

Appendix A: Richings Park – Emailed and Written Responses to Statutory Consultation

Dear sir,

I am letting you know through this email that I fully support the proposal for Controlled parking Zone in my road and in Richings park area.

Dear Sirs

Proposed Controlled Parking Zone - Richings Park Iver

I write in respect of the proposed Controlled Parking Zone and would urge you to consider the following points to ensure that the scheme is effective, robust and future-proof.

With this in mind we should anticipate future developments that will effect Iver station and the residents of Richings Park;

- Iver station will be in high demand once the Elizabeth Line is operational, particularly as West Drayton and Langley have limited parking and extensive restrictions into the evening.
- Iver station will be an alternative for those who currently struggle in the congestion to park at Slough and other stations.
- The demand upon Iver station will grow, with the continued development around Heathrow, in particular the proposed construction and opening of the third runway.
- If the central London ultra-emissions zone is expanded beyond its current plan, which includes all areas inside the north and south circular roads by 2021, this will have a significant effect on the use of Iver station.
- A proposal to build some 1200 new homes north of the railway line, although these home owners would no doubt have their own parking facility, should there be an opportunity to park near the station for an evening trip into town, it will inevitably been taken.

Although not an exhaustive list of developments around Iver, it shows there will be an increasing use of Iver station. It is therefore vital to ensure that the hours parking is restricted, is considered carefully at this stage.

The restricted hours should be at least equal to those at adjacent stations. The stations at Langley and West Drayton have Controlled Parking Zones, yellow lines and limited off street parking, operating from 8am to 7pm and 9am to 6pm respectively which prevent parking in the evening.

The restriction of parking between 10am and 2pm will not prevent roads suffering from off-peak parking in the afternoons and evenings. I support the suggestion of *****, of splitting the restrictions into two periods 10.30am to 12.30 pm and 4.00pm to 6.00pm. The four restricted hours already supported in the proposed scheme will remain unchanged, but by being split will be significantly more effective.

The roads near the station at Langley, where the Controlled Parking Zone does not extend to, has resulted in station users parking in the unrestricted roads and simply walking another five minutes to

the station. Therefore, it is crucial that the scheme extends to all the roads within fifteen minutes walking distance from the station.

The Controlled Parking Zone proposal includes a Resident Permit system which seems sensible, fair, and reasonable, being necessary to achieve the aims of the scheme. It is in line with the policies in other Boroughs.

It is appropriate that the scheme will operate seven days a week as this will provide consistency.

The scheme should build in flexibility to amend and extend the time in the future, if required from 10.00am to 7.00 pm

To achieve an effective Controlled Parking Zone, that will be future-proof, I would urge you to put in place restricted hours which will safe guard against nuisance parking into the late hours, to create the calm residential roads sought by the residents, and, encourage parking in the car park, as the deed of planning obligation entered into was designed to achieve.

Regards

Dear Sir/Madam,

My husband and I (cc'd) live at xx Skye Ings, Ritchings Park, Iver SLx xxx. I would like to give my full support for a controlled parking zone with Ritchings Park to be implemented as soon as possible.

As a resident of Skye Ings, a road close to the station, we have witnessed the increase in the number of cars parking along the streets within Ritchings Park by non residents, often users of the station making it impossible for local residents not only to park, but also drive along the streets. A controlled parking zone would help to address some of these issues, which will only worsen once the new connection to Elizabeth line begins.

Please contact me if you require any additional information.

Best wishes,

Dear Sirs,

I disagree with the proposal to create a CPZ , in my area, as a means to curb inconsiderate parking. This will not solve the inherent parking issues we have had for a good few years.

It makes more sense to put Double Yellow lines so as to permanently deter inconsiderate parking. We have been crying out for this for years but nothing came about.

I am not prepared to pay for any new regulations as we already pay through our nose in extorted Council Tax.

In Bathurst Walk, where I live, there are some free parking spaces. That can remain. The rest of the area in Bathurst Walk can be painted with double yellow lines.

If no CPZ means no new station parking than so be it. We shall not be blackmailed either. Not paying for any residents parking. You lot might start with a few pennies a day and later will quickly

escalate. These are desperate times for a desperate Council. Try improving street lighting in the area to start with.

In Conclusion.

1. No CPZ
2. Double yellow lines wherever possible near the Station and everywhere else.
3. No extra costs to us no matter what will take place. You chaps are cynical and desperate.
4. Not succumbing to blackmail. No CPZ means no new station car park will be built. So be it.
5. How many consultations do we need? We had 3 already. Waste of time effort and our money.

Try asking Network Rail to foot the bill for new parking scheme.

Regards

Which/Road --Bathurst Walk

Do you agree with proposed waiting restriction

YES

xx Bathurst Walk

Dear Sir/ Madam

I am emailing in regards to the proposed waiting and parking restrictions in Richings Park. I would like to give my opinion as a long-time resident of the village, I am in favour of the parking restrictions between 10-2 except for residents. As you are probably aware we have a large amount of commuter parking in the morning until evening. ADHOC parking is acceptable as it is only for short periods. Please kindly do not use this as a profitable exercise for Bucks County Council. In addition I feel that resident parking should be free of charge, along with guest passes. I ask on behalf of the village please do not strip us of the village/ community feel. I hope you can understand my perspective, and strongly consider this.

Kind Regards

I agree we should have residents parking permits in Richings Park my address is x Somerset Way SLx
xxx

regards x xxxxxxxx

I think there should be limited waiting times near the shops or they will end up closing due to lack of business and all the residents will suffer!

I would like to see restricted parking hours, no parking between certain hours e.g. 10.00a.m.-
2.00p.m. Monday to Saturday. This would stop commuters parking on our streets for free.

I have had a car outside my house since yesterday afternoon, that is still there and I know it isn't an immediate neighbour. Could be there days?

I think if permits are issued, one per household should be free and further or visitors permits then paid for. It is very sad to have to pay for the privilege trying to keep the area safe for emergency vehicles to get through, buses to support those that don't drive and to respect neighbourhood.

Do we ever have road sweepers anymore? If we do, they would rarely be able to clean outside my property.

All of the methods, MUST be policed!

It is essential that the proposed parking permit scheme is introduced – at the minimum – for the roads that are currently blocked by commuter cars accessing the rail station. i.e. Bathurst Walk, Syke Ings, Syke Cluan and Wellesley Avenue..

Currently emergency vehicles and refuse collection vehicles cannot access these roads due to limited width caused by poor parking of commuter cars. In potential life threatening situations neither ambulances or fire engines might not be able to access the relevant property.

This is a matter which should be addressed by the Council on Health and Safety grounds.

Regards

Dear Sirs,

Proposed Waiting and Parking Restrictions in Richings Park

I fully support the proposed restrictions, with the objectives of "preserving or improving the amenities of the area" and of "facilitating the passage on the road ... of any class of traffic (including pedestrians)".

As regards the latter, I find that, in order to get out of Richings Park, I frequently need to complete an obstacle course, where the gap between vehicles parked on either side of the road is too narrow to allow a normal private car to pass without careful manoeuvring. This issue is a major concern when emergency vehicles need to negotiate a passage in a hurry (as has happened with fire engines on at least one occasion so far this year).

I therefore believe that residents-only permits will bring a significant improvement.

Yours faithfully,

Dear Sirs

Proposed Controlled Parking Zone (CPZ) Richings Park Iver

We act on behalf of [REDACTED] who will be the operator for the new car park to be built on Thorney Lane South, Iver and we are writing in response to the consultation process regarding the Proposed Controlled Parking Zone for the Richings Park Estate in Iver.

Our client, [REDACTED] has already submitted comments on the proposed CPZ under a letter dated [REDACTED].

We have since become aware of further proposals at Heathrow that we believe will substantially impact upon the Richings Park residents

Recent press comment in the July edition of the Parking Review states Heathrow airport plans to introduce an Ultra-Low Emission Zone (ULEZ) by 2022 in advance of introducing a wider vehicle access charge for all cars taxis and private hire vehicles when the proposed third runway opens.

The ULEZ will have minimum emission standards identical to the central London zone for cars and private hire vehicles entering car parks or drop off areas at any of the terminals. It will operate 24 hours a day seven days a week.

The charge applies to petrol cars that fail to meet Euro 4 emission standards (usually those registered before 2005) and diesel cars that fail to meet Euro 6 standards (typically those registered up to 2015)

Taxis are exempt but private hire are included. Charges for non-compliant vehicles are expected to be £10 -15.

The CPZ is designed to protect the residents from the various changes that will attract more on street parking to their determinant. The ULEZ at Heathrow will place additional pressure on Richings Park.

The proposal envisages operating the CPZ in conjunction with the Resident Permit system which is in line with other borough's policies. However, our Client is concerned over its effectiveness now and in the future due to the restricted hours proposed.

We understand the scheme will operate 7 days a week with a four-hour restriction between 10am and 2pm but to avoid the area suffering from unnecessarily busy off-peak parking in the afternoons and evenings, our client proposes the splitting the restrictions into

10.30am to 12.30 pm and
4pm to 6.00pm

In addition, the scheme should build in flexibility to amend and extend the time in the future if required [from 10.00am to 7.00 pm](#)

We trust you find this an acceptable and practical suggestion that will be included within the Controlled Parking Zone regulation

Yours Faithfully

[REDACTED] will be the operator for the new car park to be built at Thorney Lane South Iver. We are writing in response to the consultation process regarding the proposed Controlled Parking Zone for the Richings Park Estate.

[REDACTED] are an established and experienced parking operator with first-hand knowledge of running and operating car parks where there are adjacent CPZ's.

Our comments below are based on a comprehensive appraisal of the current parking situation carried out in conjunction with our advisers [REDACTED] Surveyors.

The residents at Richings Park currently enjoy unrestricted parking. However, other nearby stations at Langley and West Drayton already have Controlled Parking Zones, yellow lines and limited off street parking. The Controlled Parking Zones (CPZ) operate from 8am to 7pm and 9am to 6pm respectively.

Langley already has an established commercial centre and the areas surrounding the station are mostly offices and light industrial or pavement-less roads which the CPZ does not cover. Therefore, those areas outside of the CPZ already suffer from intensive free parking from station users.

West Drayton also has an established commercial area with meter parking on the roads and very limited off-street parking. The CPZ covers a significant part of the day and therefore, there is limited opportunity for train users to park at West Drayton & Langley. Consequently, there will be high demand for off peak users to find easy parking for the Elizabeth Line and this will make Iver very popular. Iver Station will also be an alternative for those who currently struggle in the congestion to park at Slough Station.

DEAR SIR.

19/7/19.

IN RESPONSE TO YOUR LETTER DT 12/7/19 WITH REGARD TO
PARKING RESTRICTIONS IN RICHINGS PARK, MAY I OFFER:

A SOLUTION WHICH I HOPE WILL BE A SATISFACTORY OUTCOME

① NO WAITING AT ANYTIME RESTRICTIONS BETWEEN

0800 - 11:00 + 14:00 - 1600

YOURS FAITHFULLY

DEAR SIR

WITH REFERENCE FROM THE LETTER SENT BY THE RICHINGS PARK RESIDENTS ASSOCIATION PARKING SURVEY IT APPEARS TO HAVE FALLEN ON DEAF EARS.

THE COMMISSION IS SEEING THAT ALL RESIDENTS OPIONS ARE VERY IMPORTANT TO STOP THE UNNECESSARY FREE PARKING AND TO ALLEVIATE THE CONTINUOUS BLOCKING OF ALL OUR ROADS IN RICHINGS PARK.

A CONTROLLED PARKING ZONE IS A MUST FOR ALL ROADS FOR SAFETY AND MOVEMENTS. JUST AS IMPORTANT WOULD BE DOUBLE YELLOW LINES FOR ABOUT 20 METERS ON BOTH SIDES OF BATHURST WALL WHERE YOU ENTER FROM THORNEY HANE SOUTH TO ALLOW ONCOMING TRAFFIC TO PASS, BEFORE A VERY SERIOUS ACCIDENT WILL HAPPEN.

THE NUMBER OF OBJECTIONS RAISED BY THE 60% OF HOUSEHOLDS LEFT ON SURVEY DONT EVER NEED THE SERVICES OF THE FIRE BRIGADE - AMBULANCE SERVICE - POLICE OR LOCAL BUSES WHEN THEY ARE IN TROUBLE!

IT HAS TO BE A CONTROLLED PARKING ZONE OR YELLOW LINES ON ALL ROADS FOR THE SAFETY AND CHARACTER OF OUR LEAFY VILLAGE AS IT WAS DESIGNED FOR.

Waiting and Parking Restrictions/IVER

As a resident and consulting engineer I would recommend the following

- The junction of Thorney Lane South and Bathurst Walk, double yellow lines for 25 metres.
- Continue double yellows at the shops and up to the station.
- Double yellow lines at the junction of Somerset Way with Wellesley Avenue.
- For the balance of the restrictions I would recommend
 - Residents parking only
 - Monday to Friday
 - 10 am to 4 pm.

This applies to - Somerset Way
Syke Ings
Syke Cluan
Bathurst Walk
and Wellesley Ave.

This concludes my recommendations, which I hope will be implemented.
