

Gerrards Cross Redacted Responses

Bulstrode Way

The dangerous parking on Packhorse Road (by Pizza Express) needs a total review. Most vehicle parked there are too big and protrude into the main carriageway. The angle of parking should be removed and straight parking only allowed. Frequently see near miss accidents caused by arrogant parking.

East Common

I suggest the No Parking at Any Time zone on the East side outside GXCA should extend further south to the entrance to GXCA car park.

Being a member of the GXCA I would recommend extending the no parking area by the GXTC office (No.7) further north. We have already been in touch with Buckinghamshire Council scoping what would be required to make this access the exit to the centre and an area highlighted is that we would need to improve the sight line by removing some of the current parking places. This would be an ideal time to do it. Otherwise I support the proposal on East Common.

As a member of the Executive of the Gerrards Cross Community Association I object to the proposed changes for the following reasons:

- The proposals should take into account the traffic flow in and out of the Community Centre alongside the visibility and accident risks on both entrance and exit... These points have a significant number of car movements per day alongside being used by mother and child for school pickups / drop offs. Visibility and risk of accident is high particularly on exit. I would ask that the relevant authorities have carried out their assessment to be sure that any Council decision is not likely to cause any harm to any member of the public.
 - Gerrards Cross Community Association has proposed to change the current entrance and exit and has been advised by Planning that planning permission is required. This will be in process over the next 2-3 months. The rationale being to enhance the attraction and use of the Community Centre though the view of the building itself on entrance rather than the sheds on entrance as is current
 - We would ask that changes to parking regulations reflect the above two points with a suggestion that the proposal should be amended such that parking restrictions are in place for at least two car lengths either side of entrance and exit
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We live at no. **** (***** *)** on east Common and constantly have people blocking our driveway due to an insufficiently dropped curb. Our neighbours also suffer the same issue. We have been unable to get on/off our drive on numerous occasions. It is normally caused by people collecting children from schools or commuters. If the proposed restrictions for East Common are introduced it will exacerbate this issue as people will attempt to "squeeze" in given the further restricted space or they'll be even more likely

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than they already are to dump their car somewhere on the school run. Something needs to be added to the proposals to protect the access of residents eg resident + guest permits, road markings outside driveways to clearly mark where people cannot stop, or something similar.

The parking restrictions should be extended to Oxford road as this is a fast road with houses along its length on the same side as St James church. Numerous schoolchildren catch the bus here and cross the road, parked cars create a huge risk to safety. Alternatively a lower speed limit should be introduced and vigorously enforced.

Fully support restrictions on parking along East common as the road is too narrow for parked cars.

The yellow lines have worn away and are non-existent at the south end of East Common, near to the junction with the A40. Cars take advantage of this and park very close to the junction creating a significant hazard to road users approaching the A40, and to pedestrians trying to cross using the central waiting area.

I live at * East Common and the proposed changes would involve double yellow lines being put in front of my house and the two houses beyond mine. I do not have any off street parking at my house, nor do I have a driveway that is big enough for a car to be parked on it without blocking the pedestrian pavement. I have a very small old garage which is integral to the property. However, this garage was designed for early 20th century cars and it is impossible to get a normal family car (which is what I have) into the garage.

This amendment would therefore leave me unable to park outside my house. Unless the council will provide me with a dedicated resident's only parking space outside my house, I will be left with no means of parking, let alone loading and unloading shopping or receiving deliveries of items outside my house. Next year my son will be learning to drive and he will also have a car and he will also need to park outside my house. Could I therefore have two residents' only parking spaces outside my house? If this is not possible, at the very least, I beg the council not to put double yellow lines outside my house as it will leave me with nowhere to park my car and this will significantly reduce the value of my home.

On a more general footing, the existing parked cars along East Common naturally cause passing cars to have to slow down somewhat. This is a good thing because East Common is used as a rat run and frankly it feels like a racing track by cars at times - they frequently go down the road at well over 30 miles per hour. This is very dangerous for residents, users of the Common itself and most importantly the school children and pre-school children who walk along East Common on their way to and from school at Moreland Drive.

The major issues in East Common are:

- All Day Commuter Parking
- Long term parkers

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Rather than have the very restrictive parking proposed along an extensive stretch of the road, it would be more sensible to introduce (apart from outside St. Hubert's cottages):

- 'No Waiting at Any Time 'ON THE COMMON SIDE' of the road. This is, effectively, stopped anyway by the posts and 'mounds' running along the edge of the Common.
 - 'No Waiting' at specified times on the other side of the road. This could be a 1.5 hour 'No Waiting' at 'school drop off' and 'school pick up' times (e.g. 8:00am to 09:30 am & 3:00pm to 04:30pm, Monday to Friday). This could be 1 hour, but needs to be aligned with 'School times' restrictions used in adjacent roads.
 - This will provide the benefit of:
 - Avoiding parking at School drop off and pick up times from becoming a problem.
 - Stopping All Day Commuters from parking in the road.
 - Stop other 'long term' parkers
 - Allowing Residents and there visitors the ability to park outside of these times.
 - Encouraging parents to use the car parks at the Apple Tree and the Memorial Centre (who have given their agreement) to 'Park and Walk' to school.
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East Common would benefit from the introduction of Parking restrictions that discourage All Day Commuter Parking, Parent Parking for School drop off / pick up and speeding drivers. Instead of introducing All Day No Waiting restrictions on both sides of the road, it would be better to introduce No Waiting at Any Time of Day on the Common side of the road and, on the other side of the road, No Waiting Restrictions during School drop off and pick up times. This would stop All Day Commuters and Parent parkers but would still allow parking for residents and visitors at other times.

By still allowing Restricted Parking on one side of the road it would reduce the risk of drivers speeding down a totally clear road at excessive speed which is tempting on East Common and, of course, dangerous.

Will restrict parking outside of my house and also increase speed of cars putting my kids at greater risk when crossing the road to the common.

Fulmer Way

By tightening the parking limitations this reduces any traffic calming in Fulmer Way and makes it more of a cut through for traffic trying to avoid Packhorse Road. The real problem is the excessive and growing amount of traffic that is travelling along Packhorse Road from the Chalfont and beyond to connect with the A40/M40/M25. More should be done to divert this onto the A416 which is an under utilised road. I certainly do not want to lose 1 hour parking in the local area to give the council any encouragement to try and resurrect this ridiculous plan to build a multi storey car park opposite Waitrose for which there is

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absolutely no need. Account should be taken of the lesser number of people taking the train into London post pandemic and the space this allows at the station car park which should be the focus for any incremental parking.

Gerrards Cross Waiting Restrictions Statutory Consultation – Fulmer Way

I would like to make two comments - from a safety point of view

Residents driving or reversing out of their properties will have very restricted vision.

If vehicles are parked on both sides, there will only be room left for one vehicle in the centre of the road. Because of this, through traffic could be blocked at both ends ie. Marsham Lane & Marsham Way. This could be a big problem especially in Marsham Lane which is very narrow.

Fulmer Way currently provides short term parking for local shops and services. The turnover of cars is high and most people use it for quick trips to the post office or local coffee shops. Changing the parking bays from 1 hour parking to 2 hour parking will allow shoppers/coffee drinkers a little more time in town and may generate income for local businesses. However, introducing parking of any kind along the opposite side of the road seems to make no sense whatsoever. Firstly, it will make the road very narrow (and possibly impossible) for refuse lorries/fire-engines etc to pass through (a long term problem in Woodlands where restrictions have been introduced). Secondly, it will detract enormously from the local amenity for residents. It is part of the GX Centenary Conservation Area but the proposal would turn it into a giant car park.

Finally, providing this level of free parking so close to Gerrards Cross will encourage commuter parking for whole half days. Commuters (whilst fewer now but not forever) and local workers will happily park for free reducing revenue for local paid car parks and for Network Rail. You could argue that providing free parking for local workers is helpful but it is not the concern of the residents who will suffer the negative impact of these proposed changes. The residents pay the Council Tax, not those expecting to park for free. The council should be encouraging sustainable transport options not encouraging further car use.

I am not sure why the proposal for Fulmer Way varies so much from the initial consultation last year when most of the other proposals are broadly similar.

I am totally against the proposed changes

Fulmer way is not wide enough for parking on both sides

Also this is an area of outstanding beauty additional parking is not acceptable

Please take the wishes of the residents into consideration

Leaves all the older vulnerable residents at risk

Not enough space for emergency vehicles on this narrow road

Not good enough

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This is a residential road which cannot support parking on both sides. There is not enough room for safe passage in the middle of the road - it is already used as a cut through, sometimes with cars at speed. There is the potential for tail backs to East Common and Marsham Way. Why are we being treated differently to every other road in Gerrards Cross? We are not a car park and the plan will restrict family visitors also.

The parking scheme I am advancing is -2 hours no return within 4 hours : Monday to Saturday 8AM- 6PM: using the present curbside parking facilities on the even -numbered side of the road and no change to the double yellow line, prohibited parking on odd-numbered side.

The changes in parking times recommended should be adopted in the nearby interconnecting roads.

The available road width if two sided parking is permitted makes Fulmer Way unable accommodate emergency vehicles, dust carts, and many commercial delivery vehicles, unsuitable to accommodate two way traffic and potentially even one way traffic, which makes it dangerous and unviable as a road. I wish to object in the strongest terms to this absurd proposal.

As a resident of Fulmer Way I am writing to strongly object/oppose the proposed plans for parking in Fulmer Way, Gerrards Cross as set out in Buckinghamshire County Council's Statutory Consultation dated 9th Nov. 2021. Currently Fulmer Way has one hour parking Monday to Saturday between 8am to 6pm with no return with one hour. The parking was proposed to be increased to 2 hours with the same hours: Monday to Saturday between 8am to 6pm, in the 12th Aug. 2020 informal Transport for Buckinghamshire consultation review on the on-street parking restrictions in Gerrards Cross by Buckinghamshire County Council. I was happy with this proposal so I did not write in with any objections. Then on 9th Nov. 2021 Buckinghamshire County Council produced their Statutory Consultation which completely changed the parking plans for Fulmer Way. There was no mention of 2 hours of parking instead it was proposed that:

- Parking should occur on both sides of the road
- Parking on the side of Fulmer Way with even numbered houses should change from one hour Monday to Sat. between 8am to 6pm to parking Monday to Friday except between 2pm to 3pm.
- Parking on the side of Fulmer Way with odd numbered houses should change from 'No waiting' at any time to parking Monday to Friday except between 11am to 12 pm (except for on the blind bend which will remain 'no waiting').

I strongly object to these proposals for the following reasons:

- o Fulmer Way is not wide enough to have cars parked on both sides of the road and to safely drive down the road – dustbin lorries, fire engines and the like will have difficulty driving down the road which will endanger lives and lead to bins being unable to be emptied. Driving along Fulmer Way in both directions will become impossible leading to potential congestion problems at the junctions with Marsham Way and Marsham Lane. All the homes are detached family houses with their own driveways/garages, many of which

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have narrow entrances with hedges which restrict the line of sight. Having parked cars on both sides of the road will not only make the driving into/out of the narrow driveways more hazardous for drivers but also the pedestrians who walk along the road (many of which are school children walking to/from Moreland Drive school or to/from Packhorse Road to school bus pick up points).

o Parking on neighbouring roads which are the same distance to Gerrards Cross' town centre as Fulmer Way have different parking conditions (Packhorse Road end of Marsham Road, Packhorse Road end of Bulstrode Way and East Common by the play park). Fulmer Way has been singled out to have parking Monday to Friday only with free parking on Saturday and different hours of parking (unrestricted parking except between 2-3pm on one side of the road and 11am -12 noon on the other side) which will encourage drivers to use the road as a car park. The nearest business to Fulmer Way is the Royal Mail Sorting Office in Marsham Way (approximately 40m from the Marsham Road end of Fulmer Way). The proposed parking conditions will see postmen and women parking in Fulmer Way together with part time workers, turning the road into a car park and making it difficult for visitors to Fulmer Way plus gardeners, carers etc for Fulmer Way residents to park in Fulmer Way. This is both inequitable and unacceptable. Fulmer Way should have the same parking conditions as the above-mentioned roads where parking is proposed to be 2 hours Monday to Saturday, 8am to 6pm with no return within 4 hours.

I notice it has been proposed in the 9th Nov. Statutory consultation that 'no waiting' outside the Gerrards Cross Memorial Centre is to be brought into force to make it safer for drivers and pedestrians to enter and exit the Gerrards Cross Memorial Centre. It follows for the same reason that Fulmer Way should continue to have parking on one side of the road only to allow cars to safely drive into/out of their driveways/ garages and pedestrians to walk along Fulmer Way.

In conclusion, I strongly object to the parking proposals for Fulmer Way, Gerrards Cross as set out in Buckinghamshire County Council's Statutory consultation for parking restrictions in Gerrards Cross dated 9th Nov. 2021. Parking in Fulmer Way should be the same as in neighbouring roads – which is proposed to be 2-hours Monday to Saturday 8am to 6pm (with no return within 4 hours), on one side of the road only, the side of the road with even numbered houses. The parking proposal for Fulmer Way, Gerrards Cross as set out in the 'Statutory Consultation' dated 9th Nov. 2021 is an extensive and fundamental change to what was proposed in the 'Informal Consultation' dated 12th Aug. 2020. The changes would change a residential road into a parking facility which is totally unacceptable.

Gerrards Cross has an abundance of car parks (three Buckinghamshire County Council car parks, two British Rail/Chiltern Rail car parks, a large Tesco car park, Gerrards Cross Memorial Centre car park, Screwfix car park together with many car parks attached to offices). The centre of Gerrards Cross is a conservation area. Buckinghamshire County Council & the Town Council needs to encourage workers and commuters to use these car parks and not to park in residential roads to preserve the nature of the conservation area. I believe Bucks County Council should be considering parking in Gerrards Cross as a whole entity (on-street together with off-street parking in car parks). I do not believe increasing on-street parking in Gerrards Cross will stimulate more 'foot-fall' within the town which currently comprises largely of charity shops, estate agents and hair dressers. With so many empty shops there is little to attract shoppers to come to Gerrards Cross. If on-street parking is to be increased from one hour to 2 hours in the centre of Gerrards Cross, then

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revenue from Buckinghamshire County Council's 3 car parks will inevitably be reduced. In which case what are Buckinghamshire County Council proposing to do to maintain their revenue stream? Buckinghamshire County Council has not been open about their plans in this eventuality.

I am a 90 year old resident, who fractured my pelvis last year , requiring an emergency ambulance. I believe that parking on both sides of the road would cause a problem to emergency vehicles & that the double yellow lines should remain on one side of the road. I also believe that parking on both sides of the road would cause problems for the services & help that I need I rely on online supermarket deliveries, physios & cleaners coming to my house & I may need carers in due course.

I have a narrow inaccessible drive & it is necessary for people helping me / visiting me to be able to park.

I believe that 2 hour parking on one side of the road , with no return in 4 hours would enable my essential helpers to be able to park.

I also think this would enable shoppers to visit local shops & then leave, enabling other shoppers , delivery people, carers visitors access to the residents of Fulmer Way.

Letter of STRONG OBJECTION emailed to parkingtro@buckinghamshire.gov.uk

1. The current On-Street Parking Restrictions are not causing problems in Fulmer Way. What is proposed will generate problems and create a safety hazard.

2. The original Proposal in 2020 was to change the existing parking to '2 hours no return within 4 hours' on Monday to Saturday 8am-6pm with no change to the double yellow lines on the 'odd number' side of the road. SEEMED SENSIBLE

3. The Proposal in 2021 is a Substantial change to what was proposed, with no justification offered..

4. It is now proposed to go to unrestricted parking on both sides of the road for, effectively, the whole day. This will increase the likelihood of a serious accident. On a narrow road with a tight bend this would seem to be making the road less safe at a time when we should be looking to improve road safety.

5. Unrestricted parking on both sides of Fulmer Way will :

- o not allow for the 2-way flow of traffic.
- o obstruct access for Emergency Vehicles.
- o obstruct access for Refuse Lorries and delivery vans
- o increase danger from an increased number of Parked vehicles whose associated passengers will be at risk getting in and out of their cars into the middle of a very busy, narrow road.
- o encourage 'pavement' parking as drivers will consider the road too narrow to park 'on road'.

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- o generate a hazard for vehicles entering / exiting residential driveways.
- o generate a hazard for children using Fulmer Way to walk to and from the local Primary school

6. It will turn a safe road into a car park mainly for the benefit of commuters when surely there must be a better option for them.

7. Parking is not Unrestricted on both sides of the road in any of the adjacent roads / streets, so why in Fulmer Way, when it is a narrower road.

8. In adjacent Roads, which are a similar distance to the Town Centre as Fulmer Way, the proposed parking restrictions are '2 hours no return within 4 hours' on Monday to Saturday 8am-6pm with no change to the double yellow lines on the opposite side of the road. There is, therefore, no clear reason / justification for a different proposal for Fulmer Way.

Please could you acknowledge my strong objection to the proposed SINGLE yellow lines either side of Fulmer Way

This would promote all day parking (bar one hour either side) for long stay parkers rather than giving space for shoppers (an easy walk) to our High Street.

There are safety implications too:

FULMER WAY IS A NARROW ROAD

There is currently space down one side for parked cars.

This allows free two way movement of traffic flow.

If cars are parked on BOTH sides, the width would be severely reduced potentially blocking access to Emergency Vehicles, the weekly Refuse Vehicles, and certainly creating tail backs.

A number of children use Fulmer Way to walk to and from school from buses on the High Street.

There are safety issues of cars reversing out of private driveways with restricted vision caused by parked cars both sides of a narrow road.

It will turn what is a Conservation Area into a Car Park.

Please could this objection be registered in the strongest terms, primarily over SAFETY ISSUES.

The road is TOO NARROW for parking both sides.

I look forward to having this objection registered and acknowledged

Thank you

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I am writing in relation to the Statutory Consultation for the introduction of Parking Restrictions (ref: GXW051121) relating to Fulmer Way Gerrards Cross

Please could you register my objection to the proposed change of restrictions for parking on Fulmer Way.

In August 2020 and September 2020 the proposal was for ' 2 hours no return within 4 hours' with no change to the double yellow lines on the 'odd number' side of the road.

This was a rational and well thought out suggestion to support Businesses in the Town Centre giving shoppers more time to spend in our Town Centre.

It is now proposed that there is a SINGLE yellow line down BOTH sides of the road giving unrestricted parking (except for one hour between 2pm and 3pm and the other side between 11am and 12midday)

This situation would promote Fulmer Way as a new 'unrestricted' (bar one hour) Car Park. If this was a wide road this would not be such a matter of concern.

There are serious safety implications considering Fulmer Way is a NARROW road.

1. Service Vehicles eg. Refuse Collection would block the road completely causing tailbacks
2. EMERGENCY VEHICLES would have restricted access as the width between parked cars BOTH sides would inhibit movement.
3. Driveways could be potentially blocked causing a hazard for reversing vehicles out of private driveways.
4. There would be NO ROOM for 2 way flow of traffic.
5. Will encourage the use of pavement parking as drivers will see the road is too narrow.
6. An increased hazard for children walking to and from school and school buses.
7. Adversely impact on the Amenity of the Conservation Area by encouraging an excessive number of parked cars.
8. Space will be taken up by 'long term parkers' rather than generating extra shoppers for the high street
9. None of the other residential streets are allowed un-restricted (bar one hour) parking on both sides of the road, even though many are wider than Fulmer Way.
10. Fulmer Way is currently a cut through for Take Away deliveries to the A40, sometimes at speed. Parking on both sides is a safety issue.

Please would you register my absolute objection to the proposal above and I would like receipt of this objection acknowledged

Dear Sir/Madam

Statutory Consultation for introduction of Parking Restrictions – Gerrards Cross (ref: GXW051121).

I object strongly to the proposed change in Parking restrictions on Fulmer Way on the grounds of safety and usability.

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The proposal to increase parking period from 1 hour to 2 hours in the existing bays (as is proposed for the most of the rest of Gerrards Cross) is acceptable. However, Unrestricted parking on both sides of Fulmer Way is very concerning.

It will cause problems with 2-way traffic as well as access for Emergency Vehicles and refuse trucks.

Fulmer Way is used as a 'cut through' for drivers and they often go at speed, this fact as well as the reduction in clear space between parked cars on either side will greatly increase the probability of accidents.

I understand there is a recent proposal dated 9th November 2021 to totally change the street parking rules and parking areas in Fulmer Way. I am totally against these changes for several reasons :-

(A) it could (and likely would) be used for parking for the station as drivers would have 23 hours of free parking everyday (and maybe longer if parking attendants are not available). At present the 1 hour parking spaces are popular for customers of the local offices, the very busy post office and local shops and restaurants. This purpose would be enhanced if we had 2 hour parking restrictions as per the original suggested changes in the Informal Consultation. Our local businesses need customers to attempt to keep the High Street attractive. With less 'handy' parking available, using this street as a free unrestricted car park will further affect our retailers and presumably income from shop rentals. With nearly all the banks now closed our main post office is a much needed facility and short term parking is much needed for its customers, many of whom are elderly, and need the easy access from Marsham Way and Fulmer Way.

(B) if there was 23 hour parking allowed on both sides of this relatively narrow street there would be all sorts of hazards for traffic and access in and out of driveways. Emergency vehicles and refuse lorries would not have access to most of the properties. There would be traffic problems at the junctions with Marsham Way and Marsham Lane, there is often a problem now with traffic flow at the Marsham Way junction with the parking on one side only. Our councils should be making improvements to traffic flow, not making problems.

(B) The width of Fulmer Way is insufficient to have parking on both sides.

Unrestricted parking on both sides of Fulmer Way will make what is currently a safe road unsafe.

It will not allow for the 2-way flow of traffic and may obstruct access for Emergency Vehicles.

Refuse Lorries will also struggle

It will encourage 'pavement' parking and put pedestrians in danger

It will generate a hazard for vehicles entering / exiting residential driveways

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It will put children using Fulmer Way to walk to and from the local Primary school and the School bus pick up points in Packhorse Road at risk!

It will lead to traffic congestion, blockages and bottlenecks for vehicles entering Fulmer Way from Marsham Lane and Marsham Way as there will not be 2-way traffic flow.

It will damage the amenity of the Conservation Area by encouraging an excessive number of parked cars.

It will turn what a safe road in the Conservation area into a car park and won't help 'revitalise' the high street as the spaces are more likely to be used by workers and commuters - ie longer term parkers.

I strongly object to the proposals contained in the Statutory Consultation for On Street parking In Fulmer Way, Gerrards Cross. My reasons are as follows:

1. Safety - The proposal to park on both sides of Fulmer Way is dangerous as it will allow unrestricted parking on both sides of the road for all but 2 hours in the day, Monday to Friday and Totally unrestricted on Saturdays and Sundays. This means:
 - a. Emergency Vehicles such as a fire engines will not be able to get through.
 - b. Refuse lorries will not get able to get through
 - c. People will 'pavement' park as drivers will consider the road to be too narrow to park 'on road'. This means wheelchair users and people with pushchairs will be unable to get through on the pavement forcing them into the road.
 - d. It will not allow for 2-way traffic.
 - e. It will be dangerous entering / exiting residential driveways as visibility and space will be reduced
 - f. There will be traffic congestion, blockages and bottlenecks for vehicles entering Fulmer Way from Marsham Lane and Marsham Way as there will not be 2-way traffic flow.
 - g. Fulmer Way is used as a 'cut through' from Gerrards Cross Town Centre to the A40 (Oxford Road), via East Common. Parking on both sides of the road will increase the danger of accidents as the width restriction caused by cars parked on both sides of the road will not allow the 2-way flow of traffic.
 - h. Fulmer Way is also used by Delivery Drivers for the 'Take Aways' on Marsham Way, close to the end of Fulmer Way, who often drive at speed en-route to deliver in the direction of East Common / A40 / Dukes Wood Estate. It is also used by Royal Mail vehicles and delivery drivers travelling to/from the Sorting Office.
2. Significant change from informal consultation - The Proposal for Fulmer Way, circulated in the 'Statutory Consultation', is a Substantial and Fundamental change to what was proposed in the 'Informal Consultation', with no justification.
3. Less parking for shoppers - Fulmer Way is very close to Packhorse Road and so can be used by people visiting the shops and businesses in the Town. In fact the parking is closer to the shops than the parking in Tesco car park! Changing the parking restriction to "unlimited" (apart from the 1 hour break Monday-Friday) will lead to long term parkers and so enable less people to park in the road to visit the shops. The nearest business to Fulmer

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Way is the Royal Mail Sorting Office (approximately 40m from the end of Fulmer Way). It will, therefore, encourage employees working there to park in Fulmer Way. It will also encourage 'part day' Commuters as the road is, literally, a 5 minute walk to the station.

4. Consistency in the immediate area - The proposal in the informal consultation, ie parking for 2 hours (no return in 4 hours) is sensible and allows for shoppers, and visitors to park for 2 hours. Whilst stopping long term parkers. This is consistent with the proposals for other roads in the immediate area.

5. Parking for residents visitors especially care and medical - Having unrestricted parking, (except for 1 hour) and thus long term parkers will restrict access to parking for visitors to the residents. This will be particular issue for those in the street that receive home care and medical services at home.

6. Conservation area It will adversely impact on the Amenity of the Conservation Area by encouraging an excessive number of parked cars. It will turn what is a safe road in the Conservation area into a car park. It won't help to 'revitalise' the shops in Packhorse Road/Station Road/Oak End Way which we would like to support, as the spaces will not be used by Customers of the local businesses, but longer term parkers.

Virtually unrestricted parking will cause congestion, inconvenience for service vehicles such as refuse collection as well as potential for the obstruction of emergency service vehicles. Although some relaxation of parking restrictions seems sensible, the current proposal goes too far.

I strongly object to the proposals contained in the Statutory Consultation for On Street parking In Fulmer Way, Gerrards Cross, because:

1. This is a significant change to the informal consultation proposal.

2. It will make the road unsafe, parking on both sides will mean that there is only just enough room for a single car to pass (assuming that only standard cars are parked on both sides), ie it will stop 2 way traffic, emergency vehicles will not be able to get through, the refuse lorries will not be able to get through. People will park on the pavement as they will see that the road is too narrow for parking on both sides. This will block the pavement for the elderly, disabled in wheelchairs and parents pushing buggies, forcing them out into the road. It will lead to congestion at each end of the road, this is already a problem, with just parking on one side of the road.

3. This proposal will enable commuters (working a short day) and other postal workers (we are very close to the post office) to use the parking spaces, this will restrict access to those spaces for shoppers (we are very close to Packhorse Road) and customers of the businesses in the town.

4. The proposal is inconsistent with other parking in the immediate area.

5. Fulmer Way is in the conservation area

6. The proposal in the informal consultation for a restriction of 2 hour parking on 1 side of the road only was sensible and consistent with the proposals in the immediate area.

Happy with the two hours then a return in an hour. However parking on both sides of the street will cause severe problems and we are strongly against this proposal .

Since April 1993, never once did the Council ever repair the pavement or road, other than for the sinkhole and repairs to the area around the junction with Marsham Way. I recall in the 28 years that I have lived in Fulmer Way, when the roads are covered in snow, the surrounding roads were gritted and cleared but NEVER Fulmer Way!

The establishment of a Superstore irretrievably destroyed the business of the village and increased the congestion on the High Street (Packhorse Road). John Prescott was ill advised (more likely by developers) despite all our objections. Consequently, the village is now reduced to Charity Shops, Estate Agents & convenient food outlets. The village did have a fishmonger, green grocer, Building Societies, Banks and Fishers (a local store) that more than adequately served the residents. Unfortunately, the pandemic, with lockdown etc has killed foot traffic and the shutdown of many retail outlets.

When the Superstore was being built, the contractors employees parked in Fulmer Way as well as Postmen. Like all trades these arrive at just before 8 a.m. depart after 4 p.m. When Parking Wardens were introduced, miraculously Fulmer Way emptied. The eateries tend to have custom in the evening. Parking is a problem for Commuters who in the main are reluctant to pay for parking at the station. The Council will recall that when there was a disparity in pricing between the Council and Network Rail, the Car Park on Station Road automatically filled with all day parking by Commuters, depriving ordinary residents with the ability to shop at Waitrose. I have observed that motorists who are frustrated with the congestion on the High Street tend to take a detour and speed through Fulmer Way.

The nearby village of St Giles, has double parking and it is a nightmare to drive through (especially when large Vans & Trucks are passing each other) with road rage in evidence. The reason being that those residences on the High Street through to Deanway, end at the pavement with no space for the residents to park their vehicles. Chiltern Council's solution was to mark out the main road for staggered parking on either side.

On Fulmer Way, I have on more than once occasion come across, oversized Vans & Trucks being directed through by GPS. Generally shoppers tend to park at the junction between Fulmer Way and Marsham Way. These motorists on the whole tend to visit the Post Office. In my opinion, Parking is sufficient. The Superstore has adequate Parking for its customers. Station Road Car Park is convenient for shoppers and the cost of minimum parking is refunded by the Supermarket. An opportunity exists for a developer to persuade Network Rail to build out a "cake stand" for parking at the Station (similar to one that exists at Beaconsfield Station) and that would relieve the parking for (local residents and shoppers) by non-resident commuters.

The 'Informal Consultation' for changes to Parking Restrictions in Gerrards Cross during August 2020 and September 2020 proposed, for Fulmer Way, to change the existing parking restrictions to:

- o '2 hours no return within 4 hours' on Monday to Saturday 8am-6pm in existing bays on 'even house number side'
- o No change to the 'No Waiting at Any Time' on the 'odd house number' side of the road.

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- This proposal was the same as for adjacent roads, and the many other Residential roads in Gerrards Cross that, currently, have the same 1 hour restriction on one side of the road, with No Waiting at Any time on the other side.
- Following the 'Informal Consultation'
 - o There were no comments received relating to Fulmer Way.
 - o There were no comments that objected to the proposed change to '2 hours no return within 4 hours' on Monday to Saturday 8am-6pm with no change to the double yellow lines on the 'odd number' side of the road.
 - o There were no comments that suggested the proposal for Fulmer Way should be changed for any reason.
- In the 'Statutory Consultation', the proposal for Fulmer Way has, with no reason, explanation or justification, been substantially and fundamentally, changed.
- For Fulmer Way the proposal in the 'Statutory Consultation' is now to allow parking on both sides of the road. This would change the existing parking restrictions of '1 hour no return within 1 hour' on Monday to Saturday 8am-6pm on one side of the road to:
 - o Unrestricted Parking (apart from 2pm-3pm Monday to Friday) on 'even house number side'
 - o Unrestricted Parking (apart from 11am-Noon Monday to Friday) on 'odd house number side'
- These Proposed changes will allow Continuous Unrestricted Parking on Both sides of Fulmer Way for a period of 23 hours.
- The original proposal, in the 'Informal Consultation', to increase the existing Parking restrictions from 1 hr to 2 hrs, I believe was to allow enough time to park in Fulmer Way and walk to the town centre for Shops and Restaurants and would be of benefit to Customers of the Town Centre's businesses. The current Proposal, in the Statutory Consultation, will not achieve this as the spaces would be occupied by longer term parkers who will now be able to park for free in Fulmer Way for extended periods of time.
- This is in a road that has some of the closest on-street parking spaces to the Town Centre. It is only 75 metres from the Post Office (on Packhorse Road) in the Town Centre. It is also only 40 metres from the Royal Mail Sorting office on Marsham Way. It is only 125 metres from the nearest Council Car Park.
- Fulmer Way is not a 'quiet residential road'. Amongst other purposes, it is constantly used :
 - o As a 'cut through' from Gerrards Cross Town Centre (Packhorse Road) to the A40 (Oxford Road), via East Common
 - o By Royal Mail vehicles and delivery drivers travelling to / from the Sorting Office, which is only 40 metres from the end of the road, en-route to East Common / A40 / Dukes Wood Estate.

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- o By delivery drivers travelling to/from the local 'Take-Aways' on Marsham Way
- These proposed changes, which allow parking on both sides of the road, will severely reduce the usable carriageway width. With cars parked on both sides of the road, the usable carriageway will be reduced to c. 2.7metres and will stop the 2-way flow of traffic. Obviously, if larger vehicles are parked, the usable width will be reduced further.
- This reduced usable carriageway width, as a result of allowing parking on both sides of the road, will increase the danger of accidents.
- Unrestricted parking on both sides of Fulmer Way along it's length will be unsafe for other reasons and will cause a number of issues:
 - o Will not allow for the 2-way flow of traffic.
 - o Will not allow access for Emergency Vehicles.
 - o Will not allow access for Refuse Lorries.
 - o Will increase the likelihood of danger arising by increasing the number of Parked vehicles and restricting the space for traffic to pass.
 - o Will encourage 'pavement' parking, and obstruction of the pavement, for the safe passage of pedestrians, as drivers will consider the road to be too narrow to park 'on road' on both sides.
 - o Will generate a hazard for vehicles entering / exiting residential driveways.
 - o Will generate a hazard for children using Fulmer Way to walk to and from the local Primary school and the School bus pick up points in Packhorse Road.
 - o Will lead to problems of traffic congestion, blockages and bottlenecks for vehicles entering Fulmer Way from Marsham Lane and Marsham Way as there will not be 2-way traffic flow. This happens now and parking is only allowed on one side of the road !
 - o Employees at the Royal Mail Sorting Office will also park in Fulmer Way, as has been the case in the past, when the current 1 hour restrictions were not being enforced. This will, therefore, restrict the availability for use by customers of local businesses, shops and restaurants as well as residents.
 - o It will not help to 'revitalise' the shops in Packhorse Road and Station Road as 'shorter term' (2 hour parking) close to the Town Centre will be occupied by longer term parkers.
 - o It will adversely impact on the Amenity of the Centenary Conservation Area, of which Fulmer Way is a part, by encouraging an excessive number of parked cars 'on street'.
- Fulmer Way is only a short distance from the 3 Town Centre Council Car Parks. The nearest is c.125 metres away. The ability to park free for extended periods of time, in Fulmer Way, will lead to the migration of Car Park users to park 'on street' in Fulmer Way. This will, therefore, mean that the spaces in Fulmer Way, close to the Town Centre, will not be available for shorter term parkers who want to access the nearby shops.
- Migration of longer-term parkers from the Council Car Parks in Packhorse Road, Bulstrode Way & Station Road to park 'on-street' in Fulmer Way will also lead to a loss of car park revenue to the Council.

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- The adjacent roads do not have continuous parking allowed on both sides of the road, for similar reasons to those stated above, and these roads are wider than Fulmer Way. For these roads, it is only proposed to increase the existing 1 hour parking restriction on one side of the road to 2 hours. No Waiting is to be allowed at Any Time on the opposite side of these road. We, therefore, see no justification for 'singling out' Fulmer Way in this way.

- There were no objections to the change in Parking Restrictions proposed for Fulmer Way in the 'Informal Consultation'.

There are significant safety, and other, issues with the changes proposed for Fulmer Way in the 'Statutory Consultation'.

The changes made to the parking restrictions in Fulmer Way should, therefore, be the same as proposed in the 'Informal Consultation' and consistent with the changes being proposed in adjacent Residential roads close to the Town Centre. That is:

- o '2 hours no return within 4 hours' on Monday to Saturday 8am-6pm in existing bays on 'even house number side'

- o No change to the 'No Waiting at Any Time' on the 'odd house number' side of the road.

The parking restrictions I am recommending are - 2 hour no return in 4 hours- Monday to Saturday :8AMto 6PM, using the present curbside facilities on the even numbered side of the street with no change to the double yellow line. Prohibited parking on the odd numbered side.

The change in the parking times recommended should be adopted in the nearby interconnecting roads.

We very strongly believe that the current parking restrictions in Fulmer Way should remain unchanged.

PROPOSED UNRESTRICTED PARKING ON BOTH SIDES OF THE ROAD APART FROM ONE HOUR MONDAY TO FRIDAY IS AN ACCIDENT WAITING TO HAPPEN. THE ROAD IS QUITE NARROW AND AS YOU DRIVE INTO IT FROM MARSHAM WAY THERE IS A LEFT TURNING BLIND BEND. IF CARS ARE PARKED ON BOTH SIDES THEN VEHICLES WILL BE FORCED INTO THE MIDDLE OF THE ROAD FROM BOTH DIRECTIONS WITH NOWHERE TO GO. THERE WILL ALSO BE INSUFFICIENT WIDTH FOR EMERGENCY VEHICLES AND RUBBISH LORRIES TO GET THROUGH. I BELIEVE THE ORIGINAL PLAN WAS FOR EXISTING RESTRICTED PARKING BAYS TO BE CHANGED FROM 1 HOUR TO 2 HOURS AND DOUBLE YELLOW LINES TO REMAIN WHERE THEY ARE .THIS WOULD BE MUCH BETTER FOR SHOPPERS.

Fulmer Way works well as it is. It enables shoppers and restaurants/cafe goers a couple of hours to patronise the local shops etc., who desperately need support.

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The new proposal would discourage visits to the shops etc., as it means finding a car park and paying a fee. Also, some of the residents are not able to walk very far.

The road will be very narrow with parking on both sides of the road all day, ideal for commuters, many who will not be local residents. Delivery vans etc., would have to park on the pavement, if they could find a space, or block the road. This raises serious safety issues for pedestrians, including school children walking to, and from school as the pavement would be restricted.

THIS PROPOSED CHANGE IS NOT IN THE INTEREST OF THE LOCAL RESIDENTS

If unrestricted parking is allowed on both sides of the road with just a 1 hour gap on either side the road will be full of cars all day and other vehicles will not be able to pass.

Emergency vehicles will not be able to get through as it will be too narrow.

Due to the proximity to the town centre it would be more appropriate to keep this as 1 hr no return in 2 or 2 hrs no return in 4 on 1 side of the road only.

I support an increase from 1 hour to 2 hours in the existing bays (as is proposed for most of Gerrards Cross) but unrestricted parking on both sides of Fulmer Way is dangerous. It will cause congestion and problems with 2-way traffic, emergency vehicle and refuse collection access. It will turn what is a Conservation Area into a car park. Furthermore, it is not the solution to 'revitalising' the shops in Packhorse Road/Station Road/OakEnd Way which I strongly support.

Layters Way

I have three questions if I may:

1. Check my understanding. The proposal is for one side of the road to retain the parking restriction between 11-12 Mon - Fri and the other side to change to 2-3 Mon to Fri. Is this correct?
2. What is the thought process behind the proposal? The current parking restrictions seem to work well, especially as we are so close to the station. I therefore wondered why you thought that the proposal would work better.
3. Has this change been tested anywhere else? Thus providing further support for the proposal or is this the first time this has been trialed?

With thanks,

If the proposal is to remove the double yellow lines from the side of the road with uneven house numbers, then I would need full double yellow lines directly outside my house (no. **) and not just the single yellow line as per now. I cannot exit my drive when cars are parked partly across my drive from both sides of the drive access and directly opposite my drive on the other side of the road. Your current proposal as it stands would make things worse for me by having cars permanently parked opposite my drive. By having one side of my drive with double yellow lines (outside my house), this would ensure I would always

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have access to my drive despite parking on the opposite side of the road and part across my drive on the side adjacent to house no. **. **.

I have previously written to ask questions about the planned changes to the parking restrictions in Layters Way. Having considered this matter further and discussed this with neighbours, I would like register my opposition to any changes to the current restrictions. The proposal will allow half day commuters to park in the road resulting in one side of the road being parked up all morning. This effectively will turn Layters Way into a single carriageway 'cut through' which gets very busy at school drop-off times. I am concerned that the proposals will have a negative impact on overall road safety.

As a long term resident of Gerrards Cross and Layters Way, we know the history of parking here and long term commuter parking in Layters Way, itself. During the 2000s we all remember how car parking in Layters Way became an environmental disaster and also a major safety issue. Eventually, up to the period around 6 years ago, daily long term car parking on both sides of the road, reduced the road effectively to a single track lane.

Quite rightly the present restrictions were introduced. This has resulted in massive improvement to safety and environment.

Yet another survey of all residents has resulted in unanimous feedback that we, as a community, do not want any change to the present parking restrictions. Every resident has noted that by easing the north side restrictions to allow parking up to 2:00pm will allow London morning commuters to park without restriction until 2:00pm and this combined with the present south side restrictions allows both afternoon/evening and morning commuters yet again a free street park within 10 minutes walk of the station.

The conclusion is clear NO RESIDENT wishes the restrictions to change from present..

For years commuters parked cars in Layters Way, causing a significant safety hazard. The parking restrictions introduced a few years ago rid the road of this hazard. These new proposals would encourage parking by those who only wanted a half day trip into London, thus restoring the hazard at probably the most dangerous time of the day, the morning school run.

On an almost daily basis I walk by the Orchehill car park and it rarely holds more than a small handful of cars. Given the expectations of changing work patterns and a predicted long term reduction in commuting, I would expect adequate parking in currently established areas without resort to change.

I therefore see no merit in these proposals. The changes of a few years ago were made in order to increase our safety and I cannot see why the Council would wish to jeopardise our wellbeing.

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Dear Sir

Gerrards Cross Parking

Thank you for the opportunity to comment on the parking review. As a resident of Layters Way where parking restrictions were introduced five years ago I'm surprised a review is required after such a relatively short period after introduction. I say this because it took almost fifteen years for the various representations and comments, by residents, to be acted upon by the Council in the first place.

The regulations introduced work well for the residents; the street is safer, there is less / no evidence of road rage/ the police being called and it has benefited returning to a country residential street with the absence of abandoned cars. To adopt the old adage, 'if it's not broken don't fix it' suggests do nothing.

I'm sure you are aware the restrictions were introduced in the first place to improve safety for pedestrians, residents, children and other road users in addition to the appearance and quality of life for residents; stress levels and mental health deteriorated for some people because of the problems of navigating the street either as a pedestrian or a driver. This was needed because the heavy use of it by commuters for parking had reduced the carriageway to a single track, with occasional passing places at drive entrances.

There were a number of occasions when the police were called to deal with drives blocked by parked cars and to resolve incidents between drivers frustrated that they could not pass. Your review is about parking in the area and it is worth noting that the two car parks for the station are both currently largely empty on a regular basis. I recognise that with Covid 19 and people working from home has reduced the requirement for parking but government statistics highlight that Covid 19 suggests a permanent loss of between 25 and 30% of commuters going forward. I wonder whether it make sense to revisit the second level at the lower station car park to increase capacity; something that has been successfully introduced at Beaconsfield and High Wycombe before starting to allow 'town parkers' to drift out along residential streets looking for 'that space'.

One benefit from such an approach is that it provides certainty to drivers, in that they will come to know where they have to park and potentially will reduce CO2 emissions, in that they will have shorter journey times.

I wonder in, 'as it were' looking over your shoulder, with the green environment front of mind you should look to a 'limited park and ride idea' to reduce congestion and CO2 emissions and attempt to restrict car usage in the town centre. All of this would help improve what many consider an unattractive high street location because of the traffic, noise and fumes and general state of shops.

I'd like to point out from a purely mechanical perspective it affords the opportunity for commuters to extend their stay by spending a morning in London and return by the 2pm deadline which does open the road to greater opportunity for parking when compared with the current restrictions; with the consequential deterioration in the visual country feel of the street, something that I know the Council is keen to preserve.

Yours faithfully

Marsham Way

This is an incredibly dangerous corner coming from Packhorse Road on to Marsham Way. People are constantly there either dropping off post, visiting the pizza place or just parked on the road to visit the shops.

This has reached a point where certain individuals are almost parked on the junction itself, it is causing congestion back on to Packhorse Road and is an accident waiting to happen.

Marsham Way near the Post Office is always congested with parked cars. This is a serious safety hazards for residents entering and leaving their driveways.

As the proposals restrict parking in Mill Lane near the school, the limited parking zone on Marsham Way will become even more in demand for school drop offs and pick ups. They are already well used for this reason.

If these spaces on Marsham Way become unrestricted, as in the proposed changes, there will be nowhere for parents to park for a short while to pick up and drop off their children.

The proposals for Marsham Way don't appear to include any restrictions to ease the congestion that occurs when cars stop to use the Post Office, or pick up takeaway food at the end of the road - especially during the early evenings. The yellow lines are completely ignored by those parking to collect takeaway food; why are the parking restrictions not enforced more aggressively by traffic wardens? This should be - by law - a "Red Route" with no stopping at all, as it's within the no stopping zones of a junction that are stipulated in the Highway Code. Not only does this parking clog up the traffic, but its a serious health and safety issue, with pedestrians unable to see around the many parked cars and - sadly - it's probably only a matter of time until somebody gets hurt or killed at that busy junction due to the - illegally - parked cars.

The section of Marsham way between Marsham lane and vicarage way is currently 1hr, no return in 2. You propose changing this to unrestricted. You have not adequately explained the reasons for this when all other roads in a similar distance from the town centre and station are either 2hrs, no return in 4 or they have a restriction in the middle of the day to prevent commuter parking. This would be a more appropriate solution for the reasons below.

If the proposed change is made the spaces will be blocked for the best part of 12 hours each weekday by train commuters due to the close proximity to the station. This leads to a loss of amenity for us and our neighbours. It restricts parking for potential customers visiting local shops and businesses and presents a potential danger for school children going to nearby Gerrards Cross CE school.

Parents currently use these spaces morning and evening to take their children to school. If they are full with commuters they will have to go further afield and risk crossing more busy roads to get to school. Many other spaces closer to school are being removed or changed to

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unrestricted and frustrated parents will abuse the rules and park illegally and dangerously in order to drop their kids.

I have no objection to extending the time restriction in these spaces to two hours or all day but with a one hour restriction in the middle to prevent commuter parking but I object strongly to completely unrestricted parking. I believe my suggestion will benefit local residents, local businesses and the local school rather than stifling them all and worse, perhaps leading to an accident where a child may be injured or worse.

I do not support the proposal for unrestricted parking in Marsham Way. All the bays will be used by Commuters, who should be using the station carpark. These bays should be restricted to 2 hour parking, so that they can be used by shoppers and other customers of business in the Packhorse Road

Additional Unrestricted parking spaces should NOT be introduced in Marsham Way. These will simply lead to All Day Commuter parking. Commuters should be parking at the Gerrards Cross Station Car Park and not be encouraged to park elsewhere.

If parking bays are changed to Unrestricted it will just lead to them being used by Commuters. This should not be encouraged as the spaces will not then be available for visitors to the town and /or local residents.

It would be better and more consistent with what is being proposed for elsewhere in Gerrards Cross, in similar roads, which is to increase the current 1 hour restriction to 2 hours.

Marsham Way parking proposals

I do not support the proposals and strongly object to them.

I ask that the following is taken in to account when being evaluated:

1. Comments received as result of Informal Consultation between 12th August and 18th September 2020 and the conclusions / recommendations reached were that the time limit be increased to 2 hours no return within 4 hours on all the parking bays in the consultation. No evidence that there has been a material change which would change this recommendation.

2. Invalid reasons identified for the current proposed changes i.e.

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- For preserving or improving the amenities of the area through which the road runs.

I suggest the opposite might easily happen in Marsham Way

3. Currently the spaces are restricted and offer a safe environment where visitors have access to parking limited by time. Parents at the local school in Moreland Drive use the spaces from 08.45 and again from 15.15 pick-up. Delivery vans are able to pull up legally and deliver and local shoppers are able to park in the street for up one hour – all in a safe, legal

and convenient way and benefitting our town, contributing to its vibrancy and its economic success.

4. Changing the parking bays to unrestricted will simply block the spaces all day and for that matter all night/ weekend. There will be no benefit and even a detrimental effect on our town. In more detail:

I. Commuter Car Parking being Promoted – the proposals will create commuter parking as station is under 10 minutes walk. During the week the spaces will be filled early by train commuters from early morning to well into the evening during weekdays (as is currently the case in other current unrestricted spaces in Marsham Way where they are full from 07.30 am until 19.00). On the weekend, this is likely to be the case too – Wembley match days and concerts, outlet shoppers. This will completely reverse the local amenity value. Train commuters should use the dedicated station car parks where there is capacity and not be encouraged to park in local roads for free therefore promoting car usage over cycling or walking to the station.

II. Increased traffic in residential street in early morning – as a result of a commuter car parking promotion policy

III. Local Worker Parking Reduced – access for local shift workers will be reduced making Gerrards Cross a more difficult place to recruit staff.

IV. Economic Loss to Town from reduced town Visitors – shoppers and those purchasing other services or to use local amenities will not be able to use these spaces which are under 5 minute walk to the town. Economic loss to the town which currently has high and growing retail vacancy rate

V. Local Amenity – loss of car parking where visitors are using other facilities eg East Common,

VI. Reduced Combined Trips – inability to park and combine shopping, leisure and amenity trips

VII. School parking eliminated – School drop off and pick up at Gerrards cross school which these spaces currently offer and are regularly used, will be totally eliminated and made far worse when combined with proposed restrictions in Mill Lane and Moreland Drive. Inevitably this will encourage more dangerous / illegal practices (currently happening but unchecked / un-policed) that will have a negative impact on road safety in the immediate area

5. Surely it is better have a car parking policy which supports these items identified above rather than being of no benefit and even detrimental to the town. I therefore strongly suggest that the proposed policy for Marsham Way is reconsidered so as to:

I. Leave current restrictions (maximum 1 hour) or

II. Revise restrictions to allow parking for maximum of two hours with no return within four – this would enable shoppers and other visitors to the town to use the spaces or

III. Restrict parking time to say 30 minutes during core school drop off / pick up times only, otherwise unrestricted

I strongly object. The proposals promote free commuter / station car parking and will have a negative impact on the town. It will use up valuable amenity car parking spaces during weekdays and weekends and will make Gerrards Cross less accessible to visitors and residents. This will hurt the local economy and business.

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Please leave the parking regulations unchanged or alternatively I would support extending the restriction to, for example, 2 hours.

I do not wish to have unrestricted parking bays in Marsham Way.

I believe that this will encourage car use, which goes against the Government's drive towards less polluting forms of transport.

Having lived here for many years, I do not wish to have vehicles coming and going during the day, increasing the pollution level around my house, and lowering my quality of life.

Mill Lane

I support the concept of additional parking restrictions.

However, I would like there to be some limited capacity for on road parking for visitors, also, I'm concerned that a completely open road would encourage faster driving.

The real issue is of course poor standards of driving and parking during school pick up and drop off, and this isn't policed at all

While I support the addition of no waiting zones on mill lane I don't agree that these need to be in place around the clock. Traffic is low on Mill Lane outside of school drop off and collect times and therefore visibility on the road is fine and the residents on this road should be trusted to 'wait' if needing to move a car or a guest visiting should be able to temporarily park sensibly. I feel that the permanent no waiting zones will have a detrimental impact on the residents living on the sections of mill lane that is available for parking. This will be used not only for the school pickup/drop off, but by residents as overflow parking, guest parking, and couriers etc. During school pick up and collect times, cars parked can make visibility on this road difficult particularly at bends in the road and I support no waiting zones for then, for parents to park at a safer location for residents and children walking. But these zones shouldn't be in place all the time.

THERE HAVE BEEN SEVERAL ACCIDENTS WITH SCHOOL PARKING HERE

At present there are traffic problems linked to school drop-off and pick-up activities.

They last about 15 minutes, and cause congestion, grid-locking, problems to residents (parking across driveways), and safety issues.

If additional restrictions are imposed they will be ignored, at present there is significant waiting on double yellow lines and this causes much of the problem.

To make the restrictions effective requires some control, fines etc.

Of course if these controls were put in place now, then there wouldn't be a need for additional parking restrictions.

There is no issue with parking on Mill Lane. The havoc you have however allowed to ensue with the closing of East Common for months on end is criminal. Obviously I realise whomever managed to get this closure past the council must be very well connected but it angers me you allow something like that and then are bent on meddling with a problem that does not exist on a street that you certainly will never have visited.

Mill Lane is a narrow road with lots of hedges that encroach onto the road making it even narrower. Removing parking will make it a lot safer although parents at Gerrards Cross School will struggle to find alternative parking.

I have very restricted access from my property number 17 Wynsfield and the fire brigade have said they could not access my property when cars are parked down the road. I have also had the Highways out and they said it was unsafe as cars cross on to my side of the road to overtake. Finally many people stay in their cars and leave their engines running, This is air pollution and environmentally unfriendly. There are ample places for parents to park and walk to school safely and those leaving their cars all day can park at the station or Orchehill car parks.

Whilst agreeing that something has to be done about the parking on Mill Lane we on Hill Waye are already feeling the effects of the school parking blocking driveways and being such a narrow lane making it very dangerous for the child. By making Mill Lane restricted it pushing further traffic on to our narrow lane.

I do not agree with No waiting at any time as causes problems for the residents. A better solution that would still meet the objectives would be: no waiting at school drop off and pick up times, term time only. This will stop parents dropping children off, encouraging them to park in the Memorial Centre and walk, thus reducing congestion near the school. It would have the added benefit of not allowing commuter parking.

The major issues in Mill Lane are:

- it's use by Parents at 'School drop off' and 'School Pick up' time and the safety of Children at these times.
- the fact that it is used for All Day Commuter Parking.

Rather than have the very restrictive parking proposed along an extensive stretch of the road, it would be more sensible to introduce:

- 'No Waiting at Any Time' ON ONE SIDE of the road.
- 'No Waiting' at specified times on the other side of the road at 'school drop off' and 'school pick up' times (e.g. 8:00am to 09:30 am & 3:00pm to 04:30pm, Monday to Friday). These may not be exactly the correct times, and you may be able to just limit the 'No Waiting' time

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to 1 hour in the morning and 1 hour in the afternoon but the School, I'm sure, will be able to advise.

These more limited restrictions will have the added benefits of:

- Stopping All Day Commuters from parking in the road.
- Allowing Residents and their visitors the ability to park outside of these times.
- Encouraging parents to use the car parks at the Apple Tree and the Memorial Centre (who have given their agreement) to 'Park and Walk' to school.

IT IS ALSO IMPORTANT TO ENSURE THAT THE HEDGES AT THE SIDE OF THE ROAD IN MILL LANE ARE TRIMMED BACK TO ENSURE MAXIMUM VISIBILITY AND USABLE ROAD WIDTH.

Mill Lane would benefit from the introduction of Parking restrictions that discourage All Day Commuter Parking, Parent Parking for School drop off / pick up and speeding drivers. Instead of introducing All Day No Waiting restrictions on both sides of the road along an extensive length, it would be better to introduce No Waiting at Any Time of Day on one side of the road and, on the other side of the road, No Waiting Restrictions during School drop off and pick up times.

This should stop All Day Commuters and Parent parkers but would still allow parking for residents and visitors at other times.

By still allowing Restricted Parking on one side of the road it will avoid the risk of drivers speeding down a totally clear road at excessive speed which, of course, would be dangerous.

I make these comments as a retired Metropolitan Police Traffic Patrol and Accident Investigation Officer.

The "no waiting at any time" proposals for Mill Lane are long overdue. This part of Mill Lane becomes extremely hazardous during the "school run" due to parents often abandoning their cars in very dangerous positions on one side of the road and rushing to the school to pick up or drop off their child. This means that any cars wanting to pass along Mill Lane during this time have to drive on the wrong side of the road and often have a very restricted view of the road ahead. I personally have nearly had an accident on numerous occasions over the years.

Vehicles should never be allowed to park on the stretch of Mill Lane between the two entrances to The Woodhill Estate.

Moreland Drive

THE PARKING NOW IN MORELAND DRIVE DANGEROUS WHEN SCHOOL CHILDREN GOING AND COMING FROM SCHOOL
A FRIEND'S SON WAS HIT AND BROKE HIS LEG

The proposal is too broad.

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The parking issues arise because of the school but the school does not operate in the evening, weekends or school holidays. The current proposal would adversely affect residents' visitors but there are no parking/access issues during the evening, weekends or school holidays.

At a minimum the restrictions should be "No waiting Mon-Fri 8am - 5pm" rather than "No waiting at any time". If this can be further restricted to be "No waiting Mon-Fri 8am - 5pm on days when the school is operating", that would actually solve the problem that the council is attempting to fix.

I do not agree with No waiting at any time as causes problems for the residents. A better solution that would still meet the objectives would be: no waiting at school drop off and pick up times, term time only. This will stop parents dropping children off, encouraging them to park in the Memorial Centre and walk, thus reducing congestion near the school. It would have the added benefit of not allowing commuter parking.

We welcome the proposals to introduce no waiting at any time restrictions on the parts of Moreland Drive where indicated. We believe this would significantly help to minimise the amount of school traffic entering Moreland Drive or at least ensure that people park further from the school entrance which can only enhance safety for school pupils.

We live at ** Moreland Drive, two doors down the road from the school entrance. We would request that the proposals go further. We are concerned that the new restrictions currently proposed could lead to cars being parked across our drive or waiting across our drive (including with the car engine left running). As a minimum we would request that the no parking restrictions are extended so that they apply across our drive with clear signage indicating the restrictions. Alternatively, we would request that the existing no stopping between 8 am and 5pm Monday to Friday restrictions that currently apply across the school entrance and number 49 are extended so that they also apply across our drive with clear signage that this is the case. We believe this would greatly assist in minimising the risk of accidents and injury to school children and allow us to have unfettered access to our property at all times.

We would be pleased to discuss our comments further. Many thanks for taking them into consideration.

Wholeheartedly support this as it will mean that safety outside the school is kept paramount. It will stop the need for cars to be on the wrong side of the road and will aid visibility for children to cross the road.

It would seem unnecessarily restrictive to introduce 'No waiting at any time' in Moreland Drive.

The main issue is the safety of Children at 'School drop off' and 'School Pick up' time.

It would, therefore be more sensible to introduce 'No Waiting' &/or 'No Stopping' at specified times when 'school drop off' and 'school pick up' is taking place (e.g. 8:00am to 09:30 am & 3:00pm to 04:30pm, Monday to Friday). These may not be the exactly the correct times, and you may be able to just limit the 'No Waiting' time to 1 hour in the morning and 1 hour in the afternoon but the School, I'm sure, will be able to advise.

These more limited restrictions will have the added benefits of:

- Stopping All Day Commuters from parking in the road.
- Allowing Residents and there visitors the ability to park outside of these times.
- Will encourage parents to use the car parks at the Apple Tree and the Memorial Centre (who have given their agreement) to 'Park and Walk' to school.

Comments similar to this were made as part of the 'Informal Consultation'

Rather than No Waiting at Any Time Restrictions, Moreland Drive would benefit from the introduction of Parking restrictions that discourage Parent Parking for School drop off / pick up times.

Instead of introducing All Day No Waiting restrictions, it would be better to introduce No Waiting Restrictions during School drop off and pick up times.

This should stop Parent parkers but would still allow parking for residents and visitors at other times.

My main concern is the lack of imagination shown in dealing with parking issues in Gerrards Cross. Just painting more lines on the roads is not going to solve them.

Oak End Way

There definitely need to be tougher restrictions on Oak End Way. Currently, local businesses park their vehicles in a restricted area at the top of Oak End Way on the opposite side to the shops. This makes it both difficult and dangerous to pull out of South Park on to Oak End Way whether you're turning left or right. Despite restrictions being in place, this problem occurs on most weekdays. Add in parents collecting/dropping off their kids to and from bus stops at each end of the day and it becomes extremely dangerous indeed. Without adequate monitoring and fines, I fail to see how this can be improved when the current deterrents are ignored.

Unfortunately the road names on the maps provided are completely impossible to read and it is unclear what the RED and BLUE details represent. I would be very much in favour of restricting parking in Oak End Way beyond the current situation and would certainly endorse a four hour return policy. While it is outside the current proposals I would also

endorse a much stricter enforcement of the current (and any new) parking restrictions - a weekly visit by a traffic warden is inadequate.

Actually your Form only allows comments in one street which seems somewhat artificial. As someone who grew up in Gerrards Cross and returned eight years ago I have never quite understood what purpose the Traffic Wardens actually served apart from tyrannising shoppers who wanted to shop in Gerrards Cross.

The result is that more than 14 shops are empty and apart from Hair Dressers, Estate Agents and Charity Shops with a couple of Restaurants thrown in Gerrards Cross has little to offer when compared with thriving towns like Marlow and Henley on Thames who offer ample easy parking and a vibrant mix of shops and restaurants which make it a pleasure to visit and shop.

Is there a valid reason for having such a wide footpath opposite the (since closed) Marks and Spencer Supermarket and the (also since closed) Jungs double fronted Bakery? It is hardly as if there are so many pedestrians that they need to walk twenty abreast!! Perhaps parking bays similar to those along the Packhorse Road would encourage shoppers (assuming that the shops will re-open in the future!).

The question of Free Parking (at least for an hour or two) for shoppers would certainly help to act as a catalyst for shoppers and particularly for older folk who don't want to park half a mile away. Most folk I know don't want to spend a few pounds to park their car just to post a letter, make small purchases etc. The cost of employing wardens and policing restrictions and the lost revenues of the shops must surely be more expensive than issuing penalties and collecting parking fees?

Residents parking in Gerrards Cross is laughable - all available parking is used by commuters. This needs to be addressed as a matter of urgency. Any additional restrictions to the pathetic number of spaces already available would be most unwelcome.

As commuters who work in GX and bring business to Gerrards Cross, we need somewhere to park. You will drive business out of Gerrards Cross as workers won't be able park. We won't be able to afford the daily rates in the car park and would not be worthwhile to work in the area.

Where do you propose low paid workers park?! And how does restricting time prevent the issues referred to, which after 9 years parking I've not seen once, can we see the stats? Surely either the parking goes completely to protect the citizens of GX from imminent danger or is it just a money grabbing scheme by the council?

We benefit from unrestricted parking particularly on Saturdays for us and our visitors. This proposal will greatly inconvenience us while including no provision for residents or visitors

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permits. We are also concerned about increased traffic / risk to pedestrians from people moving their cars every two hours.

We do not want parking restrictions introduced on our street, which currently allow unrestricted parking and works well- we can always find a space when we need one as can our visitors. If you MUST make changes, please reduce the hours to Mon-Friday lunchtime so you can prevent anyone parking to work in town, but I do not sense that is a lot of people.

Hi

Woodlands road has not been included.

There are cars parked on both sides of the street all day. This road dips up and down, so blind in some sections compounded by the excessive parking. This makes the road hard to use but more importantly cross dangerous for children. It is used for people that commute from the station. There should be a restriction on this road to prevent over crowding. I'm surprised it has not been included in the extensive review that seems to be happening.

I note that the area of diagonal parking at the western end of Oak End Way is proposed to be converted into disabled parking.

I would be content if the first three bays were converted into two disabled bays and the other bays remain available for other drivers. Gerrards Cross is not short of disabled parking and has a more than adequate supply in all the formal car parks. The seven or eight disabled bays that this area could provide is far too many for the needs at this end of the town and the availability of parking in this area is very restricted. I lose count of the times I have to go round the Oak End Way, Station Road, Ethorpe Crescent route to find a place to park, usually just for a few minutes.

Orchehill Avenue

On your reference map HP86 there should be no waiting on the south side of Orchehill Avenue from its junction with Packhorse Road to the entrance to the flats at Orchehill Court at any time between 0800 hours and 1800 hours Monday to Saturday to be consistent with the restrictions in Ethorpe Close.

Please leave things as they are which are just fine.

The following comments refer to ORCHEHILL RISE.

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The proposal to change the waiting times from 8am to 6pm to 8am to 1pm will mean it becomes a commuter car park. You are not changing waiting times for Ethorpe close and they are very similar positions to station car parks.

Orchehill Rise is also a drop off/ pickup point and this change would cause huge congestion and will cause obstruction and inconvenience to residents trying to enter and exit their own driveways in this very narrow road.

We therefore strongly disagree with this proposal.

These comments refer to ORCHEHILL RISE, this is not an option on the form.

Allowing parking all day from effectively 11am will lead to the road filling up with railway users who presently use the car park in Orchehill Rise. Apart from disadvantaging the current users who mainly park to visit the shops it will lead to safety issues and significant traffic disruption.

Orchehill Rise is a narrow road with only width for one car to pass when the parking bays are in use. The majority of traffic today is people dropping off and picking up for the railway station. When there are evening events at Wembley, which fills the bays, there are major traffic problems with cars having picked up their passengers trying to leave blocked by cars coming the other way. The turning circle quickly fills so cars are forced to drive on the pavements or try and reverse the whole length of the road. Allowing parking from 11am will make this an everyday problem.

The other concern of mine is for cyclists (including myself), Orchehill Rise is a signposted cycle route, yet it is not wide enough for a car and a cycle to safely pass when the bays are in use.

I ask you to please to reconsider the changes proposed for Orchehill Rise. Thank you

We live in Orchehill Avenue in the Conservation Area. There is a danger zone threatening public safety to which I wish to draw your attention.

The parking that takes place here is almost entirely composed of people who want to avoid paying for the available station parking when they wish to use the trains. It is a personal financial benefit that does not seem to confer any community benefit such as making access to shops or communal facilities such as parkland or other public amenities easier. In fact, it blocks such parking.

Even the current parking restrictions, let alone the proposals, from 11am onwards allow cars to be parked for the remainder of the day, thereby blocking other users. Timewise, the new proposals for this vicinity make no difference to this typical use.

In the context of this permitted imbalance between private, individual benefit and public amenity I wish to draw attention particularly to an area of currently allowed parking that is

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dangerous. No objective risk analysis of the (private) benefit of this parking would be able to justify it in the context of public risk.

I refer to the area where 5 roads converge at a busy intersection: Orchehill Rise, Orchehill Avenue westbound, the west side of Oval Way, the east side of Oval Way and Orchehill Avenue eastbound.

Orchehill Rise gives access both to a large station car park and a convenient station access which avoids the main access in the heart of Gerrards Cross, so there is much commuter traffic morning and evening, but also other traffic throughout the day. Orchehill Avenue, as a convenient cut through to and from Beaconsfield/M40, bypassing the centre of Gerrards Cross, is busy all day. Both halves of Oval Way are also used by traffic for this purpose, but are particularly busy at school arrival and departure times because of Thorpe House, Gayhurst, and Maltman's schools, all nearby.

Despite this considerable traffic flow, there is a particular pinch point of allowed parking (only 3 spaces), on the entrance to Orchehill Avenue on the western side of the intersection, that obscures visibility, blocks sight lines and narrows the road to just 1 car width in the crown of the road immediately next to the intersection. This is because parking is allowed on the other side of the road as well. The currently proposed adjustment of parking times will make no difference at all to the amount of parking that takes place there (people will still park from 11am).

The existence of parking on both sides of the road at this point forces all traffic to the middle and obscures the view of people from other directions seeing traffic approaching the intersection from the west or of people from the west seeing traffic about to cross the intersection or perhaps joining it to turn towards the west. It squeezes the road just where space is needed. This is just the point where fast traffic is going along Orchehill Avenue in either direction and traffic crosses to and from the station (Orchehill Rise), or joins and turns left and right or goes straight across from the two parts of Oval Way. A good view is essential of all the roads at the intersection for these manoeuvres.

In the context of all the traffic at this intersection, especially at peak times, the risk of a collision for the sake of just three parking spaces used by people to save their pockets, while increasing public risk, looks impossible to justify. The 3 spaces with the most impact are those on the south side of Orchehill Avenue outside numbers 29 and 27 who also have entrances to their driveways by the parked cars. Trying to emerge from these driveways gives rise to a further dangerous situation because views are blocked so near the busy junction.

In the interest of public safety I urge you to designate this small stretch of parking – just 3 spaces – as a no waiting/parking area. This will still leave at least 6 spaces on the other side of the road which has the advantage of no driveways on that side.

Oval Way

Generally supportive . The maps are very muddled with arrows going everywhere. It would be nice to have all the road markings and signage re done.. for example oval way roadway (and in some places footpaths too) are in such a bad state with potholes and crumbling road surfaces it is hard to see parking bay markings etc.. will this be addressed as part of this process?

South Park Crescent

The proposals are inadequate to improve safety on South Park Crescent. With the curve and rise in South Park Crescent between 18 and 24 South Park Crescent and the high speed of traffic on South Park Crescent, any cars parked on the North side of the road limit the line of sight for residents trying to leave 14 South Park Crescent. There have already been several near misses. It is a matter of time before a serious accident occurs. Commuters park partially obstructing driveways all day. Waiting should be limited to either to no parking between 12.00 and 14.00 every day or 2 hours maximum with no return within 1 hour.

I would like to see some resident parking. I would like to be able to have a resident parking, which for some reason (unkown) I am not allowed to have.

It would be nice for the council look after their residents and support. Speciall when they are keyworkers who need a car to be able to provide care to the population.

I work in Gerrards Cross and struggle with off road parking everywhere. There should be parking restrictions reduced on South Park to parking after 12 this would stop the commuter parking but mean I could park in the Station road car park for a few hours then move my car... not ideal but cheaper than all day cost of £8.65

Please don't allow people to come and park there freely all day to go and get the train. Please help also maintain slow speed as some people really flash through the street despite being close to St Mary school entrance. Please limit number of free parking spaces which limits access to two opposite traffic cars

Commuters start parking their cars in South Park Crescent from 0630 hrs in the lengths of road which have no parking restrictions. These are left all day as most of the drivers (rarely more than one person in each vehicle) walk to Gerrards Cross Station. The commuters do not return until c1800hrs, some leaving litter from food purchased from outside Gerrards Cross. Residents know this, as we litter pick because the west side of the road is never swept. Road cleansing trucks cannot access that roadside in weekdays as it's permanently filled with cars.

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These commuters bring no benefit to Gerrards Cross, & should use Chiltern Rail Car Parks, not roads subsidised by residents' taxes. I would like you to extend "No Waiting at Any Time" or even "Limited Waiting" to the unrestricted roadsides of South Park Crescent.

The restrictions do not go far enough. The section of road on which the apartment developments of Oakley Court, Lynbury Place and the new block which has replaced Clusters now house 20 residences (approximately 40 cars) where previously there were three residences. These blocks are situated just after a blind bend in the road and because of the parking allowed outside these blocks, exit from them is extremely dangerous. Especially during the day it is impossible to check the road for traffic without first driving one's car into the middle of the road. It is especially dangerous at school drop off and pick up times, with mothers driving too quickly to and from St Marys School. The safety of residents, as well as those driving along the road, makes it imperative that double yellow lines are painted all the way along both sides of South Park Crescent outside these apartment blocks, and not just on one side. It is only a matter of time before a serious accident occurs.

These proposals mean that children can not be dropped off or picked up from school and affect a huge number of roads. It is unreasonable to put in no waiting in an area where there is a school, all that will happen is the rules will be ignored and enforcement on a daily basis will be required.

I believe that this will have a negative impact on parents' drop off and pick-up procedure to St Mary's School.

This road is key for parents to drop off and collect their children safely from school. People drive and park respectfully of residents, other road users and pedestrians. They observe a voluntary one-way system during school times. This road is also needed for visiting staff to the school.

Limiting waiting and parking on this road will be extremely detrimental to the community, especially those working at or children attending St Mary's School. There is no alternative parking in terms of car parks nearby, and parents of young children do need to drop off and pick up their children from school. In addition, a number of staff working in this school and also in the local area need to park in the road. If the parking is restricted in the South Park area, they will struggle to get to work. The amenities, as mentioned in the reasons for the proposed restrictions, will no longer be accessible if access to Gerrards Cross is so restricted.

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No waiting times on this road will make it impossible to collect children from St Marys and there are simply no alternative places to wait. How does the council propose school children can be dropped and collected safely?

There are no alternative places to wait to collect within walking distance. Narrow pavements and his volume of children already make walking dangerous .

Simply crazy plans and the council should actually visit the site morning and evening to see there is simply no alternative place to wait.

South Park Drive

I live in the old lodge house on the corner of Lower Road/North Park/South Park Drive. It appears that you are going to put double yellows outside my gate. ...but please be aware that we have two cars which park on North Park....we do not have a drive or a garage. We have parked there for over 35 years so please do not put the double yellow lines too far from our front gate . I would like to continue parking in the same place as usual.

I support the proposal for "No Waiting Mon-Fri 2pm-3pm" along the North side of South Park Drive but I would like this to be extended to "No Waiting Mon-Fri 2pm-3pm and 8:00am-9:00am" with the aim of discouraging the morning rush of people dropping pupils off in the morning and staff who park all day.

South Park Drive currently suffers from extreme traffic congestion caused by double sided vehicles parking 8:00am-5:00pm daily, this is a major safety issue for pedestrians particularly for the school children from St. Mary's school as well as making access to residential driveways extremely difficult along with large buses and lorries trying to negotiate the road. Recognizing this the Town Council on 26th October 2020 proposed yellow lines be introduced on one side of the road this would have alleviated some of the problems but because most of the cars belong to 'out of town' commuters who avoid parking fees they would have just filled the remaining spaces from 8:00am which would not have helped school 'pick up 'parents or town shoppers. Your proposed restricted parking on one side of the road would have been fine if you had kept the Town Council's proposed yellow lines on the other side of the road as well which would have solved all the problems by stopping the parking fee avoiders yet allowing school 'pick up' parents to park legally along with town shoppers and short term businesses.

I am afraid your latest proposal will not stop the traffic congestion and will still be an extreme safety issue.

If you are not prepared to alter this proposal then at least go back to the Town Council's proposal of yellow lines down one side the road which is the best of the two proposals as it would stop the double parking.

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My first comment is to point out that I am one of the many residents not to have received details of the Statutory Consultation by mail...and I know at least 4 other households close by similarly affected.

The problem we are trying to solve is all day parking of commuters and workers in Gerrards Cross on both sides of South Park Drive. In addition we have shoppers who park for several hours to avoid expensive car park fees. As a result both sides of the road have solid rows of cars parked leaving a narrow single track in the middle. This leads to two consequences. First when children are dropped at, and picked up from, the school traffic is chaotic. Parents stop anywhere, park anywhere and choke the flow of traffic. This is very dangerous for the children and other pedestrians. Second residents access to their own drives is difficult and hazardous because the gaps between the parked cars are often small and heavy lorries and busses use the road. We need to stop all day parking on the road. In my view we should return to The Town Council's original proposal of double yellow lines down one side of the road. This solves all of this in one fell swoop. Your proposal does not.

Hi,

I am a resident at * Scholars walk in Gerrards Cross.

I have seen the recent amendments of parking restrictions, last year I highlighted that the cars parking on South Park Drive as you turn in off South Park Crescent is dangerous. I would like to highlight that cars that are parked all the way down this road in particular the hill going towards South Park Crescent, due to the cars being parked on the other side of the road it forces you to go down this road on the wrong side and as there is a turning it has nearly caused a head on collision with the opposite traffic turning in to south park drive from South Park Crescent.

Furthermore South Park Drive where I live, next to St Mary's School, I do not understand why you would only do a restriction from 2-3 pm. The congestion in here throughout the day is horrendous, I sometimes struggle to pull out of my driveway due to cars parked on both sides on top of all the school runs. Overall the whole road looks unflattering with all the cars parked everywhere as well as litter from these vehicles, which is complemented by the fact the road needs re-surfacing everywhere and a regular clean and definitely feels like it gets less attention than other areas in Gerrards Cross.

Firstly can I say that any parking restriction are only worthwhile if they are going to be enforced. Without the enforcement nothing is likely to change and is likely result in a new set of parking violations.

Please keep parking restrictions as they are as it is impossible as it is to pick up and drop off my daughter to school without any more further changes.

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To make this a no waiting/parking zone all day is ridiculous on a road with a school on it. I know it is an independent school but this will be putting young children at risk having to negotiate speeding vehicles and traffic whilst trying to walk laden with heavy bags and equipment to meet their parents which over the winter term is also more dangerous due to the darkness. The school traffic is usually only between 8.15 and 8.45 and again between 3.15 & 4.15

Im totally for daytime restrictions as I believe residents are fed up of commuters parking for free all day. I think restricting the parking to no parking between 9&2 will be adequate to stop this.

I fully understand the frustrations some residents must feel during term time when parents are dropping off and collecting their children from school, however, given they have chosen to live in close proximity to a school it isn't unreasonable to expect some disruption at certain times of the day. The majority of residents I'm sure at some point will also have been in the position where they themselves have been doing a school run. If the school could actually organise themselves better and dismiss pupils on time parents wouldn't have to wait around so long. An alternative system needs to be put in place before any roads are permanently off limits.

These proposals mean that children can not be dropped off or picked up from school and affect a huge number of roads. It is unreasonable to put in no waiting in an area where there is a school, all that will happen is the rules will be ignored and enforcement on a daily basis will be required. I strongly object.

I believe that this will have a negative impact on parents' drop off and pick-up procedure to St Mary's School.

St Mary's school has an entrance for girls, visitors and staff from this road and so it is used for dropping off and picking up the girls. Restricting waiting times would make it extremely difficult for parents to drop off and pick up their children safely particularly the nursery and prep age children who have to be picked up from the teacher by parents at the gate.

Whilst we appreciate the needs of local residents as a parent of a child attending St Mary's School, introducing a no waiting at any time restriction on South Park Drive (as well as surrounding roads) would make the safe delivery and collection of my daughter to school both more difficult and potentially dangerous as your proposals would effectively make it illegal to wait for my daughter to leave school. This could create a merry go round of vehicles driving by waiting for the moment their child appears. This would potentially be much more dangerous for the children with increased vehicle traffic and also for residents. I believe that if parents are respectful to not block drives there is a status quo to be achieved. One other observation is that much of the nuisance I see as a parent who collects a child is

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the fact that when cars are parked waiting for children the road does become more narrow and two way traffic becomes much more challenging. I would propose that South Park Drive, should be made a one way road with entry from South Park Crescent and exit through/North Park/Lower Road. I fully appreciate that I am not a resident of this Road/area but I do believe that the safety of the young ladies that attend St Mary should be an important factor in considering these proposals and that adequate provision for their safe drop off and collection be made. The school regularly issues statements about consideration of residents and car parking and are clearly trying to minimise the disruption and impact of school activity.

In terms of your proposal in my humble opinion it is not going to achieve what is required in / around the South Park Drive area.

As previously discussed, the solution to the parking and safety proposal is to have double yellow lines on one side of South Park Drive, in its entirety, and a timed restriction on the other. This and only this will stop the all-day parking enjoyed by out-of-town commuters and others who feel that South Park Drive is for parking.

Additionally, it will allow free access to their driveways and homes throughout the day for homeowners, without fear of abuse from school mums, twice per day, who feel they have a divine right to park wherever they want including in driveways whenever necessary.

Permanently removing commuter traffic will free up one side of the road for school mums while allowing school coaches and government utility providers access to the road without damaging vehicles as they attempt to weave their way up / down the street.

Please also note this appalling situation has worsened since St Mary's School started its latest round of building works as School Mum Traffic has now been diverted down South Park Drive.

Please note our comments and we hope review your proposal in the light of these and similar received from neighbours in South Park Drive.

Yours Sincerely

My husband and I are very concerned that there will be all day parking allowed on the SouthEast side of our road. For one thing, the up hill traffic will be forced into any remaining road space. Secondly, whenever there are vehicles parked either side of our driveway at no.16 South Park Drive it is impossible for us to see movement of traffic either uphill or downhill without pulling out into the road. That surely applies to all the driveway exits where all day parking exists on this road which simply isn't wide enough to accommodate three lines of traffic.

We have previously requested that we have a simple 'no parking between 11:00h and 12:00h' rule for the length of South Park Drive.

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Parking/pickup congestion between 15:30h and 16:30h particularly is downright dangerous to residents, parents and children and immediate action should be taken to stop all day parking to at least allow the free flow of traffic at school pick up time.

South Park Drive currently suffers from extreme traffic congestion caused by double sided vehicles parking 8:00am-5:00pm every day, albeit significantly worse Monday to Friday. This issues has been present for all of the 5 years that I have been a resident, however, the congestion and impact thereof, has continued to get worse (with exception of lock-down periods).

The issues are matters of: health & safety, unnecessary traffic pollution and the restricted access for residents to their own properties - in some cases total restriction and in other cases blocking safe access.

The health & safety of all pedestrians including the school children from St. Mary's, is being put at risk during peak congestion times. During the same peak (school drop off and collection) times, safe access to our own residential driveways is sometimes impossible and most of the time very difficult as we have to turn onto a road that is double parked with school mums parking tightly to both sides of our gates. On more than one occasion I have been unable to leave my own drive because vehicles were parked too tightly on both sides of the road (quite legally) missing important appointments as a result - something that I notified the town council of during the last public consultation on this matter.

It should be made clear that this issues is not just down to school mums at drop off and collection times - school buses, construction & service vehicles and local traffic all use this road making unrestricted parking down both sides of the road, a safety hazzard and causing obstruction.

In the last consultation on 26th October 2020, the town council proposed yellow lines be introduced on one side of the road, which would have alleviated some of the problems.

However due to this road also being used by 'out of town' commuters for free unrestricted parking, that solution was not supported as they would have taken all of the available spaces which would have removed any parking for school parents or local town shoppers. Your current proposed restricted parking on only one side of the road would have been fine if it was in addition to the local Town Council's 2020 proposal of yellow lines on the other side. This would serve to stop commuter all day parking but keep safe parking spaces for school collection times and short stay shoppers.

Therefore I do not support your current proposal as it will not only fail to stop the traffic congestion or improve pedestrian safety but it will make resident access to their own properties even worse!

South Park Drive is where the rear entrance To St Marys School and is the main drop off and pickup for the attendees, it is very busy at these times. To add further restrictions will impact the safety of the girls by moving the issue further away..

How can I pick my child up from school
At st Mary's if I can't park ? The school

Was there before the new houses were built !

Will make collection of children from St Marys completely impractical and is unworkable given the other restrictions coming into place. There is nowhere for the children to even practically walk to the parents waiting elsewhere. Traffic is so bad in Gerrards Cross at school time that it is impossible to even drive around the block while waiting to collect.

This is the second consultation (previous consultation 2018) where the final proposals have been significantly scaled back from the consultation proposals with no explanation and against the residents' wishes.

South Park View

Current parking situation is obstructive and dangerous for residents.

I am resident in South Park View and rely on street parking for my personal contractors, visitors, friends and family. Your proposal to make the entire cul de sac no waiting is not acceptable. This is a cul de sac and therefore the majority of usage is for us residents in the cul de sac. The issue you should be looking to fix is opposite the Park where commuters and contractors block the road and corners. I firmly reject this proposal and would question who else gets to vote on these proposals as no one who does not live in this immediate cul de sac should not be allowed a vote. There are multiple options - ie putting residents stickers in place; blocking all day parking from 12-1pm no parking as done on Layters Way. A complete ban on parking has no validity or use.

Introduction of the proposed parking restrictions would, in all probability, lead to all day parking opposite the entrance to The Park. All day parking has caused significant issues in the past and we strongly prefer a 1 or 2 hour "no parking" period at some point between 10.00 and 16.00.

I recognise that the proposals will improve the already bad situation and, as such, they are to be welcomed.

However, they do NOT go far enough.

South Park View is a narrow road cul de sac with the entrance at the top of a hill where it joins South Park Crescent. During the working week cars park for the whole day, quite often on both sides of the road and some cars half on the pavement. Driving in or out of the road can be hazardous. If you are driving in, which is downhill, and a car is coming up hill it requires one of the cars to reverse. If the car driving in reverses, it reverses uphill into South

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Park Crescent, a dangerous junction. If the car driving out reverses it has to reverse downhill trying to avoid bumping into the parked cars.

Basically the road is too narrow to have parked cars.

I recommend that double yellow lines are introduced, alternatively restricted parking of one hour as in South Park.

The residents have simply not been listened to. The parking up the hill of South Park View should be restricted as it can at time be dangerous. However, the small close in the bottom corner outside of our houses is something residents use all the time for visiting trades people and friends and family. These proposals would be a disaster in their current form.

A number of us wrote to complain about this in the original proposal but this has not been taken into account. As a very minimum, there should be a visitor permit system in place so that residents can still utilise the parking. Failing that, the parking restrictions should only be in a few areas rather than sweeping the entire close. I will also email with a picture of the area in question.

Many thanks

I support no parking on the hill but the area in front of South Park Mews is okay

Residents in the area have asked for a double yellow line strip to be painted along the hill and in front of the houses along South Park View. There are currently cars parked back to back daily along the hillside and at the bottom of the hill creating an extremely dangerous situation for residents and visitors to the area. Cars turning into South Park View cannot see oncoming traffic and children who are crossing the road due to an obstructed view caused by the parked cars. Residents also cannot get into their driveways because the entry points are obstructed by parked cars. The Council has been made aware of this situation and by its inaction is promoting potentially dangerous accidents. There have already been some close calls involving cars and children.

We require double yellow lines along the whole hillside of South Park View. The Council proposal still allows for some parking along the hillside. Cars on the hillside create a very dangerous driving and pedestrian situation. Drivers coming down and going up the hill are not able to see on coming traffic or children crossing the road.

Good morning,

I live at * Beaumore Place South Park View Gerrards Cross, please see my comments below. I've attached some images with my previous comments to which I've had no reply.

Why are there proposed parking changes specifically at South Park View, please don't give a general comment

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I understand there'll be double yellow lines on SP View & SP Crescent which means no waiting/parking at any time, is that correct
How many residents permits will be available
Even with permits, it would be difficult to give them to tradesmen and utility staff such as the weekly gardener as they attend when no one's home
Restrictions will make parking difficult even if there were permits
Beaumont Place residents don't have driveways to park on
Beaumont Place residents have no area to park by our garages, parking in front of them would block another resident
Beaumont Place residents have no visitor parking such as at The Park also on South Park View
Numbers 17A, B, & C, South Park View, will have the same problem, they have no visitor parking either
We park outside daily, others such as our family, relatives, visitors, family functions, dinner parties, charity events, lift, alarm, landscapers, cleaning lady, window cleaner, utility companies, gas, electricity, phone/communications, various others, would make the proposal impossible to live with
My wife is a Trustee for a charity that supplies child amputees with prosthetics and we hold events in our apartment
Could the council visit the site and discuss the proposal with the residents
Cars park on SP View but it's still easy to pass, the refuse collectors attend every week and delivery drivers every day
There's no congestion weekdays or weekends
Property values will be affected, we wouldn't buy somewhere where there were double yellow lines

I don't believe such strict restrictions are suitable to such a quiet part of Gerrards Cross.

The proposals would have an enormous negative impact on my family's lives and we object very strongly to them. We want no changes at all to the current parking provision.

Having said all the above, either I'm reading the interactive map wrongly or the map is wrong. It shows no parking in all parts of South Park View except the area outside Baytrees shown as 1 to 10 & 20 on the map, (the area on the right as you turn into South Park View from South Park Crescent). This could be the only area you might want to restrict parking to allow large vehicles to pass.

Please respond to all my comments especially the final paragraph regarding the interactive map.

Regards

I believe that this will have a negative impact on parents' drop off and pick-up procedure to St Mary's School.

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As a resident of South Park View, I strongly object to the proposal to impose yellow lines on our street.

Has there been an environmental impact assessment? If this unwanted proposal goes ahead, we shall have to increase the size of our driveway to accommodate extra parking spaces for visitors and tradespeople. This will further reduce the ability of the ground to soak up water following extensive over-development in this area in recent years.

I believe a sensible alternative was proposed involving yellow lines only on the sloping exit from the close [leading to South Park Crescent] and I am surprised this has been ignored.

At Beaumore Place there should be 2 visitor parking bays for gardeners and visitors. Under your proposal there would be none.

I oppose this as a frequent visitor to our daughter living in Beaumore Place. There is no other place to park by her garage, there is visitor parking like at The Park and BayView. My wife and I are elderly and cannot walk distances, especially with the hill on South Park View. There is no reason for this as there is never congestion, blocking or anything to require parking restrictions.

Please do not do this - this is unnecessary and will negatively impact your residents and visitors.

As a regular visitor to South Park View the double yellow lines along the cul-de-sac are unworkable. The apartments do not have any drives to park on and the resident I visit frequently would be stranded without drivers being able to pull up outside. There is absolutely no issue or congestion with cars parking along the cul-de-sac and residents there are very concerned indeed about your proposals. They have helpers/gardeners/carers etc who pop in. There is no need whatsoever to change the existing parking rules.

Station Road

With a number of recent large properties in the area there is insufficient parking for residents. Residential parking spaces need to be introduced in the area.

As there is a free car park for 2 hours at Tesco, and 3 paying car parks in Gerrards Cross, I think it is better for the shop-owners if there are plenty of 1-hour slots to create a good turnover of spaces for shoppers, similar to the 1-hour free parking in the Chalfont St Peter car park.

Vicarage Way

Where are parents for GX school supposed to park if you take away the restricted bay? The unrestricted bays in Vicarage Way and Marsham Way will be full of commuters who will park there for free all day leaving nowhere for school parents to park. With the removal of parking on Mill Lane and the unrestricted parking on Vicarage Way, more and more parents will do what many are already doing - parking in dangerous areas on double yellow lines. The lack of parking control (apparently the parents are aggressive so the warden won't visit! Quote from TVP) means that it will be a parking free for all in Vicarage Way and it will take another serious accident to show that this is an unsustainable situation. You cannot magic the parents away by removing all parking near the school.

This windy road is used by many parents at Moreland Drive School for short term parking for drop off and pick up and also to walk children to school. Allowing cars to park here all day, along with the new restrictions on Mill Lane, will probably tempt parents to park illegally on yellow lines eg where the road curves. There are many mature trees along this road and so it is often dark under the trees. This reduces visibility for drivers which is dangerous when lots of children are around.

I see no reason to stop parking at the top end of Vicarage Way, near Marsham Way. This end is far enough from the school to cause any problems.
Please tell me where you expect people to park if the restrictions are in place.

I disagree with the proposal to introduce unrestricted parking to Vicarage Way (Marsham Way end) and on Marsham Way.
As Mill Lane and the roads around Moreland Drive school are proposed to become no parking, parents doing the school run will need to find short term parking near by for drop off and pick up. However, as the near by bays on Vicarage Way are proposed to become unrestricted, these will be occupied by commuters and will therefore not be available to local car users who are either doing the school run or planning on shopping in the village. This is the case with the current unrestricted bays on Marsham Way which are occupied early in the morning and all day by commuters. A better proposal would be to make the parking in Marsham Way and Vicarage Way restricted to two hours between 8-6pm. The increased two hour window (but restricted between 8am-6pm) would allow shoppers to spend longer shopping and therefore benefit local businesses, whilst ensuring that the limited space available is not occupied all day by commuters. I believe that with the demand for home working continuing, adequate parking at the station would be available to meet this need.

If parking is to be allowed, it should be restricted to one or two hours, with no return, in order to avoid all day commuter parking to hog the spaces. I assume your intention for the new parking bays is to encourage shoppers, facilitate school drop off and collections, etc,

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which would end up being curtailed by commuters parking on this road for 12 hour stretches from 7am to 7pm if there are no sensible time limits!

The proposed unlimited bays will just be used by commuters and will not benefit either the residents or allow the spaces to be used by others visiting Gerrards Cross.

It would be sensible to make these bays restricted during school drop off and pick up times only. This will improve safety for those walking to school (and move parents parking to the Memorial Centre), stop commuters parking and be of benefit to the residents and visitors in GX.

There should be no 'Unrestricted Parking' in Vicarage Way. This will simply lead to All Day parking by Commuters. This should not be encouraged as commuters should be using the Gerrards Cross Station Car Park for this.

Additional Unrestricted parking should not be introduced. It will just lead to this being used by Commuters for All Day Parking. This should not be encouraged as the spaces will not then be available for visitors to the town and /or local residents.

I think it would be more appropriate to keep the restrictions as they are to enable parents to park at drop off and pick up, with the proposed scheme they will be fill of commuters for the station. If the extra bays are added on the other side of the road I think it will encourage the same all day parking and make it unsafe because the corner will be blind.

Hello,

I don't believe the parking should be unrestricted as it will get filled with commuters instead of school parents and shoppers. School parents won't be able to use it for the school run and shoppers won't be able to use it for shopping so it is no benefit for the local community/economy. Instead of unrestricted parking I would support restricted parking (eg. 2 hours) on Vicarage Way.

West Common Close

We think double yellow lines should be increased as irresponsible parking is occurring all the time

The car park at the end of west common and west common close is always at least 75% empty.

Further Comments

The parking restrictions are inadequate to improve safety of road users. Restrictions need to be extended along the North side of South Park Crescent, especially between 12 - 24 South Park Crescent to prevent commuter parking partially blocking driveways and making exit from properties on the North side of South Park Crescent dangerous due to visibility being severely limited by parked vehicles and the speed of vehicles travelling along South Park Crescent. It is a matter of time before the many "near misses" become an actual accident.

It's impossible to see exactly what your proposals are

The following comments refer to ORCHEHILL RISE .

The proposal to change the waiting times from 8am to 6pm to 8am to 1pm
Will mean it becomes a commuter car park. You are not changing waiting times
For Ethorpe Close and they are very similar positions to station car parks.

Orchehill Rise is also a drop off/ pickup point and this change would cause
Huge congestion and will cause obstruction and inconvenience to homeowners
Trying to enter and exit their own driveways in this very narrow road.

We therefore strongly disagree with this proposal .

I hope that the total scheme provides sufficient affordable parking for commercial organisations.
Many of the businesses don't have parking facilities.

We need to have more two hour waiting times around the town centre to allow people to eat.

The traffic congestion on roads like South Park Drive has to be resolved by having harsh parking
restrictions you force the commuters who try to avoid paying parking fees at the expense of council
tax payers to re think there method of travel.

Not yet mentioned but I fail to understand why parents are prepared to allow exhaust pollution so
near to the school without strong objections

Consider relocating the traffic lights at the crossing of Packhorse Rd with Marsham Way/Bullstrode
Way.

I do not support the proposals as we do not have insight into the longer term master plan should
there be one.

N/C.

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Please can you get in touch with me to inform me how these proposals will be voted on and how I can monitor its progress.

My main comment is that you can carry out these changes but it will not work unless parking restrictions are ENFORCED. GX is like a Wild West for parking. People park wherever they like as they know that they will never be caught.

Restricting parking in South Park View is welcome but a much more preferable solution is for a 1 or 2 hour no parking period between 10.00 and 16.00. This would allow deliveries to be made more easily and would avoid any all day parking. Additionally it would allow visitors to those properties with limited parking

It is appreciated that commuters and employees in Gerrards Cross should park either in company parking spaces or by the Train Station (whether the parking fees there are good value for money is another question!) However may I respectfully recommend that Councillors visit and Park in Marlow or Henley on Thames to see how well shopping and parking both on street and in Car Parks can work together and the Council Tax which is collected is better from a thriving buzzing town centre than from a High Street Graveyard.

Residents parking permits need to be available free of charge. Aside from a tiny number of free spaces, parking restrictions are designed to penalize local residents who reside in a terraced house with no on-street parking - as opposed to the vast local properties or flats with convenient underground parking. This is unfair.

I am willing to walk the site with representatives from the Council and fire service to show them the reality of the situation, which cannot be ascertained from simply looking at a map.

We have over the years just become an overflow parking area for commuters. To have any parking spaces on the steep hill area as suggested would be totally wrong, to allow any cars parking in the residents turning circles is equally as bad with so many entrances depending on an adequate route without obstructions for entry and exit.

I strongly object the parking restrictions on the proposal.

All proposals in the area need to be rejected. Provide sufficient evidence of your argument for said proposals. If it really is an issue perhaps consider different placement of parking as surely time constraints could still see vehicles in situ causing a problem. Your proposal makes no sense.

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I will support your proposal only if you instate double yellow lines directly outside my house - no. ** Layters Way.

Thank you.

My comments regarding school parking also apply to vicarage way.

The current parking restriction proposals for South Park View do not make any logical sense and are not addressing the concerns of residents. I oppose the proposals.

Double yellow lines along the entire hillside of South Park View. Remove the double yellow lines in the cul-de-sac of South Park View to allow for some safe visitor parking in the area.

I support the Council's proposals regarding waiting restrictions on East Common.

If the waiting restrictions are observed by road users it should remove many of the risks that residents and users of East Common are currently exposed to and improve safety.

But unless the restrictions are rigorously enforced, like they are in other parts of Gerrards Cross, the safety improvements will not be realised.

Any parking permitted on roadsides within walking distance of the station should have timed parking restrictions on it to stop commuters parking outside people's homes all day. There are station and town car parks which they should use and pay for. This would encourage more commuters to walk or cycle.

Given the obvious risks of parking on Orchehill Avenue, primarily used for the personal benefit of people to avoid parking charges for the station, why is there no waiting allowed on, for example, the majority of Bulstrode Way which can provide useful amenity and safe parking for shops? This appears not to be addressed by your proposals.

Frankly, I believe that local authorities should be stripped of powers to regulate parking as this has encouraged them to scam money out of motorists in the form of fines, parking permits etc. If they provided adequate and affordable off-street parking there would be little need to festoon the streets with yellow paint and armies of Jobsworths wardens!

As there is a free car park for 2 hours at Tesco, and 3 paying car parks in Gerrards Cross, I think it is better for the shop-owners if there are plenty of 1-hour slots to create a good turnover of spaces for shoppers, similar to the 1-hour free parking in the Chalfont St Peter car park.

I am delighted to see that there could be No Parking on East Common as the current long line of

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parked vehicles is so dangerous for users of the Memorial Centre and for children walking to the local school.

The same applies to all of the other roads where additional parking is being proposed.

Mill Lane is used as a thoroughfare from the A413 to the A40 and this is made worse and more dangerous with all the parking. Furthermore, Mill Lane is one of the narrowest compared to Marsham and Vicarage Ways and so as not to block the roads cars half up on them kerb which makes the pavement virtually unuseable.

I am very concerned that there does not seem to be a joined -up parking strategy for Gerrards Cross. Why are you proposing to increase free on-street parking and yet not encourage better use of the car parks by reducing the ridiculously high rates.

Currently there is so little policing of parking restrictions that a large number of people park wherever they like anyway and this is unlikely to change unless the council is prepared to enforce the restrictions.

Absolutely against the Fulmer Way proposals

My first comment is to point out that I am one of the many residents not to have received details of the Statutory Consultation by mail...and I know at least 4 other households close by similarly affected...it is therefore unlikely that you will receive the passionate responses from the neighbourhood unless you solicit directly...I am sure commuters and other out of towners would love to influence GX's parking policy but in my view their views should not count!

I am surprised that such a radical change is proposed, without an advance informal consultation on the proposed changes.

In general residents are acutely aware of commuters that 'game' the parking restrictions and park on the basis that parking tickets/fines if infrequent can be offset against potential parking charges.

The restrictions need to deter clever parking .

I object to the proposals

I would favour 2 hour parking with no return in 4 hours & can see no reasons not to implement this

I have also commented on the unrestricted bays in Marsham Way

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See letter of objection

I have also commented on the unrestricted bays in Marsham Way.

The best way forward would be to increase the current waiting on ONE side of Fulmer Way from one hour to two hours as suggested in your Informal Consultation in August and September 2020. This would encourage shoppers parking to generate greater interest in our failing High Street. And for Safety issues in this narrow road maintain the double yellow lines on the other side of the road.

Otherwise I think the proposal is correct

Parking is not Unrestricted on both sides of the road in any of the other roads and Fulmer Way is a narrower than the other roads.

In adjacent Roads, which are a similar distance to the Town Centre as Fulmer Way, the proposed parking restrictions are '2 hours no return within 4 hours' on Monday to Saturday 8am-6pm with no change to the double yellow lines on the opposite side of the road. Fulmer Way should not be singled out for different treatment.

This road should have more parking available down the right hand side between 8.30-9.30 and 3-4pm to help parents dropping children off at school at Moreland Drive. It is dangerous for cars to drive into Moreland Drive itself and the school discourages parents doing so. Mill Lane is also becoming dangerous. Vicarage Way is well placed to park more cars during drop off and pick up hours.

Please also consider the introduction of 20 MPH speed limit on Mill Lane and introducing flashing lights on Mill Lane to alert traffic of the school. Such as on Bill Lane and Austenwood Lane.

The junction of Marsham Way and the High Street is always congested with illegal parking. Motorists tend to line up outside the Post Office to drop off a letter or to access their parcels. On several occasions, I have come across Contractors Vans parked (the back end almost onto the High Street, making it dangerous for pedestrians as well as for other motorists, turning into Marsham Way. On one occasion, I witnessed a Van parked as close to the pavement with a man with a brush cleaning the windows above the Post Office! At other times motorists are parked sitting in their vehicles (sometimes 3 or 4 in a line on either side) waiting for a person who had popped into the Post Office. On another occasion a mother had parked waiting to collect her son who had been at the Geezers the Barbers. At other times cars are parked while their owners collect their food orders from the Pizza Shop or Maliks Take Away.

My suggestion is that the first 60 metres or so should have double RED Lines with NO PARKING signs and a Camera to penalise motorists who flout the laws.

I also wish to bring to the attention of the Council that a house has been built at the very end of East Common, within metres of the junction with the A40. The problem is that vehicles are now being

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parked way beyond the marked out parking spaces and occasionally with a van or two. I have also observed that the vehicles appear to sometimes be parked in the grounds of the newly built house. These vehicles are contravening the parking boundaries established by the Council. Furthermore, it has now created a "chicane" where vehicles travelling down East Common Road towards the A40 have a reduced space (the length of 2 or 3 vehicles) to manoeuvre to the junction. It is tantamount to "running the gauntlet". Vehicles turning into East Common from the A40 are affected as the rear-end of their vehicles are partially out on the A40, while they wait for the oncoming from East Common to complete. At other times successive vehicles tail gate and follow on. This is a most dangerous situation that could possibly lead to an accident some day.

I LIVE AROUND THE CORNER FROM THE WOODLANDS WHERE ALL DAY PARKING IS ALLOWED ON BOTH SIDES OF THE ROAD. THERE IS HARDLY ENOUGH WIDTH FOR MY MID SIZED CAR TO GET THROUGH AND I FEAR FOR MY WING MIRRORS. RECENTLY A CAR LOST ITS REAR OFFSIDE WING FROM BEING PARKED THERE. EMERGENCY VEHICLES AND RUBBISH LORRIES ARE SEVERELY IMPEDED BY THE PARKING. YOU HAVE NOT INCLUDED THIS ROAD IN YOUR PARKING PROPOSALS BUT ITS PROBLEMS NEED TO BE URGENTLY ADDRESSED AND LESSONS LEARNED SO THAT THE SAME SITUATION DOES NOT OCCUR IN FULMER WAY.

Mill Lane: I can't understand the logic of removing all parking along this road at all times. Parking could possibly be better managed during school drop off and pick up times, to allow improved traffic flow, by limiting it to bays between double yellow lines, but introducing a blanket restriction is heavy handed and unnecessary, particularly as there is only ever an issue at school times. In my opinion, limiting parking all around this area so severely will lead to more dangerous 'drop and run' practices of parents stopping on double yellow lines to let their children out of the car, rather than parking and walking with them. Other measures such as reducing the speed limit around the school, enforcing the existing parking restrictions, and cutting Mill Lane hedges back properly to improve visibility, would provide a much safer environment, without creating additional problems.

All the plans are just bonkers and help nobody especially retailers and schools. So much for encouraging people to shop locally!

I have said "unsure" because while I feel there is an issue to be solved I do not feel you have considered creative and imaginative solutions to the problems.

We think double yellow lines should be increased as irresponsible parking is occurring all the time
The car park at the end of west common and west common close is always at least 75% empty

However whilst there are virtually no enforcements what difference does it make.

People park with impunity in West Common on permit holders bays and double yellow lines especially at the week end

Mill Lane is really too small of a roadway for any type of parking. It can get very dangerous driving through there when the school lets out. Also, only restricted parking on Marsham Way and Fulmer

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will work, as I said before that commuters will take over both of these streets and leave the parents trying to do the school run and shoppers trying to shop very little choice.

Any deregulated parking bays in this area will provide unofficial free parking for commuters using Gerrards Cross Station; as local residents, we do not wish to have our roads filled up with vehicles which should be parked at the Station.
Marsham Way and the surrounding roads should not be an overflow carpark for rail commuters.
