

When considering extending the school no waiting restrictions please also consider the enforcement of these markings. Currently the school bus uses the no waiting area as a bus waiting area! Either these markings are there to prevent the associated dangers of parked vehicles or they are not required. They certainly should not be used as a bus collection bay.

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As a local resident and parent I must emphasise the real need for allowing parking near the school. I live on a single track country Lane with very high hedges, poor visibility, no pavement and no verge. Cars regularly speed down it. It is therefore impossibly unsafe to even consider trying to walk my child to school. Frankly the school has been there long before the majority of the housing and that same post war housing post dates the car by a hundred years. They frankly knew what they were buying and no doubt got a discount on their purchase price for being so close to a school and on a busy road.

There will always be bad driving but the most problems I have seen at school run time have been caused by delivery vans not parents.

Please do not go so draconian as those of us who live in rural locations and are single parents in full time work can simply afford to take out more time in the day or more importantly endanger our children walking on unsafe roads.

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Sir Madam

This is a paradox situation where solving one problem will create another. There maybe an answer to this but it is not simply parking restrictions. After perhaps the first week they will be seldom enforced *if at all*. Motorists will drive by and if no warden, will park accordingly thus making it a waste of taxpayers money.

In the unlikely event motorists obey, then traffic speed past the school will increase considerably particularly outside Grymsdye where the pavement ends and children cross where cars are entering the village at 60+ mph. I would estimate as little as 10% stick to the 30 speed limit, most do 40mph but some idiots go even faster. You will have evidence of this from the electronic speed reminders you use instead of police.

As it is, traffic is inconvenienced but speed is most definitely limited and I know of no accidents involving those precious kids during school times. The inconvenience is short lived.

Restrictions would also displace the problem further into the village where all the side roads are dead ends. Traffic will need to turn in, turn round and come out again, or again park on the Main Road. The village hall car park has a narrow entrance and increased traffic will queue to enter especially if someone is coming out. So traffic is still inconvenienced. There is also a maintenance cost to the village hall.

Solutions

1. Don't do anything. Fixing this complaint will create different complaints. (Cheapest option).
2. The adaptation of Main Rd, South of the school by creating a 'School Bay' along the East side with an extension of the 30mph speed restriction. Parking/maneuvering motorists will slow traffic without congestion. One-Way Slad Lane. The school could suspend pupils for failing to use parking bay - that would work.

3. Flashing lights at school times on sign at jcn Bradenham Wood Lane offering alternative route to Risborough to avoid school - second cheapest option. Maybe similar at A4010 Woodway junction but that might create a problem at Walters Ash if they divert via Bradenham Wood Ln.

Hope this is constructive. Thank you for your indulgence.

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As a resident of Lacey Green and also a parent at the school I experience the problems associated with parking at busy times. We live almost opposite the school and find it hard to pull out of our driveway during peak times when there is a car parked opposite. We have no footpath outside our house so have to pull out onto the busy road with oncoming cars trying to overtake any parked cars thus forcing them on to our side of the road. If it's a large car or van that is parked opposite our drive, it's hard to try and pull out of our drive without some manoeuvring with cars fast approaching in both directions.

This only occurs during school drop off and pick up times and the road is generally quiet apart from then with no issues. Maybe parking restrictions could be put in place for those times only? We would welcome a single line opposite our driveway if possible.

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Sir Madam

I will break this down into three parts.

1. The present situation as I see it
2. My concerns about your proposal
3. A suggested solution

1 .

Lacey Green is an old village that has ended up with a 'main road', running through it, which, like any other, gets busiest at rush hour and this is made worse by a School that was built before cars existed and consequently has no parking area.

There are four problems relating to traffic flow which, living in the village, you become very aware.

- **Parking:** The 'Main Road' through the village can be divided at Kiln Lane where parking behaviour changes. North of Kiln Lane, cars park half on the pavement - a problem for pedestrians. South down to the school it parks in the road - brought about by the need for children and parents to walk the remaining distance to the school without having to go in the road round the cars - natural behaviour to which I will return.
- **Speeding:** Traffic speeds through the village. In particular where the pavement ends at Grymsdyke (the latter forcing children to cross the road) where the traffic is still slowing from 60mph. I would estimate as little as 10% stick to the speed limit, most do 40mph but some idiots go even faster. You will have evidence of this from the electronic speed reminders you use instead of police. Please bear in mind that these do cause some drivers to slow down so don't reflect the true picture.
- **Parking:** There are parents who just drop off their kids and those who park for some time - this might indicate a solution.
- **Congestion:** Traffic flow is impeded by the excessive number of parked cars at school times. However private driveways along the stretch North of the school and marked by

white 'H' lines are rarely blocked by school parking. The large 'H' gaps facilitate the movement of traffic by allowing leap frogging gap to gap. South of the school there are no vehicle entrances and drivers ignore the Highway Code, parking all the way round the bend where visibility is restricted. The only gap in this traffic is at Slad Lane but this is seldom available due to movement of school vehicles. This congested bend area I have no doubt is the main reason prompting your proposals but importantly it also slows the traffic right down.

Through our village magazine I have pointed out that both the speeding problem and the risk to pedestrians could be significantly reduced by people not parking on the pavement but this message was largely ignored and does not get to people visiting the village.

The only advantage of the congestion round the school is that traffic cannot speed and as far as I am aware no children have been involved in accidents along this stretch. Traffic can avoid the area at school times by using the alternative route up or down Braddenham Woods Lane.

Church Lane presents a different problem caused by the school traffic - except for 40 yards just opposite the school where they park anyway, it is a real village road and just too narrow for this volume. They park in the first 40 yards making that impassable. Parking manoeuvres here can cause turning traffic in Main Road to pause, further blocking traffic flow.

2.

I'm sure you have concluded that the problem is South of the School at school times, where fast traffic entering the village is confronted either by traffic leaving the village on the wrong side of the road or manoeuvring traffic. It can be dangerous in the early stages as the head on traffic does not become visible until you round the bend. There are few gaps here but for the odd departing car. Whereas one leap-frogger might slip in, the car behind is left stranded on the wrong side of the road. Its even more of a problem for the larger service and school buses. It does all eventually sort itself out but Chaos endures for a while.

**Obvious danger does cause people to drive more carefully and, importantly, slower.**

Your plans indicate you want to stop this parking South of the school.

This, I suggest will:

- result in fast traffic entering the village having no reason to slow down (most ignore the speed limit) at a point where the children have to cross as the pavement ends.
- speed up traffic as it passes the school rounding the bend where the children cross the road.
- If parking restrictions are obeyed the parking problem will be moved to all the side roads and further up Main Rd. These are all dead end roads so cars have to turn and come out the same way. Walking children cross these roads and will have the added hazard of more cars turning in and out, not to mention congestion caused by queuing to turn.
- the village hall, where cars park to drop off, has a narrow entrance - cars will queue to enter especially if one is coming out thus just moving the congestion into the village. Children also have to cross this entrance.

With yellow lines it seems again to be natural behaviour that people ignore yellow lines **unless they can see a warden or police officer** (*and we don't see any*) especially if they are not parking for long - this is evident if you spend some time in P. Risborough High St. when the warden isn't around. Even

if you do provide initial enforcement it won't be sustained and could soon all prove a costly waste of money.

Notwithstanding, I understand **it is legal** to stop to collect/drop off passengers on yellow lines and this will involve umpteen cars stopping and pulling out again, sometimes reversing into slots the effect of which remains to be seen.

3.

If the money was available you might:

- just widen the East side of the road past Slad Lane with a long school bay and pavement, or
- buy a piece of the field at Slad Lane for a car park with in and out entrances.

Insufficient Funds:

Separating the parking from those dropping off will support your proposals although it requires parent cooperation via the school. 'One Way' Church Lane: Church lane has a long wide section at the North end where cars could drop off without blocking the road. Although kids would have to cross Main Road traffic will be slower due to those parking in Main Road. They do this at the South end anyway.

Consider also signs at Bradenham Woods Lane warning of School congestion.

A lot but I hope constructive and worth serious consideration. Thank you for getting this far.

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I refer to the current consultation on proposed parking restrictions in Lacey Green at various junctions. **I object strongly to the proposals as they will do nothing to relieve the fundamental issue.**

The parking issues identified are caused, as the consultation states, by excessive car use for school users. I cannot see how the proposed restrictions will prevent this as nowhere in the consultation documents can I see any suggestions for a sensible solution. All the proposed restrictions will do is move the problem elsewhere. What then? More double yellow lines which cannot be enforced.

The village school was built as just that - a village school. It has expanded significantly as has its catchment area, and arguably has outgrown its current site. The grounds attached to the school are large. Could a parking area be provided within the school's extensive grounds?

Double yellow lines at the junctions as proposed in this consultation is most definitely not the answer. The problem needs resolving at source.

Yours sincerely

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The restrictions suggested are completely insane and will only cause issues elsewhere in the village.

There is nowhere near enough parking for the school or the preschool that shares the cricket club hut and this would cause more issues than it would resolve. There is not a single suggestion on the proposal I have seen that would improve the current issues.

if anything, parking or more space to put a car is needed.

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Dear Sir,

I live in Kiln Lane, Lacey Green and am directly affected by the proposals you have published for consultation. I offer the following comments:

- 1) The proposed changes are too far-reaching. They ignore the key question of where do you want the school parents to park? If you put in a blanket ban on street parking then people will just ignore it. You need to be much more selective and just put yellow lines on a very few of the most dangerous spots and accept that the road will be congested for 20 minutes each afternoon.
- 2) You should minimise the amount of yellow paint that will be sprayed about. This is a quiet rural village not a busy town centre. There are already white lines on the east side of Main Road and they are generally observed. Similarly there are already hatched white lines directly outside the school, changing these for yellow lines will not improve compliance, just make it uglier.
- 3) The vital place where parking should be deterred is the bend at the east side of Main Road between the school and Slad Lane. This definitely needs yellow lines to prevent people seeing what is coming round the bend from the south. They would also be useful at the junctions with Kiln Lane and the south end of Church Lane, where parents frequently park too close to the junction.
- 4) The suggestion to put yellow lines on the west side of Main Road is particularly unnecessary as no one parks there.

There is ample parking space in the Black Horse and Village Hall car parks, could the Council not negotiate with the owners and provide signage to attract parents to use these spaces at school time if there are no events in progress. There is also opportunity to reengineer the junction of Slad Lane and Main Road, possibly including a part of the Sports Ground to make some new car parking, and perhaps also use the tennis club car park.

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We **AGAIN** support the proposals. Which were presented in June 2020 and was assured were going ahead in August 2020.

Clearly council bureaucracy had to increase the delay the cost and the inconvenience to the residents.

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To whom it may concern

Regarding the proposed painting of yellow lines all round the village of Lacey Green during 8am - 5pm to ban stopping, waiting, parking which will include deliveries to be completely unrealistic.

The only time there is any of the above is during the dropping off and picking up of the school children. If you live near a school this comes with the territory and the only inconvenience is during drop off and pick up times - less than 2 hours per school day - this is NOT 365 days of the year!

It is perfectly obvious why vehicles are there at 8.30am and 3pm and therefore we make sure if we have to go out we, in Portobello Cottages, either avoid that time or go the other way towards Loosley Row.

It is preposterous to impose these sanctions as where to you propose for these Primary aged little children to be deposited and collected from school and be safe.

You quote safety in your proposals for the sanctions but actually you are making it less safe. Your first priority should be the speed of vehicles through Lacey Green. We know that there has been a community speed initiative but nothing has been implemented.

Painting yellow lines around the village will solve nothing but just create more danger. The parents will still park where they can - abandoning cars on grass verges, footpaths, gateways etc.

We in Portobello Cottages STRONGLY object to these parking sanctions for reasons explained above.

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Hello there,

This is a follow up to my recent comment submission as I meant to write 'cause' a safety issue rather than 'prevent' a safety issue in my final comments.

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Thank you for your letter received on 22.06.2021 in connection with the above. The Local Planning Authority has the following general observations new traffic-related road signage would add clutter to the street scene and the local area. Signage should be kept to the absolute minimum required to enforce any new restrictions. Road markings are generally less intrusive but again should be kept to the minimum required by law.

With regard to the specific proposals set out in the consultation document.

Main Road/Westlands Road junction – No waiting at any time at junction.

This authority supports the proposal

Main Road/Church Lane junction – No waiting at any time at junction.

This site is located in the Lacey Green Conservation area: new traffic-related road signage would add clutter to the traditional streetscene which currently has a distinctly rural character. As such, signage would neither preserve or enhance the character or appearance of the conservation area. Unless signage is strictly necessary for highway

purposes, it should be avoided. Could other more integrated/natural measures be taken instead for example planting up the verge to prevent parking.

Main Road/ Kiln Lane junction – No waiting at any time at junction.

This authority supports the proposal provided the existing street furniture in the locality is under wherever possible for any necessary signage.

Main Road/Slad Lane junction – No waiting at any time at junction.

This authority supports the proposal

Main Road/Stocken Farm junction – No waiting at any time at junction.

This Authority would only expect a single no waiting sign for this stretch.

Main Road - School keep clear (Monday to Friday 8am-5pm) and a bus stop clearway.

Much of this area is within the Conservation Area. St John The Evangelist Church is a Grade II listed Building. New traffic-related road signage would add clutter to the street scene which currently has a distinct lack of engineered character particularly on the side where the church is which does not have a footpath. As such, it would neither preserve or enhance the character or appearance of the conservation area. Unless the signage is strictly necessary for highway purposes, it should be avoided.

If you wish to discuss this matter further, or require clarification, please contact me on the above number.

Yours faithfully

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