

## APPENDIX B

### ONLINE CONSULTATION RESPONSES

I would ask that for the roads on Gold Hill (Gold Hill North and Gold Hill East on the downhill part towards the village high street), there be serious consideration for the introduction of speed humps as cars are often found to be speeding along those roads at all times, including at night where there is low visibility.

Not only is this dangerous, but it also massively increases the pollution in the area and is incredibly noisy, particularly when the speeding is done during the evening and night.

[ANON](#) [REDACTED]

I am concerned about parking that will be available on Grange Road. Despite parking restrictions at the entrance to the road, cars will still be able to park making it difficult for access coming into the road and leaving it.

[ANON](#) [REDACTED]

The Vale already has no waiting restrictions in place and they are not adhered to - any day at 8.30-9am you cannot get past the trucks vans etc parked along here. I have never seen a traffic warden issuing tickets or moving people along on the Vale

[ANON](#) [REDACTED]

In the village of Chalfont St Giles our pavements are often only side of the road and very narrow. These are frequently encroached on by vehicles using the garage on the corner of Vache Lane and London Road.

[ANON](#) [REDACTED]

The consultation should cover the whole parish area rather than just some parts. When South Bucks made changes to Layters Way and other roads a couple of years ago, they just pushed parking issues a few streets over. As a result, this current parking consultation should take into account the issues brought about by the Layters Way parking changes and solve the parking issues in the overall area rather than just selectively.

[ANON](#) [REDACTED]

Please ensure these new restrictions are monitored and enforced. Also please monitor illegal parking elsewhere which will be caused

by people not being able to park where they previously thought was acceptable.

Sounds great, but surely the bigger issue is that the offices along Lower Road / entrance to the Heights do not have sufficient parking. Seems as though basement and / or roof top parking must be a requirement for future planning approvals.

[ANON](#) [REDACTED]

I am happy to be contacted for further information and clarification if required.

[ANON](#) [REDACTED]

In line with the Petition of all the residents of Ellwood Rise presented to Buckinghamshire County Council on 28 November 2019, the hours for Ellwood Rise be extended to 8am-6pm Mon-Fri and 8am-noon Sat

[ANON](#) [REDACTED]

All other proposals are strongly supported.

Parking on Vache Lane despite the double yellow lines is constantly ignored.

[ANON](#) [REDACTED]

Already covered with regard to Sussex Close, Silver Hill etc in my previous comments.

[ANON](#) [REDACTED]

Thank you

Comments re "Lower Road" totally in favour of the proposals for Lower Road I know people who live there and the parking needs sorting out.

[ANON](#) [REDACTED]

I also support restrictions on lower road

[ANON](#) [REDACTED]

[REDACTED], Joiners Lane,  
Chalfonst St Peter  
Bucks.

[REDACTED]  
30th May 2020

Dear Sir,

Thank you for your letter expressing the new proposals for parking in Joiners Lane.

[ANON](#) [REDACTED]

A 2 hour restriction (no return for 4 hours) between 9am and 5pm on weekdays would seem the best suggestion, as it is only a problem during the day during the week. Continuing this up the hill would prevent those who currently park all day on Joiners Lane and work in the village centre to continue to do so, moving the current problem further up the hill, where the no waiting and limited waiting for up to 2 hours finishes. The additional limited waiting for 2

hours if extended further, possibly the length of Joiners Lane on both sides of the road, will enhance the safety of the road and still allow guests to visit. This would 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.

Yours faithfully

[ANON](#) [REDACTED]

I would ask for the consideration of previously submitted reports and petition to be looked at during this process and the hours changed to reflect the wishes of all the residents. The hours should be changed to Monday to Friday 8am - 6pm and Saturday 8am - Noon.

[ANON](#) [REDACTED]

None

[ANON](#) [REDACTED]

I appreciate you proactively trying to ensure our community stays healthy.

[ANON](#) [REDACTED]

If many of our local roads have restrictions the car parks will not be sufficient. Public transport is very poor around here.

I do not agree on any parking restrictions in the local area. Freedom to park promotes business and a happy motoring experience.

There is no need for any parking restrictions in this area, I have lived on Joiners Lane for over ten years and never once had an issue.

Parking restrictions in any adjoining roads would be an unnecessary waste of council monies and additional expense in patrolling this restriction.

[ANON](#) [REDACTED]

People should be free to park in as many places as possible around the village as this is also important for businesses and visitors alike.

If some residents have an issue they can easily pay for H bars along their drives but clearly no one has been parking across any drives so it makes no sense to add parking restrictions.

Cars parked on local roads away from the main village present no known hazard to motorists and instead ensure traffic slows as it approaches the

roundabout. Is any decision based on any evidence of hazards, accidents or near misses occurring on the road in question?

This is the question that would need to be answered. If anything there is a greater need for speed bumps on Joiners Lane as the number of lorries and other vehicles has only increased over time with new developments in the area.

Thanks for this consideration

[ANON](#) [REDACTED]

Parking on Gold Hill North close to the slip road to Gold Hill East totally blocks any views of oncoming traffic when turning left onto Gold Hill North. This has proved extremely dangerous since parking on Gold Hill North has become popular.

[ANON](#) [REDACTED]

Lower Road and the surrounding roads, while being highly residential are used for VITAL parking to support the economy during working hours. While the road is often busy with parked cars, there is plenty of room for pedestrians as well as passing traffic. The majority/if not all residences have private driveway parking for multiple cars and street parking is only busy during business hours (when most residents are out at work). The main issue with this area for me is the high volume of larger vehicles such as HGVs that pass through when they should be using the A413. By putting these parking restrictions in place, not only does this cause issues for local workers, but it will also affect the small local businesses on Chalfont high street who depend on customers being able to 'pop in' and provide their custom.

[ANON](#) [REDACTED]

How on earth are we going to park here? We rent a flat above one of the shops and have to park on Churchfield Road. One of us has a permit for the Church Car park but that is full all of the time during the week and the cost of another years permit would cripple us financially.

Also, how are the businesses going to park their cars? There are businesses on Churchfield Road as well as shops on Market Place that park on Churchfield Road, where are they supposed to park?

We are talking about minimum wage workers,

charity shop volunteers, restaurant employees, we can't afford to pay for 24/7 parking, that is absurd.

If anything, this should be amended to allow residents and businesses to park here for free. Not prohibit everyone from parking on OUR own road. Our flat does not come with parking, much like many others on the road, you will be running people like us out of the village. By us I mean the people who run your businesses, your shops. You won't get people from other towns coming to work here either because you're restricting lots of other roads in and around this area, this is going to become a very unattractive place to live and work. You can say goodbye to your high street if this continues to happen.

Residents on Lower Road complain about people working at the companies such as RWS and other shops for parking on Lower Road in order for them to go to work. Where does the council propose they park? Also, have the residents realised that there are currently 8 to 10 cars parked along that stretch of road during Lockdown? That is the residents own cars parked there, not the shops and businesses they complain about.

Without these workers we wouldn't have a lovely M&S, Co-Op, new Kitchen Larder, Costa Coffee, Crumbs, Breadhouse... because there wouldn't be anyone to run them and no one here during the day to buy from them!

These parking restrictions are selfish and absurd. The same applies to Lower Road. Please also note my concerns about Denham Lane around Robertswood School.

My greatest concerns regard two areas - Denham Lane around Robertswood School and Lower Road. With regards to Robertswood School, I do not believe the parking restrictions are great enough. Often parents have parked up as far as Joiners Lane to drop their children off. While the road is wider after West Hyde Lane, it still presents a safety concern, especially when children are exiting the car on the side of the

[ANON](#) [REDACTED]

[ANON](#) [REDACTED]

road instead of the side of the pavement. Heading towards Chalfont Common, cars can be parked up as far as Garners Road, which proves to be more of a concern for me. Often cars are parked on both sides of the road, leaving there not much space and visibility for drivers, which is a major concern so close to a school at such a busy time. I have seen drivers having to mount the pavement at impasses in this section of the road, which is extraordinarily concerning due to the families present in the area at the time. Surprisingly, the area marked as “Proposed No Stopping” is one of the clearest on the street due to existing road markings and the crossing guard.

With regard to my concerns about Lower Road, I feel any parking restrictions here are surplus to necessity. The road is suitably large to allow two vehicles to pass each other even with cars parked on both sides of the road. Visibility also does not seem to be an issue to me, as the area is suitably flat and wide to allow for plenty a line of side. As many of the houses along this road have on-site parking (garages, large driveways), I cannot see how a lack of resident parking could be a concern.

Perhaps the largest concern I have with regards to this proposal, is that there is no suggested alternative. It appears as if the council is trying to stop a sinking ship by using a cup to bail out water instead of plugging the leak. The proposed parking restrictions will merely cause commuter and resident cars to move to other streets as opposed to resolving the root cause of the problem: insufficient parking within Chalfont Saint Peter. I know the company I work for (RWS) has proposed purchasing more car parking spaces in council car parks and has tried to negotiate a deal with the Football Club for parking spaces, but the feedback suggests the council has been unwilling to provide alternatives (even if it would provide more revenue to the local area). Without the council providing a suitable alternative, the proposed parking restrictions are moving the problem to another area and another time. Perhaps instead of implementing parking restrictions, the council should make parking permits available to commuters in safe, marked bays. Or, the council

should work with other councils to improve public transport. I live in Rickmansworth, which is about six miles away. What takes me 15 minutes to drive, would take over an hour by train or by bus. I would happily use public transport (and thus reduce a car parking in Chalfont Saint Peter) if there would not be an over 400% increase in my commute time.

Without a permanent solution to the problem, I simply cannot support a stop-gap measure

[ANON](#) [REDACTED]

Tile AE73 - proposed limited waiting 2hrs Monday - Friday. Could also state that they exclude Bank Holidays, which will allow residents to park on those quieter days.

Thanks for your hard work!

[ANON](#) [REDACTED]

Please change the hours of operation to 8am - 6pm Monday to Friday and 8am - midday on Saturday in line with the signed petition from all residents. The road has become so congested it is dangerous for children who live here even on weekends.

[ANON](#) [REDACTED]

I do not think all roads need these restrictions. You are going to make it very difficult for people that work here.

[ANON](#) [REDACTED]

In line with the Petition by all the residents of Ellwood Rise presented to Buckinghamshire County Council on 28 November 2019 and the subsequent informal consultation held by Buckinghamshire County Council, the restriction hours for Ellwood Rise should be 8am-6pm Mon-Fri and 8am-noon Saturday to cover normal trading hours and Saturday working. Proposals for the other roads are supported.

[ANON](#) [REDACTED]

On a general level the volume of traffic in Chalfont St Peter is reaching unprecedented levels. This is manageable if some attempts are made at traffic management. I am concerned that the level of speeding will lead to a fatality soon on Chalfont St Peter. Austenway is used as a cut through to the village to avoid Lower Road and the village. The speeds at which this is done on not even a B Road is terrifying. Speeds subsequently onto Austenwood Lane can reach 50-60 its is a 30 Zone, on a walkable commute to 5 different primary school and bus routes -

please can something be done? There are no speed signs- please review this.

[ANON](#) [REDACTED]

Please see previous page for comments concerning increased "all day" parking in Grassingham Road, if you do not include this road in your parking restriction plan

[ANON](#) [REDACTED]

Additional parking provision need to be provided for office and shop workers in Chalfont St Peter. Otherwise there will be more problems elsewhere in the area.

[ANON](#) [REDACTED]

Bull Lane should additionally have parking restrictions added

My concern is that this will push the problem elsewhere, my road where I live is around the corner (Lansdown Rd) and is already terrible for parking.

[ANON](#) [REDACTED]

This road also needs looking into with most residents favouring a council permit system.

Please consider this too.

Please consider Lansdown Road too.

This narrow road is already very congested with parked vehicles especially when coming in from Nicol Road.

[ANON](#) [REDACTED]

On a number of occasions emergency service vehicles and refuse lorries have been unable to access the road due to the poor parking.

This road also requires restrictions and resident permits as the new ones on Gold Hill North and Orchard Grove will push the parking problem onto Lansdown and Nicol Roads.

I live in the neighbouring road, Lansdown Rd.

[ANON](#) [REDACTED]

This road also experiences selfish parking.

This also needs addressing with resident permits a must.

Although i very much welcome the proposals please also consider the surrounding roads like mine which will experience a knock on affect.

[ANON](#) [REDACTED]

Lansdown Road is also renowned for its poor parking as it's such a narrow road with little to no resident off street parking.

Please consider permits for this road too.

[ANON](#) [REDACTED]

No comment

[ANON](#) [REDACTED]

Providing the residents of Elwood Rise are content with a parking permit scheme I am ok with all the proposals for Chalfont St Giles

[ANON](#) [REDACTED]

Council services such as refuse collection, and also access by emergency vehicles and delivery vans, is made increasingly difficult because of inconsiderately parked cars in the road.

[ANON](#) [REDACTED]

Although we agree with the proposal to a certain extent as cars park too close to the corner of The Vale making it dangerous to drive in and out we do have some reservations. The no parking suggested seems to go too far up the close which will make it difficult for residents who park their cars on the close opposite numbers 3 - 6. Most residents have more than 1 car and most of the drives do not have space for more than 1 car. The no parking should definitely be at the bottom end of the close opposite number 1 & 2 and down towards the T junction with The Vale.

[ANON](#) [REDACTED]

I agree with all of the proposals for all roads highlighted in the proposals

[ANON](#) [REDACTED]

Hopefully this can be sooner rather than later  
Previously I have raised an issue with cars being parked at the corner of the slip road between Gold Hill N and Gold Hill E, restricting visibility when trying to cross Gold Hill N to drive up Nicol Rd. This started happening at the time parking restrictions were put in place in St Peter's Court. Putting restrictions in one place shifts the problem to other parts of the village, if they don't also have restrictions.

[ANON](#) [REDACTED]

Please see previous comment.

[ANON](#) [REDACTED]

The proposed changes to Lower Rd are essential. The current parking problem causes severe congestion.

[ANON](#) [REDACTED]

Would prefer no parking or very limited parking  
Also in favour of permits No parking on grass verges or pavements

[ANON](#) [REDACTED]

[ANON](#) [REDACTED]

With regard to Denham Lane there is a problem between Copthall Lane and Joiners Lane at the end of the Robertswood School day in that with a row of parked cars adjacent to the field, the road is reduced to a single lane if a reasonable degree of safety is to be maintained. People have

to park somewhere so I would suggest widening the road onto the more than ample grass verge thereby restoring a traffic flow in both directions.

Traffic Management in Chalfont St Peter needs to deal with more issues than just parking. Speeding is an issue on Nichol Road, Gold Hill East and on other roads. There is little provision anywhere for cyclist lanes and cyclists.

Employers should provide paid parking for themselves and their employees and consideration should be given to having a Residents Permit scheme as happens in London Boroughs.

[ANON](#) [REDACTED]

Parking anywhere near schools should be banned to discourage pre and post school congestion (in unnecessarily large vehicles).

The surfaces of all our local roads are potholed and in very poor condition and potentially dangerous for cyclists .

Parking tile AD74: I fully support the no parking at any time at the bottom end of Orchard Grove. Vehicles belonging to the construction firms at The Grange site, parked there, have made it very difficult to cross over to Hamden Road for the doctor and hospital if I leave Hill Rise via Austenwood Lane and go down Gold Hill East.

[ANON](#) [REDACTED]

I would also add that no changes should be made to Joiners Lane current parking restrictions. Allowing any additional parking would be dangerous on this relative busy but also due to the gradient difficult road to drive on

[ANON](#) [REDACTED]

A far better alternative for Chalfont St. Peter would be to provide additional formal parking space within or very near the village. I applaud the council for making the existing main car park free for the first hour as this encourages shoppers, including us, to use the local shops for bulk shopping, otherwise we would probably travel to somewhere like Gerrards Cross instead. An extension to this thinking regarding the people who wish to park for up to 2 hours instead should be sought.

[ANON](#) [REDACTED]

I would urge you to consider the impact that these restrictions would have on commuters who work within Chalfont, and who contribute

[ANON](#) [REDACTED]

significantly to the local economy. I understand the need for provision of certain restrictions regarding road safety, however, within the outlined plans, no provision appears to have been made to take into account the parking needs of non-residents employed in local businesses, who drive to work from elsewhere – as a result of inadequate public transport links to the village - and thus need to park their car within the village. I have seen from the plans that a small number of restrictions have been increased from no wait zones, to no wait zones at specific times, or limited waiting zones, however again, this does not consider those requiring parking throughout the day, when car parks within the village already reach capacity, with the majority of Lower Road still remaining ‘no waiting at any time’.

I would suggest re-evaluating your intended parking restrictions, to provide parking options for those people requiring parking throughout the day, reducing the stretch of the ‘no waiting at any time’ zones particularly within Lower Road and adjacent roads, while still considering the safety of pedestrians and road users. I would also urge dialogue with local businesses, particularly RWS whose employees make up a significant number of local workers, to seek a compromise to this issue. Many thanks