dad, Mr xxxxxxxxxxxx who are both blue

Sent from my iPhone badge holders, Dad is 94 and is frail and not able to walk far, and I have a long term illness with calcification of my arteries in my legs and my spine so we both have blue badges and due to the new parking regulations we will not be able to park outside The Ship nor Sarah Hughes as we park there on a daily basis as we are regulars at The Cedar across the road and visit these places regularly which is going to make a huge impact on us both therefore we both h to make complaints.

I presume it will impact us in the High Street too.

Please can you reply to this email so I have confirmation that you have received this.

Many thanks.

Kind regards

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Dear Madam/Sir,

Please class this objection as 3 individual objections to the conversion of the double yellow lines outside The Ship on West Street to parking bays. In notice this is referred to as “No waiting and anytime” double yellow line extensions.

The three objectors and reasons for objection are as follows:

Objector 1:

The business know as The Ship Ltd, xx West Street, Marlow, SL7 xxx of which I am xxxxxxxx and which operates The Ship Pub of same address.

Reasons for Objection:

1. If you take a look at council records, you will see that there were previously parking bays outside The Ship many years ago but that these had to be removed and double yellow lines put in place to facilitate the numerous deliveries that take place every day to The Ship and many of the other businesses in West Street. Even with the double yellow lines in place there are daily instances of delivery drivers having to stop on the zig zags near the pedestrian crossing which is in itself extremely dangerous. We can not allow the double yellow lines to be converted to parking spaces. It will be a total disaster in terms of road safety and pedestrian safety.
2. We have parking spaces in the car park to the rear of 25 West Street and when exiting the car park, if cars are parked where the double yellow lines are it is not possible to see if traffic is coming from the right or not and therefore creates a serious danger in terms of road safety and pedestrian safety.

Objector 2:

Myself as leaseholder of the apartment above xxxxxxxx, xx West Street, Marlow, SL7 xxx.

1. We have parking spaces in the car park to the rear of 25 West Street and when exiting the car park, if cars are parked where the double yellow lines are it is not possible to see if traffic is coming from the right or not and therefore creates a serious danger in terms of road safety and pedestrian safety.

Objector 3:

Myself as resident and owner of Flat x, xx West Street, Marlow, Bucks, SL7 xxx.

1. We have parking spaces in the car park to the rear of 25 West Street and when exiting the car park, if cars are parked where the double yellow lines are it is not possible to see if traffic is coming

from the right or not and therefore creates a serious danger in terms of road safety and pedestrian safety.

Please confirm receipt of this email by return.

XXXXXXXXXXXXXXXXXX

10 April 2019

Dear Sirs

**Re: Installation of Parking Bays Outside The Ship, 23 West Street, Marlow
SL7 2LS**

We act for the owners of [REDACTED] West Street, Marlow, Buckinghamshire, John Gadsby Gabbittas and Stephen James Robins.

It has come to our clients' attention that there is a proposal to create additional parking bays outside The Ship Public House at 23 West Street, Marlow. No notice has been given to our clients and this was only brought to our clients' attention by the proprietor of The Ship.

Our clients have a right of way for all purposes over the car park and accessway between The Ship and Dominos Pizza.

Sometime ago, double yellow lines were extended up to the entrance of the accessway, presumably because of highway safety.

The accessway is in constant use by our employees and clients and if a vehicle is parked outside The Ship a severe danger is created. The danger arises because it is virtually impossible to see a clear road when either turning left or right on exit from the accessway. In the past, there have been near collisions and this is when parking restrictions by way of double yellow lines decrease the risk.

Regrettably, we can only assume that you have not carried out a risk assessment. It is our view that there is a serious risk here, which indeed could result in claims and injury, especially when vehicles are travelling at speed along West Street. We consider the risk to be high. We have identified more speed when the pedestrian crossing is not being used.

As you know, your Authority has both statutory and common law obligations to keep the highway safe and we do not believe that the highway will be safe if you proceed to create parking bays outside The Ship.



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Gadsby Gabbittas, LLP
Stephen Robins
Margaret Fennell, LL.B. 1998

We put the likelihood of an accident to be very high and we do need to set out our clients' position, which will be that if parking bays are installed they will need to consider, together with other users of the accessway, instructing a highway engineer experienced in highway liability risk to report urgently.

In view of the increased risk to users of the accessway and other road users, if your proposals are implemented, we strongly object to the creation of parking bays outside The Ship. Please also let us know whether or not you have carried out a risk assessment and, if so, please let us have a copy. If not, we would invite you to a site meeting when we can demonstrate to your engineers the risks.

We should be grateful if you would please acknowledge receipt of this letter and let us know your Authority's decision as soon as it is made.

Yours faithfully

Gabbittas Robins

West Street – No Waiting at Any Time Restrictions

Online Survey Responses and Comments

No provision for parking for residents

4/10/2019 8:12 PM [Add tags](#) - [View respondent's answers](#)

Object. Residents need parking, it's a 30mph zone so on road parking would help keep the speeds appropriate. The only issue with parking in the area is in term time from SW Borlase who should be encouraged to provide parking for their students on their large property.

4/8/2019 3:02 PM [Add tags -View respondent's answers](#)

As someone who has lived in West Street for 20 years I understand the need to control parking especially from the school, but adding double yellow lines to push the problem further down the road is short sighted, providing permit parking for the local residents unmarked bays would control the parking better and provide local people with the parking they desperately need.

3/31/2019 1:42 PM

Emailed and Written Comments

Dear Sirs

I am writing in support of the proposed extension of existing double yellow lines in West Street from the junction with Westwood Road to the point where West Street becomes Henley Road.

I live at Austen Wood, in West Street, opposite the layby where yellow lines were installed almost three years ago, at the same time as those in Moyleen Rise. As an unintended consequence of these lines, leaving my drive by car onto West Street has become extremely dangerous, due to a line of cars now parked almost permanently on the road or on the verge in both directions, restricting the visibility so severely as to make driving out almost impossible. I have been in ongoing communication with our local representatives on the council, and supplied considerable photographic evidence to prove this point. I attach further recent photographs, just to illustrate the unchanging nature of the problem. It is surprising to me that there has not yet been a serious accident caused by this problem. It can only be a matter of time, as there have been numerous near misses. We do need double yellow lines to be safe. Convenience for those wishing to park here must not be put above safety, and most people who regularly park on the verge, do have other options. I would also like to support the provision of a disabled parking bay in the layby opposite, as this will be needed by a neighbour. Yours faithfully





Dear Sir / Madam

I understand that BCC planning to install double yellow lines on the south side of West st between West Wood Rd and Spinfield Lane

I would like to agree to this on safety grounds. When cars are parked on the curb, residents get a restricted line of sight when exiting their drive. There have been two accidents already, (see attached photos) and one near miss with a motorcycle. Although the speed limit is 30mph on this busy road, this speed is often exceeded as drivers accelerate as the road widens. Please refer to the amount of tickets issue by the police mobile camera unit on Henley Road.

However I feel we should introduce a single yellow line in the bus stop layby to allow the residents of the cottages to park there overnight and during school holidays

Yours faithfully





Re "No Waiting at Any Time" double yellow line extensions: West Street/Henley Road Marlow.

Dear Sir,

I wish to protest in the strongest possible terms about the proposed extension of double yellow lines in West St Marlow.

No thought has been given by Transport For Buckinghamshire to the requirements of the residents of nos 164-168 West St who live in a conservation zone and are not permitted to allow access to their own properties for parking. Originally the lay-by outside was for the use of parking by residents of these properties. However two years ago this lay-by was designated "No Waiting at Any Time" and we were forced to park on the other side of the road despite appeals for a residents parking zone.

This seems to have annoyed the owners of the large houses (with driveways) opposite who have sought to drive us further away up the Henley Rd.

Is the same palaver going to be repeated again in two years time?

All that is required is an appreciation of the peculiar needs of the residents of the above houses. There are two buses an hour stopping, if requested, at this bus stop. There is no reason the lay-by cannot accommodate 3 cars in addition to the proposed disabled bay as well as the bus stop. Even a single yellow line would be an improvement enabling overnight parking.

West St/Henley Rd is a wide straight highway in a 30mph speed restriction, why does it have to be yellow lined both sides?

I note the additional parking bays in West Street (between its junctions with Oxford Road and Town Lane), these are almost half a mile away and will not help us.

I would very much appreciate a response to my email and ideally a meeting with a representative of Transport For Buckinghamshire who could see our difficulties for themselves.

Yours faithfully.

XXXXXXXXXXXX

xxx, West St,

Marlow

Bucks

SLx xxx

Hello,

This is a brief email to say that I fully support all the additional restrictions that are being proposed. They are sensible and will help unclog the roads and pavements.

This is probably not the place for it, but I have some further comments, that you may or may not be able to incorporate. Please let me know if they would be better sent to another email address etc.

Further comments:

- We have a problem with enforcement. I.e. The worst infractions are not being dealt with. This leads to people disregarding the rules that will soon include these additional restrictions.

For example:

-- Opposite Sainsburys on West Street, cars regularly park on the pelican crossing zig zags - not waiting, actually parked up. Last time I checked, this was a 3 point penalty. It happens every evening. Happy to send photos.

-- Outside Borlase School and around Shelley Cottage, cars are parked on the pavement during the day and evenings. The road next to this pavement is double yellow and/or pelican zig zags. This is illegal. I checked. The problem is growing. It used to be one car. But now the precedent has been set, there are three. This will continue to grow until a line is drawn in the sand. Again, happy to send photos.

- Along Henley Road, West of the entrance to Westwood Road, cars are parked on the verge, making the road, path and verge very muddy. There is no grass remaining - just mud. It also makes the road difficult to cross. A no parking on verges restriction should be put here. If the double yellow lines here are extended then great, but make sure a verge restriction is in place in the vicinity at the same time, otherwise these vehicles will be ditched on a verge further up the road. Again, happy to send photos.

-- In my opinion, there should be a no parking on the pavement or verge restriction throughout the town. Cars should park on the road. Pavements should be for pedestrians, pushchairs and wheelchairs. There is no need to destroy a verge never intended for vehicles - it doesn't make any car 'better parked' to be half in the road and half on the grass. Not much chance of Marlow reacquiring its 'Best Kept Village' accolade these days.

Thanks in advance for any point that you can take on board.

Best regards

West Street – Introduction of Disabled Bay

Online Survey Comments and Responses

As someone who has lived in West Street for 20 years I understand the need to control parking especially from the school, but adding double yellow lines to push the problem further down the road is short sighted, providing permit parking for the local residents unmarked bays would control the parking better and provide local people with the parking they desperately need.

3/31/2019 1:42 PM [Add tags -View respondent's answers](#)

you have not shown the position of the disabled bay, for us to agree the safety of the bay

3/24/2019 5:14 PM

Emailed and Written Responses

Dear Sirs

I am writing in support of the proposed extension of existing double yellow lines in West Street from the junction with Westwood Road to the point where West Street becomes Henley Road.

I live at Austen Wood, in West Street, opposite the layby where yellow lines were installed almost three years ago, at the same time as those in Moyleen Rise. As an unintended consequence of these lines, leaving my drive by car onto West Street has become extremely dangerous, due to a line of cars now parked almost permanently on the road or on the verge in both directions, restricting the visibility so severely as to make driving out almost impossible. I have been in ongoing communication with our local representatives on the council, and supplied considerable photographic evidence to prove this point. I attach further recent photographs, just to illustrate the unchanging nature of the problem. It is surprising to me that there has not yet been a serious accident caused by this problem. It can only be a matter of time, as there have been numerous near misses. We do need double yellow lines to be safe. Convenience for those wishing to park here must not be put above safety, and most people who regularly park on the verge, do have other options. **I would also like to support the provision of a disabled parking bay in the layby opposite, as this will be needed by a neighbour.**

Lock Road

Online Surveys Comments and Responses

Very happy with the lock rd changes but it needs to be extended slightly on the corner of river park drive and lock rd to meet the side entrance of 7 Lock Rd. As cars are still parking on that corner as there was a 3m length gap between the current end of the new double yellow and the entrance on the side of the house which is dangerous for drivers coming both ways around the corner. In addition although it's great the parking restrictions are coming into affect on lock , what speed reduction restrictions will be put in place I.e. speed ramps in order to slow down the traffic coming from and to the rugby club in the mornings and evenings now that there will be no cars parked anywhere on lock rd. we are concerned it will turn into a dangerously speedy road.

The verges in parts of this road have been reduced to a parlous state. In many cases this is because of vehicles belonging to people carrying out building works.

Emailed and Written Responses

Dear Bucks County Council

I received a letter concerning the subject.
As a resident of Lock Road, Marlow, I would like to STRONGLY support the introduction of parking restrictions in Marlow.

Yours sincerely,
XXXXXXXXXXXXXXXXXXXX

Claremont Gardens

Online Surveys Comments and Responses

We strongly object to the proposals stated removing the ability for verge parking on Claremont Gardens and would urge the council to reconsider its actions for the good of the local residents. Over the last few years, many on street parking spaces have been removed from Claremont Gardens either via the painting of double yellow lines or the removal of verge parking from new housing development - with a further two on-street spaces due to be removed to make space for another new house build. We are a family living on Claremont Gardens with no private off-street parking available to us and it is becoming increasingly difficult to park - not only during the day (largely impossible given that we do not have residents parking designated for a road so close to the high street), but also in the evenings and weekends. The proposed verge parking to be removed is used regularly to park at the weekend and evenings. Whilst the verge in question (directly outside 30 / 32 Claremont Gardens) has undoubtedly been damaged over the years, largely due to trade vehicles related to a number of building projects, the answer should not be to remove the ability to park on the verge - options to repair the verge, or turn into proper verge parking should be looked at. The road is there firstly to be functional, not aesthetically pleasing. I don't see why the council deem it necessary to remove yet more parking and cause problems for local residents - should the livability of the local area not be a key concern for the council when making these decisions? I would implore the council to reconsider the proposed parking restrictions. Regards, Mr xxxxxxxxxx

To whom it may concern, I am writing to you to formal declare my objections in regards to the consultation on proposed waiting and parking restriction in Marlow. I have been a resident of Marlow for about three years now and live in a property without off street parking on Claremont Gardens. Claremont Gardens faces many issues in relation to parking and safety but none of these are solved by tighter restrictions on verge parking. The biggest issue Claremont Gardens has is its close proximity to the town centre and businesses. During the week we have local workers (particularly Royal Mail workers, not enough parking is supplied to them by their employer) taking up the on-road parking spaces. The only solution to this would be to install resident parking on the road, not only would this stop local business but it would also raise finance for the council. Over time this finance would offset the initial costs involved in setting this up. In terms of parking on the weekend, all the on-road bays are full for the majority of the time. My family and I live in one of the only houses without off street parking on Claremont Gardens (I believe there are three houses). We have a one year old child and use the verge parking to get closer to our house when no on street parking is available as is the case regularly. The removal of the verge parking will cause considerable hardship (given the amount of equipment that young child need, this involves my wife having to carrying (manual handling) this and our child to and from the car. The greater the distance,

the more chance of risk and accidents caused) on my wife and child with not being able to park within a reasonable proximity of our house. The installation of a resident permit again could help this situation but given the limited number of on street parking of which we are about to lose one more space due to a heavily contested planning application being approved would not entirely solve the problem. In regards to any safety issues caused by verge parking, I am unable to see any increased risk to pedestrians or any member of the public due to parking on the verges. We often use the pavement with a pram and find no restriction or an increased danger caused by verge parking. The single safety issue on the road is probably people excessive speed. Some vehicle uses go too fast down this road, perhaps an installation of speed bumps would help resolve this and make it safer for all. In summary Claremont Gardens is short on parking from the outset and restriction on verge parking would make a difficult situation worse whilst not actually resolving the root cause. I would suggest and request that affected residents be given an opportunity to meet in person with the Network Improvement Team to discuss this, perhaps in a town hall meeting capacity. It is vitally important that those making the decision hear what the residents who actually live on the roads think as these are the people that can make give informed advice on how to resolve parking and safety concerns. An opportunity to install resident permits should be looked at regardless.

4/11/2019 10:51 AM [Add tags](#) - [View respondent's answers](#)

There are numerous houses that do not have drives. Where do you propose we should park since the spaces allocated are already not enough and are used by local shopkeepers and the post office that cannot afford to pay car park fees every day. as a community, we need your support. If your proposals go ahead we will have no choice but to move.

4/11/2019 5:33 AM [Add tags](#) - [View respondent's answers](#)

1. Road is far too narrow for parking both sides. The present situation (although unsupervised and therefore ignored) is workable. Cars, lorries etc drive through the north west branch at alarming speeds. 2 The area between a dropped curb and off road parking: Does this count as road, verge or footpath? A clear answer would be appreciated as ours is frequently used as a delivery gap and a refuge from oncoming vehicles.

4/6/2019 9:32 AM [Add tags](#) - [View respondent's answers](#)

Our street works, you didn't listen to us during the last consultation - seems you rail road through any decision without listening to the residents of the street. If anything, stop people parking in our road as they go to work, shopping etc... for us, at no.10 we're land locked - so if we don't have the opportunity to park we have no option than to break the law and park outside our house to load and unload heavy goods.. guess that's a cost we have incur...

4/1/2019 4:41 PM [Add tags](#) - [View respondent's answers](#)

Again parking is being taken away. I know that verge parking is not ideal and the verges outside our property are in a bad condition. However this is not due to normal parking on verges but due to the amount of building work that has been going on. I live on Claremont Gardens in a house with no off street parking. Parking spaces are continually being taken away with no solution for the reduction in space. We have had two taken for double yellow lines taken away. A resident widened his path losing a space. A new development is being built which will take one or even two spaces away. Now the verge parking. It is really stressful living like this as local workers park all day in our street. We need to be able to park. We need a solution of some sort back to help with the spaces being taken. We need resident parking or at least an hour or two a day which is resident only which would then stop all day parking and keep the spaces moving. I have lived in London with this in place and it really worked. People can arrange tradespeople around these hours and friends visiting etc. My neighbours and ourselves are prepared to repair the verges when this latest renovation/build is finished and no more big vehicles parking there. Please can you review this seriously as it is very stressful for residents. It is only evenings and weekends so no full time.

3/31/2019 1:33 PM [Add tags -View respondent's answers](#)

The verges in this conservation area have been trashed and left in a terrible state by inconsiderate parking on them. It is time for action to be taken to curb this

3/27/2019 3:43 PM [Add tags -View respondent's answers](#)

The root cause of verge and pavement parking is lack of space for residents' and visitors' parking. The proposed measures will further restrict the ability of residents to find legal parking spaces. The restriction will be widely ignored by tradesmen, carers etc. The stated objectives of improving safety and amenities of the area would be better met firstly by planting more verge trees and secondly by discouraging all day office parking. This would free up some on street parking for those who have no off-street parking at all. One method of discouraging all day parking by non-residents would be to designate some bays as "No waiting between 10.00am and 11.00am except permit holders". This system works well in other local authorities.

3/26/2019 9:32 PM

Emailed and Written Responses

Re: Statutory Consultation on Proposed Waiting and Parking Restrictions in Marlow - Claremont Gardens verge parking

I object to the proposal to introduce no verge parking on Claremont Gardens at any time:

- This was initiated by BCC a couple of years ago, with no consultation, via an instruction to a new homeowner on the even numbers side of Claremont Gardens to place posts on the verge.
- BCC recently removed 3 parking bays from the even number side by introducing double yellow lines, supposedly to facilitate large vehicle access. The outcome has been to increase the speed of traffic using this road as a rat run, as well as losing 3 vital parking spaces.
- It appears that the justification for this proposal is to improve the visual quality of the grass verges on Claremont Gardens. I am not aware of any resident of Claremont Gardens actually complaining about the verges.
- I am not aware of any attempt by BCC to consider methods of strengthening the structure of the verges, which currently have no substructure such as hard core etc to protect the verge integrity.
- Currently, damage is being caused by trade vehicles parking on the verge between 08.00 and 18.00, which is already covered by the parking restrictions of the single yellow lines already in place.
- It is worth noting that the residents responsible for building work have been given no advice or support to make good after any damage has been caused.
- After 18.00, the only vehicles using the verge are owned by residents - all of which are light vehicles which cause no/minimal damage to the verge.
- Therefore, current regulations, if applied, already cover the objective being sought.
- On the even numbered side of Claremont Gardens alone, 11 evening parking spaces will be lost to residents - it's virtually impossible to park on the road only without causing damage to vehicles.
- The impact of introducing no verge parking is to effectively convert the single yellow line into a double yellow line. It appears very disingenuous to claim otherwise.

I would suggest that BCC might best serve the community by:

- Properly enforce current restrictions.
 - Explore simple ways of strengthening the verge - substructure, surface grass protection.
-

Good afternoon

We have received a letter regarding your plans to alter verge parking rules on Claremont Gardens and I wish to object to this for the following reasons:

- Verge parking is only allowed between 6pm and 8am on Claremont Gardens, which means that the only people who use it are residents who live there and who do not have driveways, which we are. This is the only way we can park in front of our houses, as there are no parking spaces left in the street by the time we get back home from work.

- It is outrageous to put in place such a rule, which seems to be purely designed to upset people who only want to park in front of their houses.

- Considering the recent and significant council tax increases, I am shocked that you would try and put in place such a rule, which will make no difference at all to the street as only very few people park on the verges. As explained above, the only reason we do so, is because there is nowhere else to park.

- Between 6pm and 8am, traffic dies down and Claremont Gardens is not busy at all with passers by. Parking cars on verges hasn't been an issue, so I am at a loss to understand the reasoning behind such a pointless measure. Could you actually explain why you have decided this should be done, as many of the residents of Claremont Gardens would like to know and I will communicate this to them via our online group platform.

- If this is put in place, we will actually consider moving out of Marlow, as this is going to make parking impossible for us and will affect our daily life significantly. This move on your part will confirm to us that you do not have Marlow residents' interests at heart.

Please see photo. This is the sort of disgraceful parking that needs to be dealt with by the proposed restrictions.

Yours

XXXXXXXXXXXXXXXXXXXXX

