

BRYANTS ACRE

- If you have no waiting at any time on Bryants Acre and on Lionel Avenue, surely you need to include Liffre Drive? If people can't park on Lionel in particular, they will back up into Liffre? Maybe something for the future? Anyway - excellent proposal for the whole of Wendover and will definitely sort out some of the congestion on Chiltern Road and Perry Street!
- It is really not at all clear what Bucks C C are seeking to achieve by making the street a 'No waiting' area nor why it is felt that the current situation needs to be changed. As a resident - near the Aylesbury Road end of Bryants Acre, arguably the stretch most affected by vehicles waiting, it has never caused us any distress or difficulty. To be frank, save for a few minutes when a few parents wait, sensibly, to collect their children away from the chaos near the schools on Wharf Road, we have never noticed anybody waiting. What is the problem? Also could you explain what precisely 'No Waiting ' means in this context. How does it differ from 'No Parking'? A much greater and more frequent annoyance for us are the cars that park for days or sometimes weeks directly outside our property. The measures you are proposing, for example making Chiltern Road a 'permit only' area, will simply exacerbate this. We regret that on these two grounds we are unable to support your proposals.
- I have just moved in to the road, do not support any parking restrictions on Bryants Acre.
- Parking restrictions have been placed directly outside of my house (nr XX). This will create significant issues for myself. My off road parking is behind the house (on the driveway to my garage). However I do park up in front on my house (in front of the drop kerb) to offload items etc before parking. I have cerebral palsy and lugging items from my garage to the front of the house is not always easy. I would be grateful if the double yellow lines are stopped on the boundary of nr's XX and XX. Rather than as shown. In reality this will not impact upon the parking that much as it is unlikely anyone would park in front of the drop kerb for long periods of time (in front of nr XX)

In addition the double yellow lines at the junction of the Aylesbury Road appear to be the same as currently. This was fine up to the change in the cycleway. Now that there are give way markings the clearance / sight lines are much more restricted with parked cars immediately in front of the crossing. This appears to have increased safety issues and also has created backing up of traffic onto the Aylesbury Road when cyclists cross and cars are trying to get out of Bryants acre. This is particularly occurring at school pick up times as many parents use Bryants acre to collect their children from the John Colet rather than drive towards manor road (note at this time more cyclists are using the cycle ay as pupils are leaving school.

Thirdly with increased restrictions being imposed on Perry street I have concerns this may only push parking problems onto Bryants acre. Already individuals at the northern end of Perry street use Bryants acre to park their cars. Undertaking these works may make the later worse. I appreciate that this may be a 'suck it and see' situation but we need to have the ability to implement additional restrictions on Bryants acre if problems occur without having to go through an additional process.

#### CHILTERN ROAD

- Hello,  
It appears that the residents previous comments have not been actioned. So, please find below these reiterated.

Dear Sir / Madam,

We have given some serious consideration to the suggestions proposed on the Consultation Plan sheet for BD141 and do not support the current proposal of BD 141, here follows our reasoning.

We are a little surprised to find that this does not seem to relate to the way residents currently park. This has developed over time, with consideration given by the residents and currently works pretty well although is impacted, particularly near the Dobbins Lane end of Chiltern Road, by commuters.

Residents currently park on the side of the road where there are the fewest driveways, outside number XXX (we live at XXX) allowing for a longer stretch of uninterrupted parking and swap sides where appropriate to allow this to continue. This also thankfully leads to a bit of a chichane effect which encourages drivers to proceed more slowly down Chiltern Road than they otherwise might. We would much prefer attention and budget to be given to pedestrian safety in Wendover, particularly the 'cut through' roads of Perry Street and Chiltern Road to implement 20 mile per hour limits and speed reduction mechanisms. The speed at which drivers run through our road is incredibly unsafe.

If the proposed version on the Consultation Plan Sheet for BD 141 were to go ahead we would actually lose a significant amount of parking spaces that are currently used by residents, particularly those of us in numbers XXX who have no off street parking. According to the proposed BD141 the plan suggests the majority of parking would be on the opposite side of the road to where it is today meaning a greater number of driveways would not allow parking. Furthermore, the plans suggest parking is available outside the British Legion, but this does not allow for the pull out from the car park.

It is interesting to have noted that since the reduced number of commuters, following the reduction in train travel due to the Pandemic, we have found little

benefit in the reduction to parking availability. This is certainly the case at the end of the road near XXXX Chiltern Road, therefore supports the need to ensure that parking capacity is not reduced as a result of any change.

As a resident without the benefit of off street parking, we would be very interested to also understand how any resident permit holder process would work. How would priority be given to those residents who currently have no option but to park on the road? What would be the proposed costs for any permits, how many permits would be allowed per house and how would we manage visitors and tradesmen? If the objective of this is to reduce commuters using the residential streets, would the process thereby work similar to that currently in place on Dobbins Lane, where single yellow restrictions do not permit cars between 11am-12pm and would therefore be restrictions in place at weekends?

May we suggest that a parking surveyor re-visits the site, perhaps in the early morning/evening before resident cars leave for work to establish the correct baseline. Alternatively, if resources are low the residents of Chiltern Road would be happy to submit pictorial evidence to show the status at these times.

Thanks for your attention to this.

Yours faithfully.  
XXXXXX

- I've seen the plans for where you aim to put parking permits in place and the intended zone extends over a number of drive ways, at numbers X, X (my house) and X. How will we be able to access our drive ways if people will be allowed to park across them? Currently people park on the opposite side of the street to these driveways, where there are more available spaces and less potential on obstruction. Also, at the Dobbins Road end of Chiltern Road you have outlined parking on both sides of the road! It's not wide enough for parking on both sides and vehicles struggle to get through as it is, so that is physically impossible. Your plan needs rethinking and someone to actually visit the road.
- This is becoming very serious and disturbing. When this consultation was opened last year, my neighbours and I made it clear that the parking zones (as proposed) were on the wrong side of the road. We all currently park outside XXXXXXXX and this works fine as XXXXXXXX. all have their own drives. Your proposal suggests that we shall park outside XX which is the Legion Club. I have many reasons for not wanting to park outside the XXX not least of which is that our parking there would block access to their car park which is at the rear of the building. This proposal, therefore, makes no sense.  
We urgently need someone to come and inspect the road, preferably with my

neighbours and me, so that we can explain the problem.

XXXXXXXX - mobile number XXXXXXXXXXXX

- The planned changes will not allow sufficient parking for the residents who live on Chiltern Road without driveways and I am not clear why we need permit holders parking and reduced parking availability as the parking generally works for all.

There are particular issues with the proposed double yellow lines between Numbers X and XXX Chiltern Road which should be moved across to the other side of the road where driveways already exist.

The proposed Permit Holders parking places between numbers XXXXX and XXXXX makes no sense as this is the Royal British Legion site which requires constant access to their car park. There are particular issues with the double yellow lines between XXXX and XXXX Chiltern Road where there are minimal driveways and where cars logically park would be better placed between numbers XXXX and XXXX Chiltern Road as there are driveways into every house.

This would also allow clearer vision for residents leaving these properties.

Generally the proposed scheme will:

(1) cause more accidents as it will allow cars to drive faster as well as having cars coming off driveways with reduced vision

(2) dramatically reduce the number of residents' cars able to park near to their homes requiring them to park on other streets.

I would be happy to discuss these thoughts further.

- The need for residents parking is disputable. Rail passenger parking is no longer the issue it once was. Furthermore, I live in one of the XX or so XXXXXX properties in this road that do not benefit from a driveway, therefore on street parking is essential. The proposals take no account of the existing driveways along the road and the zones run in front of these, rendering the majority of the space unusable. There is an existing pattern to the parking which makes use of the space in front of the Period Town House properties for very good reason. This appears to have been completely ignored or overlooked. These proposals take away an amenity that will affect the quality of life in these properties.

- Administration of a permit scheme is not warranted.

- I have again given serious consideration to the suggestions proposed on the Bucks CC Wendover Overview Map , specifically tile ER59, since I live in Chiltern Road. I am a surprised, and not a little disappointed, to find that this still does not seem to relate to the way residents currently park, despite several of us commenting when this was previously proposed. Personally I remain to be convinced that any changes are actually needed at all and would be happy for things to remain exactly as they are. The way we park has developed over time, with considerate neighbourliness, and currently works well except when intruded upon by commuters (a decreasing

concern with so many people still working from home). If the proposed changes were to go ahead, we would lose valuable parking spaces in a road that is already short on space due to lack of driveways, a historical consequence of the age of the houses. If the Council feels the need to insist on residents parking permits, then can I at least suggest that you limit the double yellow lines to where you consider them absolutely necessary (e.g. ends of the road maybe ... but surely we are not supposed to park there anyway: Rule 243: DO NOT Stop, Park, or Abandon a Vehicle ... Opposite a road junction or within ten (10) metres (32 feet) near junctions or corners ...) ... and simply have residents parking along the rest, as you have proposed for Vicarage Close, allowing the Chiltern Road residents to continue to park in the way that works best. Thanking you in anticipation of your consideration of my views on this matter.

- I live in Chiltern Close which is accessed via a very narrow private road next to the Legion Club on Chiltern road. According to the published plans, parking will be prevented opposite the entrance to this road but allowed either side of it. This will severely impede visibility when exiting Chiltern Close onto Chiltern Road. It's already fairly difficult, but allowing cars to park either side of the entrance on the same side of the road as the entrance is actually dangerous. Please leave things as they are and allow cars to park opposite the entrance on the other side of the road, as they do now. This works reasonably well and everyone is used to it.
- I am pleased to see there will be no parking allowed at the Aylesbury Road end of Chiltern Road on the side with entrance to Russell Court.

Due to the speed of traffic coming down Chiltern Road, it has become difficult to exit Russell Court safely without someone standing in the road to help. Keeping this side of the road parking free will give a clear view of speeding traffic and make exiting much safer.

- Restrictions on Chiltern Road will displace commuter cars to Thornton Crescent.

Thornton Crescent is currently not included in the consultation, though I requested that it should be prior to the commissioning of this survey. Please see additional comments.

- I run a XXXX tuition business from home and some days have up to 10 clients a day visit me - those that carry heavy XXXX instruments do need to be able to drive to and park near my home for the duration of their lesson, and arranging 10 short-stay permits a day will be a nightmare (I have experienced this once before living in Oxford and it was one of the main reasons I re-located!!). I am very concerned I will lose business if my students or their families cannot park on Chiltern Road at any time, even just to drop off and collect their children. Could instead a 'No Parking between 10-11am' measure be introduced like in Dobbins Lane to deter those driving from further afield and catching the train in the mornings?
- If this goes ahead the displaced cars will end up parking in Thornton crescent
- If additional restrictions are put on Chiltern Road the cars that presently park there will only have one place to go if Dobbins Lane is also restricted in its full length.

- This will push commuter cars onto other streets. Rather than putting restrictions on parking in Wendover and making more difficult for residents and visitors, the council should be pressuring the railway company to make parking at the station more affordable.
- This will push commuter parking into other roads. Residents and visitors need places to park or we will lose visitors to our shops and it makes it difficult for carers etc to come and carry out their care for local residents. Instead council should be putting pressure on the railways to make parking more affordable or free!
- Over the years Chiltern Road has become very congested with, I imagine, people parking for the station but I do agree with permit parking for homeowners there.
- The proposed plans have me at a complete loss. There have been two informal consultations on this in the last few years, I know that I, as well as many other residents, have voiced our concerns to both of these, but it appears none of this has been considered. What is the point in running informal consultations if the output is not considered. This is not just a point on personal preference around the proposals. What has been proposed DOES NOT WORK. Resident parking has been shown in front of peoples existing driveways, blocking their access and does not make the most of the areas where there aren't dropped curbs, which would result in a significant loss in the number of spaces and push parking congestion issues into many other areas. The fact that these plans have been through multiple informal consultations and what has come through doesn't work, it questions the competence of those that undertook the parking consultation review, and even worse those that signed-off on this as a proposal. Has anyone from the council even visited the road to look at the impact?! Aside from the whole exercise being a farcical waste of time and public money, I would like to register my disapproval in the strongest terms.

Firstly, this appears to be trying to fix a problem that doesn't exist, the residents park the way they park as that's the most practical way to maximise available parking on the road, and it's worked that way for decades. If it ain't broke... don't try and fix it.

Secondly, not everyone on the road has access to off-street parking. This includes my family. We currently have direct parking outside our house on the same side of the street that we live on. What has been proposed is that the parking is moved to the other side of the street. This is not practical as the houses on the other side of the street all have off-street parking and dropped curbs. By moving the parking to that side of the road this effectively makes parking anywhere near our house impossible without parking in front of peoples driveways. The proposed area of parking also would block the entrance to the legion club opposite, and residents would not feel safe leaving their cars outside the club for risk of damage from the patrons, but that's another story for another day.

Thirdly, I do not understand why residents permitting is proposed. I see this as wholly unnecessary and ultimately another tax aimed at those that can't afford a house with a driveway. With the current cost of living crisis when everyone is feeling the pinch the council should be working on practical ways to support not another revenue generating scheme taxing people to park in front of their property on a residential street. Why are the residents of Chiltern Road being penalised with parking permits when so many of the surrounding roads don't require them under the proposal, this does not seem fair. The council should also be conscious of the money this ridiculous exercise is costing and maybe try and use it to do something helpful and beneficial to the community.

Some parting advice would be, please engage the residents and heed their feedback. If you are unsure of what to do, don't implement any changes to the way things currently work, you are poking a hornets nest here. It's one of those, let sleeping dogs lie. We will also be raising our concerns again with the parish council.

- While we agree that something needs to be done to prevent Chiltern Road being used as a free commuter car park, we feel the current proposal is not suitable. The proposed use of double yellow lines prevents residents from 1) adopting an informal but effective parking arrangement as they do today and, 2) on occasional purposely parking across their own driveways (for example when visitors or trades are on site). We estimate that the proposal as it stands actually reduces the number of available spaces by about 8 cars.

As a alternative we support the idea of a single yellow line along both sides of the street with a resident parking restriction and/or permit parking scheme enforced. The allocation of permits needs some thought to ensure both residents and their visitors can park freely while not leaving the scheme open to abuse.

- The proposal is so ridiculous and clearly absent of any thought that I can only conclude that the proposal is made by someone at the council who has a job and needs to do "something" and perhaps, provide another revenue stream for the council. There clearly has been no survey carried out. There clearly is no understanding of how the road is successfully used today. There clearly is no data to back up the "reasons" found on the "Statement of Reasons" document as all the residents will be able to tell you.  
I can't express in words how upset and disappointed I am in Buckinghamshire Council or at the very least, Transport for Buckinghamshire. It is actions like this that ruin peoples love for their homes.
- I strongly object to the proposal for restricted parking in any form. The plans for Chiltern Road however are also flawed. The plans do not show Chiltern Close on the map which will be impeded by parked vehicles either side of the start of this road which leads to residential properties. The plans also fail to take into account dropped kerbs / access to off-street parking along Chiltern Road. Vehicles can not legally park in front of driveways and there is no room between the driveways to even attempt

it. A representative (or two) from Transport for Buckinghamshire should visit Chiltern Road to see for themselves.

- I would like to make clear from the outset that I strongly object to the proposals, and I set out below the reasoning for my objections.

1. Proposed location of parking spaces

Our property does not have a driveway or allocated parking, so I rely on being able to find on-street parking to park my car. There are a series of spaces directly outside my property which are generally used by numbers XXX. Currently, the parking spaces are located on the side of the road with the fewest driveways, which means we maximise the number of parking spaces available for residents to use on the road. It has been this way for many years without there being any issues.

The Parking Review proposes moving these spaces to the opposite side of the road, which is where there are dropped kerbs for private driveways as well as access into The British Legion. The effect of moving the parking spaces in this way would be to significantly reduce the number of spaces available on Chiltern Road. I am strongly against this given the amount of parking that we would lose and the number of properties on the road who don't have access to their own off-street parking. See attached map.

At a personal level, I find it extremely concerning that under these proposals there will not be enough spaces for the number of cars based on the road. Consequently, I will be unlikely to park outside – or even near – my property. I have two young children, and being unable to park near my property when they are in the car will make going out with them very difficult. If I am unable to park on my road at night – which would be very likely under these current proposals – then I would be forced to park a distance from my house and walk home in the dark, which raises security/safety concerns.

Having read the Statement of Reasons document, I am struggling to understand why Buckinghamshire Council believe it is necessary to move the location of the parking spaces. Taking each of the reasons given in the Statement of Reasons document in turn:

a. “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” – Surely moving parking spaces to the side of the road where there are driveways would lead to an increased risk of the driveway cars and on-street cars coming into contact with each other, therefore creating more danger?

b. “For facilitating the passage on the road or any other road of any class of traffic (including pedestrians)” – Cars, cyclists, pedestrians and other road users have accessed and used the road without issue for decades. There is a fully accessible path on both sides of the road. How will moving the parking spaces facilitate the passage of traffic in any way that improves upon what we currently have?

c. “For preserving or improving the amenities of the area through which the road runs” – the main ‘amenities’ that are accessed via the road are private houses. Reducing the number of parking spaces and forcing residents to park elsewhere will not benefit local residents who need to access those private houses.



## 2. Proposed introduction of permits

I do not understand why Buckinghamshire Council believe that permits are needed on the road. None of the reasons set out in the Statement of Reasons document seem to justify why permits are needed on this road. Looking at the roads affected by this Parking Review, it seems there are only two other roads where permit parking is being proposed – one is Vicarage Close (which is off Chiltern Road), and the other is South Street. Why are residents of neighbouring roads that are also in close proximity to the station – e.g. Perry Street, Thornton Crescent, Mill Mead (the latter actually being closer to the station than Chiltern Road) – not being subject to a permit system? Why are residents of Chiltern Road being unfairly penalised vis-à-vis other local residents? Turning to the practical impact of the proposed introduction of permits, there are a number of very basic questions about how a permit system would operate which do not seem to have been covered in any of the documents provided by Buckinghamshire Council:

- a. How much will residents have to pay to have a permit? With the current cost of living crises and ever-increasing bills etc, it seems extremely unfair for Buckinghamshire Council to decide that now is an appropriate time to charge residents for the privilege of parking on their own road.
- b. How will friends and family be able to visit if they cannot park anywhere near the road? If there is to be a system for temporary permits, how much will this cost and how freely will they be available?
- c. How will residents be able to take receipt of deliveries if delivery vans are unable to stop on the road? I do some of my food shopping online – how will supermarket delivery vans be able to deliver food if they cannot stop on the road?
- d. How will tradespeople perform basic property maintenance work if they cannot access properties? For example, window cleaners needs to park right outside a property in order to use their in-van facilities whilst cleaning and they may come at a time when a resident isn't in their house to give them a temporary permit. For residents who have people coming to their house on a regular basis – for example, care workers, cleaners etc – having to coordinate the distribution of permits will be very burdensome, not to mention costly.

## 3. Parking Review Process

Finally, I wish to raise some concerns with how the Parking Review has been conducted. There have been two informal consultations on the parking situation to date, where the proposals contained in the current Parking Review were put to members of the public. I, along with numerous residents of Chiltern Road (and, I suspect, other roads in Wendover) duly submitted a response to these where I made it clear that I objected to the proposals for the reasons stated above.

It was very frustrating to see that none of the points that Chiltern Road residents have raised as part of the informal consultations were considered in this Parking Review. A neighbour spoke to someone in the Buckinghamshire Council transport team about this point who explained that, as far as they were concerned, responses were only being considered as part of this review (i.e. everything we had submitted before would be

ignored).

I appreciate that the original consultation was an informal consultation, but I struggle to understand what the point was of seeking residents' views as part of these informal consultations if they were not going to be considered? It seems a huge waste of public money and local government resource, not to mention a waste of residents' time and energy is writing and submitting responses. At no point has the Council sought to actually speak to residents – to engage with us and discuss our concerns or explain their rationale for the changes (i.e. not just consult through some anonymous consultation why ultimately gets ignored)

I am also struggling to understand why these proposals have been suggested in the first place. It feels as though Buckinghamshire Council have drawn up plans based on hypothetical models without actually taking the time to come and see how the parking on our road works in practice. If someone from the Council were to visit the road, they would see that moving parking spaces to the side of the road with more dropped kerbs is – frankly – bonkers! Please can I urge someone from the Council to come and actually meet with some residents. We'd really welcome the chance to show you our lovely road - how we use the road and how we currently park.

As I concluded in my response to the informal consultation, I am at a loss as to the 'problem' you are trying to fix with these parking changes. I – and others on the road - would really welcome the chance to discuss this with you further.

I look forward to hearing from you.

Yours sincerely,

- This consultation lacks clarity of purpose and clear information to enable informed decision making. As a new resident in the area it would be helpful if the consultation set out what problem it is trying to solve and what info/data it is using to support that. I do provisionally support the introduction of parking permits to Chiltern Road as i can see the clear potential for parking problems on what is a busy cut through close to the station. However it would be good to know what the cost of permits were and how they worked so i could decide. Googling it doesn't answer this question.
- I hear that there's been errors and our views are not being captured. So I'm once again formally submitting my vote for NO to the proposed parking changes on Chiltern Road
- The proposed bays do not line up with how the residents currently park their cars and will significantly reduce the amount of parking spaces available to residents as the driveways and British Legion access have not been taken into account and marked up on the proposal map.
- The plans have been drawn up by someone who has clearly not visited Chiltern Road and who has not appreciation for the issues on our road. The proposal will actually

reduce parking spaces and exacerbate the issues we currently have. I do not support your proposal.

- The proposals for Chiltern Road as so far presented and mapped are illogical and will make the situation for residents and those transiting the area worse rather than better than at present. Unless they are radically revised to conform to the actual conditions of the houses, drives and side-roads adjoining Chiltern Road, they should be abandoned. There is a need to start again with a genuine consideration of the safety and convenience needs of residents and those needing to drive along this Road and enter or leave Vicarage Close and Chiltern Close. It is illogical to direct respondents to this enquiry to separate the Closes from the Road in their comments. We are all affected by the scheme and it requires some joined-up thinking.
- I believe it should be left as it is.
- The proposals to allocate parking permit places opposite the junctions of Chiltern Close and Vicarage Close are contrary to the highway code i.e. parking should not be close to a junction or bend. Vehicles parked in these locations force vehicles travelling at speed, towards Dobbins Lane onto the wrong side of the road for the direction of travel! As for allocating spaces in front of dropped curbs this can only cause obstruction.
- Something has clearly gone wrong with this process. The current proposal seems to have ignored all of the detailed comments made before. This is clear from discussions with neighbours. Below I repeat, with very minor corrections, the comments made to Wendover Parish Council and in emails to individual Councillors at Bucks level.
  - We have lived in Chiltern Road over 28 years,
  - I assume that the objective is to maximise the parking opportunities for those who live in a very busy road,
  - Over the period we have lived here residents have “worked out” how to park most effectively in Chiltern Road,
  - The proposal only partly follows this – outside our house (21) and 23 the arrangement remains as is – this is fine,
  - Other parts of the road do not follow what has become “best practice”;
    - o Parking outside numbers 19-3 + numbers 11&12 Chiltern Court creates many more parking opportunities than parking on the opposite side (where many houses have private drives across which parking is impossible),
    - o Similarly – there is scope for extra cars if people park opposite (not outside!) numbers 25-35 – again because of the number of driveways that impinge the space,
  - Losing 3-4 spaces in what is an extremely fully parked road will not be well received!
  - I suggest the surveyor visits the site in the evening (or early morning – before cars leave for work etc.) to get a better “feel” for how residents currently park and how the proposals would worsen the current arrangements.

I hope that those observations are helpful.

- We have given serious consideration to the details on ER59 and strongly disagree with the proposals. We have lived in Chiltern Road for over 40. years and the parking has developed over time to suit residents needs and maximize available parking spaces. The current arrangement works well, particularly between 12 Russell Court and Vicarage Close.

Parking between 12 Russell Court and 23 Chiltern Road provides parking for 15 residents and only 3 driveways. If parking is switched to the opposite side of the road there are 7 driveways, plus entrances to Chiltern Close and the Legion Club. This would clearly reduce available parking spaces and increase the risk of accidents with residents having to manoeuvre around parked cars.

The current arrangement for parking on the opposite side of the road between 24 and 30 Chiltern Road allows for 8 cars and suits residents. The much needed chicane this produces also slows speeding traffic down.

It might be good idea for representatives from both Transport for Buckinghamshire and Wendover Parrish Council to make site visits at peak parking times and view the current parking arrangements and related issues.

If the proposal is to reduce commuter and non resident parking by way of introducing Parking Permits, we would need to be provided with information on how such a system would work and the cost, before commenting further.

- I am strongly in support of introducing resident permit parking to Chiltern Road as I believe it will significantly improve the parking of the many residents of the street, including myself, who do not have driveways. Permit parking will reduce the use of the street by commuters, school drop offs and visitors to the Legion Club (completely out of place on a quiet residential street) at the expense of residents.

However, it does appear the proposed parking layout has been put together by someone that has never visited Chiltern Road, or taken time to understand the way parking in the street currently works. In fact the proposed plan appears to be the complete opposite of this, and arranged in a way that just would not work - the parking zones appear to be primarily located across dropped kerbs providing access to peoples driveways, rendering the majority of the parking unusable. The no waiting at any time areas on your proposed layout appear to be located in the areas where parking bays/zones should be (reflecting the current parking in the street) and more closely the needs of the residents - for example Numbers 5 - 19 who currently have scope for parking directly outside their properties (when available) would lose this entirely under your proposals - to no obvious benefit.

It is also worth noting that the current parking arrangement provides an additional level of safety and buffering from often excessively fast and busy traffic, to properties that are set close to the road, do not have driveways, and only nominal front gardens, particularly those households with young children. This would be completely lost if the illogical arrangement as currently indicated on your plan is put into practice.

So to reiterate, as a resident of the street without a driveway or dedicated parking, I strongly support the introduction of permit parking (with a facility to issue vouchers to visitors), however the current proposal layout should not be implemented and should be re-drafted to reflect the current parking on the street.

- At the moment one can wait a long time before a long line of parked cars as another car is coming in the opposite direction, sometimes they are at almost the opposite end of Chiltern Road. Some drivers get frustrated and drive half on the pavement even at speeds of 15 - 20 mph. I see this every few days and could result in a child being hurt who has rushed out on to the pavement.

There has also been issues with cars parked on opposite sides creating a small gap that a car can get through but lorries or emergency vehicles cannot. This tends to happen at the Dobbins lane end.

The proposed changes to parking would mean that there are many more pull-ins for people to pass, the pull-ins being where there are driveways and so no cars parked. Therefore traffic would flow more freely and would mean that people would not drive along with two wheels on the pavement.

Creating two chicanes discourages fast driving but I think there should be a 'no waiting at any time' on the south side of Chiltern road between Vicarage close and Dobbins Lane. This would impose the second chicane and stop parking such that large vehicles cannot get through.

- We would like to register our strong opposition to the proposals for parking in Chiltern Road, Wendover.  
We feel that the council has totally ignored the previously submitted comments from the residents of Chiltern Road. The proposals take no account of how residents parking has evolved over the years. In our opinion the proposals will create more parking issues than they solve.  
There are certainly parking problems in Chiltern Road, some houses have no driveways and many houses own more than one car, but the main issue is caused by commuters and other non-residents using the road to park their vehicles while they either travel to London by train or work/shop locally. We can see there would be some benefit to the introduction of residents parking permits or maybe the introduction of a single yellow line (preventing parking during a given time period eg 10 - 11 am) but any such proposals would need to be introduced in consultation with the residents.  
In conclusion I confirm our opposition to the proposals.
- Appalled that, due to clerical errors, comments made during 1st consultation were not taken into account for 2nd consultation. How can I make a judgement based on a plan so fundamentally flawed?

- I really dislike having to do things twice! There was a previous consultation on a proposal to introduce yellow lines and resident parking permits in Chiltern Road upon which I commented extensively. This so-called 'consultation' appears to be a simple repetition of the earlier proposals - valuable 'citizen feedback' has apparently therefore been simply ignored. This is unacceptable.

The proposed positioning of yellow lines in Chiltern Road is plain wrong. The counterintuitive proposal places the yellow lines exactly where residents currently park their cars!. The other side of the road (where there are more driveways etc) is currently kept clear of parked cars...and bizarrely has been marked on the map as 'residents permit parking' . Your planners really should have taken proper notice of the views of residents. As a resident I would have no difficulty in supporting a simple scheme which involved, perhaps, a one-off small charge to cover the cost of manufacturing a visible 'parking permit' - however, I would DEFINITELY NOT support any form of recurring charge for the privilege of parking my car on the street adjacent to my home.

A significant part of the parking problem in this area is occasioned by rail commuters opting to avoid the car parking charges at Wendover Station by leaving their vehicles in nearby residential streets such as Chiltern Road. The proposed solution does not appropriately target this issue and simply threatens to move the cost to local residents. A better solution would be for Chiltern Railways to be persuaded to provide access to the station car park without additional charge for rail travellers who have purchased a rail ticket . This would be a positive step for the community and would minimise the parking problems in local residential streets.

- I hope this letter finds you well. Unfortunately, I once again must strongly object to the parking control proposal that you have recently published on your website as it negatively effects permissible parking on Chiltern Road. The plans for parking on Chiltern Road were first published by Wendover Parish Council in November 2020 after which I responded to the parish council with concerns outlining reduced parking space and a comparison of where residents successfully park today. The proposal shown on map ER59 does not take into account driveway access and as such both fragments the physical parking space and reduces the possible road-side parking. For your convenience I have outlined these graphically using a cropped copy of the proposal map ER59 (Fig1) so you can easily see both where residents park and where the dropped kerbs for driveways are located. The lines shown in cyan are where the dropped kerbs for driveways are along Chiltern Road. The green lines are where residents currently park so as to avoid the driveways and to maximise the space. Using a digital measurement tool on the map and assuming the map is an accurate portrayal of the proposal, I have measured all green lines and all proposed permit holder parking where there is not a driveway located (i.e. where I have not drawn a cyan line). I have therefore calculated that the proposed permit holder parking effectively reduces available physical parking where it is legally possible to park by approximately 40% (  $100 - (36.9\text{mm (current pattern)} / 22.5\text{mm (proposed)}) * 100$  ). Even when taking into consideration a plausible margin of error, this parking control proposal would therefore appear to be a contradiction to effective local planning. Can you please confirm to me whether Transport for

Buckinghamshire, Buckinghamshire Council, and/or Wendover Parish Council have conducted a detailed survey regarding the proposal? I would also like to highlight the issue with access to Chiltern Close (not Chiltern Road) which is not named on map ER59 and is therefore not considered at all. The access to a number of family homes via this single track road from Chiltern Road sits between No.12 The Legion Club (note, this is not a “Royal British Legion Club” but a private business of similar name) and No. 10. This area is highlighted on Fig1 as a red box. By only permitting parking to either side of Chiltern Close, traffic leaving Chiltern Close will be hindered by an obstructed view of on-coming traffic by parked vehicles on Chiltern Road. The residents of Chiltern Road purposely do not park adjacent to Chiltern Close for this reason. Permit parking on Chiltern Road could however be a benefit to residents of Chiltern Road as many nonresidents use this road as a railway station car park, The Legion Club as an overflow car park (their private parking area is the green shaded area adjacent to No.12 on map ER59 / Fig1), and as parking for businesses and households on the B4009. However I do not believe that the proposal, which appears to be designed solely for traffic flow, is a viable solution. I therefore suggest that either a) the current resident parking pattern is used as the basis for permit parking with only minor necessary changes that do not reduce the total physical parking space or cause fragments to constitute less than a typical cars length; b) both sides of the entire road is permit parking only thereby reducing the parked vehicles on Chiltern Road to residents only whereby residents can maximise the space that does not cause possible congestion, or; c) the parking control proposal that effects Chiltern Road is withdrawn. As I highlighted to Wendover Parish Council and your office in March 2021, I also cannot see any indication as to how additional parking enforcement would be funded. Does the council take the approach of other councils that provide parking permits freely to residents? It would be useful to publish the intent along with the proposals.

- I would like to make clear from the outset that I strongly object to the proposals, and I set out below the reasoning for my objections. Our property does not have a driveway or allocated parking, so I rely on being able to find onstreet parking to park my car. There are a series of spaces directly outside my property which are generally used by numbers 5-19. Currently, the parking spaces are located on the side of the road with the fewest driveways, which means we maximise the number of parking spaces available for residents to use on the road. It has been this way for many years without there being any issues. The Parking Review proposes moving these spaces to the opposite side of the road, which is where there are dropped kerbs for private driveways as well as access into The British Legion. The effect of moving the parking spaces in this way would be to significantly reduce the number of spaces available on Chiltern Road. I am strongly against this given the amount of parking that we would lose and the number of properties on the road who don't have access to their own off-street parking. See attached map. At a personal level, I find it extremely concerning that under these proposals there will not be enough spaces for the number of cars based on the road. Consequently, I will be unlikely to park outside – or even near – my property. I have two young children, and being unable to park near my property when they are in the car will make going out with them very

difficult. If I am unable to park on my road at night – which would be very likely under these current proposals – then I would be forced to park a distance from my house and walk home in the dark, which raises security/safety concerns.

#### CLAY LANE

- Additional or extension of the proposed no waiting lines to be extended down clay lane directly in front of properties 14/16/18 and 20 Clay Lane.

I and a number of residents are experiencing issues leaving and entering our drives due to people parking opposite our drives. Unlike some others in the lane numbers 14/16/18/20 Clay Lane, Wendover do not have a public footpath in front of our homes which means we lack the extra space to reverse or drive in if someone parks in front of our drives, if anyone parks opposite we are blocked in. The situation is very frustrating and will get worse once the various parking restrictions are implemented specifically on the Tring Road. Clearly something needs to be done and assessment made as to whether [sic] parking controls in the form of restrictions or lines should be extended in front of 14/16/18/20 to eliminate the problem.

- Often can't either get off or get onto the drive due to people parking directly opposite or close to drive entrance. This is the case as I am writing this !

#### THE POPLARS

- It is proposed to extend double yellow lines into The Poplars, Wendover. This road is already cluttered with cars and a precious piece of grass is regularly used for cars. To restrict space still further would only lead to more congestion . This will be exacerbated by the extension of restrictions in adjoining Clay Lane and on the main Tring Road.

I would therefore urge you to reconsider and ask what is the problem you are trying to solve. The proposals will only add to parking problems, not relieve them.

#### GRANGE GARDENS

- On behalf of the residents of Grange Gardens, we are pleased with what is being proposed. Approximately 12 months ago you received correspondence from the residents supporting these traffic measures. Since then the occupancy of the nine houses in the road is unchanged. We suffer daily from atrocious parking with blocked footpaths, cars and vans with all four wheels on the pavement and partial blocking of driveways and the turning circle.

#### LITTLE HAMPDEN CLOSE

- I refer to my two emails sent to Transport for Buckinghamshire dated 1st and 7th August 2022 which I have asked to be included in this Consultation. The details



enclosed confirm and fully support the proposal to install "No Waiting at any Time" to Little Hampden Close.

- I do not agree with the proposed unrestricted Parking Bay opposite numbers 7 to 15 as it would need to be restricted to stop it being used by train commuters and also people leaving their cars while going on holiday, and to use as a 24hours car park.
- I am against the proposal for an unrestricted parking bay opposite houses 7-15. For several years there has been a single yellow line with parking prohibited between 9.00am-4.00pm Monday to Friday. This is perfectly adequate and should remain as it is except you should provide at least one disabled parking space.

These existing restrictions effectively prevent train commuters using the Close as a free car park during the week and also prevents holiday makers parking their vehicles here, boarding a train to the airport and leaving their vehicle unattended for weeks and sometimes very badly parked as well. The residents` living here must be able to park in the road when necessary due to lack of off-road spaces. and should not have to compete with the general public for parking in an unrestricted bay as you suggest. Nor should they be forced to pay for a permit just in case an off-road space may not be available on some days.

The number of spaces needed here for all the residents varies depending on how many vehicles each family needs. When two families with three cars each moved out and two families moved in with only one car each that freed up four spaces. But parking requirements change all the time. You can't count up the number of houses and say for example "right, there are 15 houses here so we only need 15 off-road spaces" and then use this to justify putting no waiting restrictions in place throughout the entire Close leaving those with more than one vehicle with nowhere to park. It's really unfair. I really do not understand how the Council has come to this decision or why, it makes no sense at all.

Finally, you failed to attach a map of the proposed parking scheme with your August letter. Not everybody can get to Aylesbury Gatehouse during working hours to view your plan and your traffweb map does not work on all computers so not everybody has had an opportunity to look at the relevant map. You should now deliver to each and every property a map of the Close showing your proposed scheme in full so that ALL residents can be fully informed of the effect this plan will have on them.

- Thank you for the invitation to comment on the parking proposal; for Wendover which dropped through our letterbox today. My wife and I are very supportive of the plan for Little Hampden Close in Wendover (HP22 6EH); in particular the no waiting at any time around the 'T' shaped end of the Close where we live. Most of the houses in the road are VAHT properties and their residents have recently been asked only to park in the marked bays at the end of Close and not in the road. By and large they have followed this request. However no such request has been made to the residents of the adjacent road, South Street, about parking here. A couple of the South Street properties have rear entrances in Little Hampden Close. When such

parking on the road takes place it makes it very difficult to exit the parking place in front of my garage, especially when a car is parked in the space adjacent to mine

#### MANOR ROAD

- On street parking is extremely useful for slowing down traffic. Without parked cars Manor Road will become a ratrun for people trying to avoid the roundabout by the clock tower which is frequently congested.
- As a resident, I support the proposals for Manor Road; however the construction of additional access to the school site on Manor Road/Wharf Road from the Tring Road should also be taken forward to ensure road safety during drop off/collection times.

#### PERRY STREET

- Can the 'no waiting at any time' lines be extended on the 'even numbers' side of the road from #34 down to #2 Perry Street? All of these properties have off-street parking so should not be adversely affected. Frequently this area is used for parking during the day apparently by non-residents. Because there is parking on the 'odd numbered' side of Perry Street whose residents without off street parking require it, vehicles parked on the 'even numbered' side are frequently parked well on to the pedestrian pavement and this makes access and travel for pedestrians and disabled difficult. It also frequently makes it difficult for residents living at #2 to #34 Perry Street to get into their own properties! Gates are often blocked by cars parked up on the pavement! Perry Street is quite narrow through this section with the cars parked on the 'odd side' so stopping cars also parking on the 'even side' would improve safety as well as access. At the moment Dobbins Lane and Perry Street is apparently used as a 'cut-through' by traffic coming up from South Street and proceeding to the Aylesbury Road so there is reason to be concerned about danger from traffic down Perry Street.
- I support the proposal, but with the following important proviso:

I feel it is essential that the No Waiting regulation on this stretch of Perry Street should be 'no waiting at any time'. People always park on the pavement on this side and this end of the road. because it is narrow and rat runners drive fast down the road and in the past before widespread pavement parking these fast drivers would regularly scratch cars and break wing mirrors.

However, parking on the pavement is not a a solution - it is dangerous. Pavcvement parking obstructs the walkway and forces disabled-scooter users and people pushing buggies to venture into the road at this point. Indeed, sometimes the space left on the pavement is so narrow, all pedestrians have to venture into the road.

This is particularly dangerous as Perry Street is narrow at that point and because cars often drive fast. And this is exacerbated by the bend in the road, which obscures road walkers' and drivers' line of vision.

Furthermore, another hazard is created when cars parked up on the pavement tightly next to driveways, dangerously obscuring the line of sight for drivers exiting their driveways, eg at no XX.

Finally, people parking up on the pavement obstruct front gates (eg no XX) and prevent wheelchairs, buggies, wheelbarrows and delivery people from accessing the front garden and front door.

At weekends, people park and leave their cars in this fashion and go away. I have had experience of being unable to find an owner to ask them to move so I, my visitors or delivery people can access my front door.

The only way such dangerous and antisocial parking on pavements can be prevented, is to institute no stopping at anytime on this part of Perry Street. This would overcome the problem, allowing people access to the pavement and to their house gates.

It is important to note that all houses along this stretch, on this side, of Perry Street have off road parking, so a no-stopping-at-any-time regulation would not adversely affect them.

Most importantly, any on-road parking needs from houses on the opposite side of Perry Street can be accommodated further up the road towards Dobbins Lane where there is always kerbside parking space as houses on both sides of the road on that stretch have off road parking. so there is almost no call kerbside parking. This Dobbins Lane end of Perry Street affords plenty of safe roadside parking, without the need to dangerously mount the pavement, block sightlines, or block residents' access to their front doors.

- I oppose this proposal, but only because this stretch of Perry Street must be designated 'No Waiting at Any Time'.

This is extremely important because at present motorists park up on the pavement along this stretch of the road, obstructing and narrowing the pathway so people on disability scooters and those pushing pushchairs are forced into the road. Indeed, it is not uncommon for motorists to park so far up the pavement that all pedestrians have to walk in the road.

This is clearly highly dangerous, especially as the road bends and obscures sight-lines for the motorist and the pedestrian/disability-scooter-rider/pushchair pusher.

Motorists, especially rat-runners cutting through Perry Street, often accelerate when driving down the road and in the past, because of the bend and the narrowness of

the road, they have frequently clipped and damaged cars parked at the kerb. This is why motorists now park dangerously and antisocially on the pavement.

Tight pavement parking is also problematic because it obscures sight-lines of residents attempting to exit their driveways, and, furthermore, can prevent access to front gates and doors (eg no XX) for deliveries, equipment or even, at times, the residents themselves. This is clearly unreasonable.

There is another problem - If the 'No Waiting' regulation is in place only on weekdays, when access to houses is obstructed over weekends - when people have parked and gone away for the weekend - it is impossible to ask the offending motorist to move their car so access can be regained to front doors and gardens, not least for deliveries.

Whilst not all residents on the opposite side of the road have off-street parking, there is plenty of kerbside parking further down the road at the Dobbins Road end - all residents at that end have driveway parking. There is always space available at that end, so any overspill from the Aylesbury Road end could be accommodated there.

The current parking situation is clearly dangerous and needs changing, but limiting the restriction of parking to brief periods on weekdays, will not adequately resolve the problem.

- I disagree with any new parking restrictions in Perry Street, which are unnecessary. On-street parking is needed for residents who do not have sufficient parking on their property. The amount of parking on the street at present is reasonable, and there is no need for restrictions. Parked cars also act to slow traffic down and discourage the use of the road as a rat-run. Please leave as is.

There are many households with no off street parking where the restrictions are proposed... It's not ideal to park on that side of the road, granted, but it is necessary in order to park semi-near our homes...

Go down the street at 8pm working week and recognise how many vehicles need to park on the street... if we are no longer able to utilise one side of the street, where in the heck are these cars going to spill onto? The whole road up to Dobbins Lane is choca-block...

- Introduction of restrictions for the length of Dobbins Lane and permit provision in Chiltern Road will cause parking displacement into the south-west end of Perry Street, which will remain without restrictions. Vehicles from nearby industrial units already park in this area and additional congestion caused through these proposals will increase the number of vehicles parked and the length of their stay - we live XX XXXXX XXXXXX and it will impact our garden and well-being.

If changes are considered necessary to improve other roads in the area, then further protection should be given to resident parking at the south-west end of Perry Street.

- I think the parking in this area should be no parking at any time.

A parking restriction on the Aylesbury Road end of Perry Street between 10 am and 11 am would be pointless. I believe the station parking which occurs in Perry St is only, as yet, at the Dobbins Lane end of Perry St.

Currently, the parking on both sides at the Aylesbury Rd end is a danger which would make it impossible for emergency vehicles and other large vehicles to get up the street. The cars parked in this part of the street on the north side are usually parked on the pavement in the hope that large vehicles might be able to pass. This makes it impossible for someone pushing a buggy or using a mobility scooter to use the pavement. There are two, and possibly more, mobility scooter users in the area.

The lower end of Perry Street should, in my opinion, have a 24 hour restriction of parking on one side. I realise this will be an inconvenience to some of the people living there but it is necessary for safety reasons. On the north side of Perry St at the Aylesbury Rd end, most of the houses have some offstreet parking; on the South side virtually none have. Therefore it makes sense for the north side of Perry Street at the Aylesbury Rd end to be no parking at any time.

The proposed parking restrictions in other areas of Wendover are likely to lead to a further increase in the Perry St parking problems.

- Whoever proposed Blue Badge only/No Waiting at any time has obviously not looked at the mix of houses in Perry Street. Very few have off road parking especially at the Aylesbury Road end of the road. Additionally they have not taken into account any facility for deliveries, visitors and service providers. I understand that Perry Street is rife with non resident parking but this proposal really does seem to be overkill and penalises every resident. Dobbins Lane (which has total facility for off road parking) has a short timed no parking enforced but NOT all the time No Waiting. It is insane.
- Wendover has developed in stages. I have focused on Perry Street as a typical area that shows a variety of ages of houses from Victorian terraces to large modern detached. Sydney, Addington and Nightingale Road lead off with St Agnes at the top near Dobbins. The majority of these houses built before cars - which is where the problem has developed. Many of these houses have driveways but the smaller terraces do not. Perry street absorbs these cars along with the additional cars from the smaller streets previously mentioned. Additional cars from visitors and train passengers choosing free parking and walking into the station (Dobbins Lane effected here and this is part of the problem) Parking should only be for residents and visitors. Permits provided for both.

- This will push commuter cars onto other streets. Rather than putting restrictions on parking in Wendover and making more difficult for residents and visitors, the council should be pressuring the railway company to make parking at the station more affordable.
- This will push commuter parking into other roads. Residents and visitors need places to park or we will lose visitors to our shops and it makes it difficult for carers etc to come and carry out their care for local residents. Instead council should be putting pressure on the railways to make parking more affordable or free!
- I had understood that the second informal proposal for our street had yet again overwhelmingly rejected restrictions. So I don't understand why the Council has closed ears on this. There is no point in restricting parking in one part of the road. It just means everyone will park up our end and it will become a nightmare for getting in and out of drives. I am told the inclusion of Perry Street may have been a mistake. If it not then this is my objection.
- Understand wrong proposal published no change from existing restrictions.
- Fundamentally object to the current proposal for 'No Waiting' on Perry Street. Perry Street already suffers from a lack of sufficient parking spaces for its existing residents - including 'over-spill' residents from adjacent streets such as Nightingale Road, Sidney Terrace and Addington Cottages as well as 'station parking' at the top of the street near the junction with Dobbins Lane. The current proposals do not take into consideration this current lack of sufficient spaces for residents of Perry Street. In addition, by looking to make Chiltern Street permit-only, this will most probably make the situation much worse, as it will likely attract additional 'station parking'/'over-spill' parking to Perry Street.

Furthermore, the proposal of 'No Waiting' on the north side of Perry Street is unlikely to alleviate any of the current issues as due to existing road width constraints, parking on the north side is already very limited and will likely lead to even more competition for spaces on the south side.

My preferred option would be to 'Do Nothing'. Alternatively, look at making Perry Street 'Permit Parking' with a moratorium on the requirement for Planning to allow more residents to have dropped kerbs and off-street parking.

- Mystified as to the reasons for the proposal and concerned about the knock-on effect of cars migrating to surrounding roads (and the problems caused to the residents and visitors of Perry Street (or Chiltern Road)).
- Why you want to antagonise the residents, and deliberately want to make their lives harder, I don't understand. You offer no alternative for the people like me who have no off street parking and will, by your actions, struggle to find anywhere to park anywhere near their house which I can currently do.

If you are going to go ahead and annoy the people who pay your wages then you should make Perry Street permit parking, otherwise everyone from other streets around here will dump their cars on Perry Street. You should also make sure that people with drives don't qualify for permits, as some of the problem is ignorant residents who have too many cars and yet still park some of the cars in the street rather than use their own drives.

Post covid there is much less reliance on parking around the station so you are simply trying to fix a problem which doesn't exist.

- I don't understand why this proposal is being put forward again by the council. The proposals have previously been put forward, and it's my understanding that they were dropped in light of feedback.

In short, if implemented, the proposed addition of timed no-waiting along much of Perry Street will result in a very dangerous situation. Already, cars are driven at speed along the pavement of Perry Street, when drivers are too impatient to wait to pass each other. Consequently, the pavement of Perry Street is already a dangerous place, and we tell our children to not assume they can walk along them safely. The only thing that mitigates the illegal driving along the pavement is the parked cars.

It is incredibly frustrating that Transport For Buckinghamshire is repeatedly trying to force something onto Perry Street, without bothering to actually ask about local issues.

PLEASE PLEASE PLEASE do something about the cars being driven along the pavement. If you put in place the parking restrictions, it will make things worse, and it will only be a matter of time before someone is knocked down.

I previously responded to this consultation back in March 2021. For your convenience, I've copied the text below.

Dear Buckinghamshire County Council,

Thank you for giving me the opportunity to respond to the proposals to implement parking restrictions on roads around Wendover. Please accept this email as my response.

In summary, I object to the proposals for three reasons:

- + There is no problem statement. What problems are being tackled, and how will the restrictions solve them?
- + All the proposals inconvenience and cost local residents. For what benefit?

+ It is assumed that the perceived problem is related to railway commuter parking. Why are residents being asked to prop-up the business model of the local railway company?

Nowhere is it stated what problem it is intended that the restrictions would solve. Without a clear problem statement, it is impossible to evaluate the potential effectiveness of any proposal. As they stand, the proposals are simply to put in place some restrictions - with no clear indication of any reasoning or evidence.

I can only assume that the perceived problem is one of railway commuters parking their cars in and around Wendover. I assume that Buckinghamshire County Council is suggesting that placing parking restrictions on roads around Wendover will prevent commuters parking their cars for the day.

However, parking restrictions around Wendover will also impact local residents - who will be forced to park their cars on roads distant from their houses, be forced to pay for residents' parking schemes, and suffer inconveniences relating to visitors' cars, or hired cars, etc.

Before proposing parking restrictions, Buckinghamshire County Council should publish the research that presumably was undertaken before hand:

+ How many cars parked around Wendover during the day are actually commuters' cars?

+ During the past year, the number of commuters using the local railway station has reduced to a tiny fraction of previous levels. What impact has this had on parking around Wendover?

Has anybody actually done the analysis? Where is the work published?

It should further be recognised that any parking problem around Wendover that is perceived to be caused by commuters is actually caused by the business model of the local railway company. There is a very good car park at Wendover railway station. It is close to the station, well lit, and convenient. It is perfect for commuters. The only reason that people would choose not to use it, is the cost. People only choose to park their cars on streets in Wendover, because the cost of parking at the station is so high.

Why are the residents of Wendover being asked to prop-up the business model of the local railway company? By restricting parking on streets around Wendover, commuters will be forced to park in the station car park - and the local railway company will be able to charge whatever it likes.

If instead the local railway company was forced to reduce the cost of car parking, then commuters would instead choose to park in the car park at the station. "Thinking outside the box", perhaps the money that has been allocated to fund the



parking restrictions around Wendover could instead be used to subsidise parking in the railway station car park.

The only beneficiary of the proposed parking restrictions is the local railway company. Every other party suffers in some way.

- I live in Perry Street, near Dobbins Lane, so am most concerned about the effect of these changes in that area where parking by commuters and some people working in the car distribution business by the railway is already a problem. By restricting parking on the whole of Dobbins Lane and effectively stopping all but resident parking in Chiltern Avenue the pressure will simply build in Perry Street, and lead to parking on both sides and a similar situation to that in Chiltern Avenue at present where parking on both sides causes obstacles to traffic. It would be better surely to have a single yellow line on the north side of Perry Street as currently 90% of parking is restricted to the south side thanks to the good sense of the majority of residents. This would ensure free passage of vehicles particularly ambulances regularly going to Cherry Trees Home in Dobbins Lane.
- I am just reacting to the news of proposals to restrict parking on Perry Street and Chiltern Road in Wendover, and wondered what the rationale is for it as I have not been aware of any problems with the current situation?  
As a resident of Thornton Crescent all I can see happening is that these proposed restrictions will lead to the migration of vehicles to the surrounding roads (i.e. Thornton Crescent!).  
I would be grateful for any information you have on this issue, and the reasoning behind it.
- I live at XX Perry street and I object to the proposed 'no waiting zone' as we really don't have enough space for cars as it is! There will literally be no space to park when coming home from work...Many of us do not have off street parking and it's touch and go as it is... It's not ideal parking on the other side of the road where the restrictions are proposed, but that is just how the street was made and we work with it... taking this option away will make living in modern times with cars an almost impossible task to park them... It's easy to workout when you count up the cars at 8pm on a working week to realise there are a lot of vehicles... and they need to go relatively near our homes...  
Not a good idea. Please do not do this... bloody 'ek

#### SOUTH STREET

- My only concern is there are more residents who use the current parking bays on South Street than there are spaces. I'm happy to pay for a permit, however, I will be very upset if once I've paid for a permit that I am still unable to park in South Street and end back in the public car park at the Witchell where many of South Street residents have to park at the moment.

- I do feel resident parking is required as the road often fills with non resident cars, both from visitors to the town and commuters.

Also, South St urgently needs better traffic calming. Frequently Cars and indeed trucks drive well over the speed limit. I'm amazed there has not been a a serious accident. Sleeping policemen would make a positive impact in slowing traffic down.

- Hello,

I'm XXXXXXXXXXXXXXX and resident of number XXX South Street, Wendover. The lack of permit holders parking is highly frustrating. The two parking bays on south street are often full of non resident cars who use it as free parking for the train station or the pub. This is despite the cricket club and pub car park both being free. The residents of 8-14 South Street mostly work within service based roles and require their cars for commuting. The closest parking if the bays are full is at the cricket club 200m away across a busy road. This makes unloading any shopping or heavy goods very difficult and dangerous. Especially frustrating when a regular Aston Martin is parked directly outside. I have tried to use the bays directly behind the house, which have recently been given to to Hampden Close to unload heavy items, only to be met with hostility from residents. I commute to XXXX benson most days and I am often carrying equipment with me. I often have to do two or three trips (200m each way) to load my car. There are young families on the street have to walk across the road with luggage and children in tow. It would limit the dangers to the children if this was addressed.

I believe these two bays should be made permit only for the residents directly in front of them. These should be permit holder only at all times including the weekends, just like the new bays at Hampson Close directly behind. This is because there is no difference to the parking situation at the weekend. Visitors to the village markets and shops often use the bays blocking the residents. I hope the committee will see that a 24/7 permit holders only parking bay is the common sense, not brainier decision that will help local residents and limit the dangers of people crossing busy rods when carrying heavy items or children.

- I support the idea of permit parking along South Street. However, I would like the permits available to purchase for all residents on the road, not just the side of the road where the spaces are located. Currently if there are no spaces on South Street, then we either have to park at the Witchell Cricket Club Car Park or Dobbins Lane (but not between 10-11am on weekdays). Thank you.
- We've received no paperwork or notification of this round of consultation.

This consultation has not met its requirements.

It's impossible to see any detail about this proposal - we are being asked to consider whether to support permits without being told whether we will be included in the permit holders. That is farcical.

This is bureaucratic nonsense.

- It's impossible to agree to a proposal when we've been sent no details of that proposal.

We have received no details of this stage of the consultation process.

It looks like you have only communicated with frontage properties this time around, despite being made aware numerous times that the parking in question is used by other residents of South Street who have used those spaces for decades in some instances.

You've messed this up and you need to redo it.

#### THE PADDOCKS

- Many of the properties in The Paddocks only have room for one car on their driveway and it is necessary for residents to park one vehicle on the road (being 2 car households).  
Parking in The Paddocks needs to be reviewed and whilst No Waiting at Any Time would be desirable, there also needs to be parking available for residents. Perhaps residents parking should be permitted?
- Double yellow lines at the entrance to The Paddocks is essential for safety reasons, both car drivers and pedestrians. Who will manage the area during drop off/pick up times from the school?
- I am in support of a 'No waiting' restriction for The Paddocks on the basis that it will not adversely effect the ability of residents and their guests to park outside their houses and deliveries to be made. There is an issue related to school traffic waiting in the street to pick up children from The John Collet School. These parents stop, often for in excess of 30 minutes and frequently have their engines running – in Summer for aircon and in Winter for heat. This is a problem for residents of The Paddocks and 'No waiting' would address this issue. However, the restriction will be totally ineffective if it is not regulated and monitored with penalties being issued for those who disregard the restriction. If such 'policing' is carried out then the proposal will solve an issue for residents of The Paddocks. My fear however is that this will not be done.

So, although supporting this proposal, there is another measure that should be approved and actioned as a matter of urgency to address the dangerous parking around the junction of The Paddocks with Wharf Road. After a short respite over the summer holidays, when drivers could exit and enter the road with a clear line of sight and no vehicular obstruction the situation has reverted to a potential accident area. School parents frequently park on and around the junction endangering school children crossing, with and without adult supervision. In addition, drivers face the possibility of collision with other vehicles as they try to exit the street safely. Double

yellow lines have been proposed and wholeheartedly supported by all in The Paddocks. I feel this should be implemented immediately and the 'No waiting' could be implemented at a later date.

- Between 7-45 and 16-45 The Paddocks is used as a long and short term car park on a regular basis 7days per week. The parking of vehicles is constant including overnight parking but to a lesser extent. Residents only parking is what is really required but no waiting would hopefully help to reduce the problem.

#### TRING ROAD

- The proposed change will have a number of negative impacts on the local area, further reducing the availability of free parking for people using local businesses and, by effectively increasing the usable width of Tring Road, substantially increasing traffic speeds in the centre of the town.

While the negative impacts are clear and obvious, at no stage has any evidence been presented setting out the need for such a change, other than the desire of some home owners to not have cars parked opposite their homes.

No assessment has been made of the impact the proposal will have, no attempt made to model the impact on other streets caused by displacement of vehicles.

There is no justification or need for this change to be made.

Furthermore, I am deeply concerned about the parish council's approach to the entire consultation process - it has repeatedly been presented as either a referendum, in which if more positive comments are received than negative the change will go ahead, or as a done deal, with changes promised to happen regardless of what the consultation finds.

- The current parking outside the farm act's as traffic calming and slows down the drivers who travel too fast, removing the current parking will only allow them to drive fast for the full length of the road from the roundabout as you enter Wendover from Halton all the way to the clock tower roundabout. Speeding traffic is an issue which i have reported many times but never gets resolved.

Also removing the parking will push the vehicles up Tring Road inconveniencing the residents from Number 12 all the way up to Colet Road and beyond, as we know these vehicles belong to commuters and town centre workers looking for free parking.

If you must go ahead with DYs why can't they be staggered to allow some parking/traffic calming.

- Will residents still be able to park outside their homes ?

Where will people shopping at Tesco park?

Where will other local residents who also park on tring road park as can't park outside their flats in the high street park?

Where will workers in the village park?

I agree there is a problem on many roads in Wendover but I think there should be more car parks before restrictions are placed on roads

You are encouraging people to give up their front gardens in order to be able to park their cars and this is not good for climate change

If they can park their vehicles in their drives what about their visitors ?

I do not think the consequences have been thought through for the people who actually live in the houses in this and the other roads

Build more car parks first

The one in the wichell does have room at the moment but it certainly can't take all the displaced cars

A visitor commented on the lively village we have

We won't have this if you stop visitors parking !!!!

I hope you do not bring in the proposed parking restrictions in the village

- Life is difficult enough right now without further restrictions and permits making it worse. Leave things as they are.
- With the hatchings down the centre of the road and cars parked on the Bank Farm roadside, it is very difficult to pass.

Removing the hatchings is necessary if the parking is to be left as it is.

- my name is XXXXX XXXXXX and i own XXXXXXXXXXXX shop in XX tring road Wendover. i would express my interest in parking problems in Tring road. there is already not enough parking spaces on front of the shops; fish and chips, tesco express, indian restaurant. if you go ahead with double yellow lines its only going to make ours business struggle more in already difficult times. obviously there is problem in tring road because there isnt any restrictions and people park their cars and walk to train station. But going ahead with double yellow lines will create bigger chaos outside shops, there isnt any parking restrictions outside shops. i think only

solution is introducing 1 hour parking rules especially outside shops in tring road Wendover. Please take this in to consideration before you make any restriction thank you

- Alternative would be for parking bay at Hale Road where the road is widest and move traffic to middle of road. Agree with proposal for no parking from bus shelter as traffic does not flow and cars park too near the traffic island making it narrow for larger vehicles.
- This is a wide road with parking on the road providing essential additional overflow from the library car park. Reducing the park will impact on business and increase risks around speeding. An additional pedestrian crossing would be required. Despite being raised during previous steps in the consultation it is unclear why this has been prioritised over other areas where there is unsafe parking on pavements.

#### VICARAGE ROAD

- The plans don't make sense to me. Changes aren't required. The plans for Chiltern Road are also not going to work. They will cause chaos and upset many residents there and on joining roads.

#### VINETREES

- In principle I agree that parking needs to be addressed in this area, but restrictions to 1 hour parking and no return within 2 hours will have an adverse effect on people visiting family and supporting them in their own homes. An alternative solution needs to be found. The road to Holland Close needs to have parking restrictions to 1 hour .
- As octagenarians with Blue Badge we rely on being able to park our car in Vinetrees where it joins Dobbins Lane every time we visit. Occasionally we need to park for longer than 1 hour.
- The restrictions we have work very well and there is not enough parking spaces for all the residents in the road if this changes
- Many elderly residents in this road pavement parking can be a problem when it is obstructing mobility scooters and walking aida
- It looks to me that you are going to put in place a 1hr limited waiting system with no return within 2 hours and take away the no waiting between 10am-11am on Monday to Fridays. If this is the case then it goes against the petition which I signed, along with a large number of my neighbors and I would be against this change.

The current situation works quite well, as it stops the commuters clogging the road to catch the train, but still allows residents reasonable parking near to their house.

If this proposed parking system is put in place, I would have little or no choice of where I park my car outside my own house. There are two off road spaces in front of my next door neighbor which 2 of my neighbors use and sometimes I can squeeze on behind. There are residents car parks further round the close, but these are not permit controlled and on busy days such as market day, it can be difficult to get a space or some of the residents who live near to the space make comments (quite understandably) it being a resident only parking.

My understanding was that if we could not have resident parking permits, which I would happily pay a reasonable annual fee for, then the parking was going to stay as was. This means for days I am not at work, I need to move my car only for the hour between 10-11am and often I can squeeze onto the parking area by blocking a neighbor in.

I would be against changing the regulations but if these new regulations come into place, will you work with me to provide additional off road parking outside my house, no XX Vinetrees or allow me to buy a residents parking permit.

I look forward to receiving your thoughts on this matter.

Kind regards

- The parking restriction already in place (no parking between 10 and 11 am Mon to Fri) is necessary and should continue. The proposal to restrict parking in the laybys to one hour is not needed as there are and have never been any issues with availability of parking space on Vinetrees at any time other than the existing restriction. The cost of policing this proposal for 8 hours a day 5 days a week would far outweigh any perceived benefit as it is unlikely to be of any use to shoppers or visitors to the village or the residents who would not want to be restricted to just one hour anyway and can park in the roadside for as long as they need to.
- As I understand the Traffic Order, substantial changes are proposed to the parking restrictions in the road to introduce all day restrictions (9am to 5pm) in the Street. The current restrictions appear to work well and I would retain them. This is an area where many residents are older and vulnerable and where a petition was submitted earlier in the year by a majority of residents asking for the status quo to be preserved.  
I made detailed comments on the 2020 proposals and would ask these to be considered also.
- Having perused the plan of proposed parking restrictions in Vinetrees, Wendover, I fail to see why the residents thereof would be unable to park in the bays near to their dwellings. Most of the residents are over 70 - many over 80, as indeed I am - yet it is proposed that they will need to seek alternative parking - where? It is an utter disgrace that senior citizens - in this area designated specifically for persons above the age of 50.- should not be able to park anywhere near their abode during the day. I seriously hope that more consideration be given to these elderly residents.

Please can you explain what the reasoning is behind the proposed restrictions?

- I am writing on behalf of my Father XXXXXXXXXX who is a resident of the Vinetrees , Wendover (no:19.) and has been for 22 years . He is also a blue badge holder , as are most of his neighbours !  
Firstly I would like to know what Marlow and Flackwell Heath have to do with parking restriction in Wendover ? My Father receives help from a carer , a cleaner, gardener and foot specialist weekly / fortnightly and I visit on a regular basis to look after him , how is this ridiculous suggested ( probably in the bag!) restriction going to affect these carers / helpers ? Secondly would'nt it be logical to give residents a permit as before to ensure all the selfish / thoughtless drivers (' oh it's ok they are only council tenants attitude!!') that don't have one are forced to use the car parks leaving the few spaces for tenants / residents and their legitimate family/ carers / helpers . I am sick to death of outside influences( ie those in Marlow and Flackwell Heath!) that probably have their own driveways and don't live here making life difficult for the people that really need the spaces . It all sounds suspiciously like a Parish council power thing ! !

#### WHARF ROAD

- Excellent proposal and will make the area much safer for the school children who walk and bike to school!
- I support This due to school traffic but I live in wharf road and we park our cars in it as we have no drive way, we also park down swan mews - what will happen to the residents ? As our cars are there at school times ?
- With the restrictions in Wharf Road there is a risk that Parents dropping off or picking up children from the schools that they will park in St Annes Close causing disruption to the residents Can the No Parking restrictions be extending to the close with the exception of the limited number of parking bays outside Nos 2 to 10
- In addition to the no waiting lines I think Wharf road should be made one way. Entering at Aylesbury Road and exiting at Tring Road.
- Although this road can become congested with parked cars there is a need for children who attend the John Colet and primary school to be dropped off and picked up from these schools. These schools take children who live outside Wendover: public transport is very limited and the Council's school transport provision is limited and expensive. The reality of the situation needs to be recognised and provided for in some way. I understand that some patients for the surgery also need to park on Wharf Road due to the surgery's limited car park space.

#### DOBBINS LANE

- I support the proposal for Dobbins Lane but as a resident of Thornton Crescent which is off Dobbins Lane I am concerned about the knock on effect. We are already



seeing more and more cars parking on our road due to the traffic wardens patrolling restricted sections of Dobbins Lane, the expense of parking at Wendover Station Car Park and charges installed at the Shoulder of Mutton pub. Due to the angles of the road this often presents dangerous driving conditions for pedestrians and drivers as cars park on the corners of roads. Thornton Crescent is near Dobbins Lane, Perry Street and Chiltern Road and if all of these roads have restrictions then Thornton Crescent is going to have a surge of people parking from all of those roads. I would like Thornton Crescent to also be included on the parking review and ideally for parking restrictions to apply between the hours of 10am and 11am to stop vehicles parking there all day.

- If it is a choice between the current (no controls) situation and the new proposals I am supportive of the new proposals. However, my preference would be for a form of residents permit in Dobbins Lane, to allow genuine residents to park on the road and leave their cars there without worrying about the 10am to 11am restriction. As I have said, though, I would choose the proposals over leaving things as they are.
- My concern is that the prohibitions on Dobbins Lane will drive railway parkers into Thornton Crescent, It would be good to add Thornton Crescent to the 1 hour no parking as per Dobbins Lane
- I wish for the Dobbins Lane restrictions to remain as they are so that commuter traffic does not flood into Thornton Crescent which would be likely if restrictions were tightened or extended in Dobbins lane.
- I support the proposals to keep Dobbins Lane parking as it is. Changing it might result in an increase of commuters parking in Thornton Crescent.
- Agree with the no waiting proposals at road junctions to improve safety. Disagree with extension of the 10-11am no waiting zone.
- While I generally support the proposal to discourage all day parking for the station I have a couple of concerns for your consideration:

1. The lane is a family road with residents' functions often occurring over Bank Holidays. Given that the main cause of all-day parking is for the railway station, the proposed "No Waiting Mon-Fri 10am -11am" is too restrictive over the Bank Holidays when the number of rail commuters is low and, therefore, has little positive benefit for such parking but with a potentially significant negative impact on residents.

The restriction of "No Waiting Mon-Fri 10am -11am Except Bank Holidays" is more suitable for Dobbins Lane.

2. From No. 38 onwards (even) the house types are irregular with often little or no off-street parking for residents. This needs to be accommodated within your plans.

### Annex 3 – Wendover Parking Review 2022 – Responses from Statutory Consultation

- Commuter parking, compliant with current restrictions, along Dobbins Lane does not affect traffic flow and so it is not clear which problem the proposal is trying to solve.

Introduction of restrictions for the length of Dobbins Lane and permit provision in Chiltern Road will cause displacement into the south-west end of Perry Street, which will remain without restrictions. Vehicles from nearby industrial units already park in this area and additional congestion caused through these proposals will increase the number of vehicles parked and the length of their stay - we live on this corner and it will impact our garden and well-being.

If changes are considered necessary to improve other roads in the area, then further protection should be given to resident parking at the south-west end of Perry Street.

- Restrictions on Dobbins Lane will displace commuter cars to Thornton Crescent.

Thornton Crescent is currently not included in the consultation, though I requested that it should be prior to the commissioning of this survey.

Please see additional comments.

- My comment is why is Witchell not included in these proposals for restrictions. Witchell suffers from people who work in the village shops parking in the street all day, people using the free car park rather than the station meaning that the residents of Witchell have to put up with navigating with other people's cars and parking on bends in the road etc. Witchell should have the same restrictions imposed as Dobbins Lane.
- If you extend the 10-11 parking restrictions existing on Dobbins Lane to the whole road the car drivers will instead use Thornton Crescent for their long term car parking.

The parking congestion problems will not be solved but merely moved to another place.

- Restrictions in Dobbins Lane can only result in displaced vehicles parking in Thornton Crescent if similar restrictions are introduced in all other roads in the area.
- Could there be additional "disabled" spaces in the vicinity of Manor Waste? Disabled badge holders often park on double yellow lines, which is less than ideal.
- This will push commuter cars onto other streets. Rather than putting restrictions on parking in Wendover and making more difficult for residents and visitors, the council should be pressuring the railway company to make parking at the station more affordable.
- This will push commuter parking into other roads.

Residents and visitors need places to park or we will lose visitors to our shops and it makes it difficult for carers etc to come and carry out their care for local residents. Instead council should be putting pressure on the railways to make parking more affordable or free!

- My wife and I very much support the extension of the No Waiting Mon-Friday 10am-11am single yellow lines between Chiltern Road and Perry Street. We are aware that some residing on Dobbins Lane between Perry Street and Bridleways would prefer Permit Parking.
- BC should learn from history. The current restrictions arose because of abusive parking by Commuters. The Commuters were trying to avoid paying Car Parking Fees at the Wendover Station Car Park. Whilst the restrictions brought in helped in one part of Dobbins Lane, the problem was displacement of undesirable all day parking to the lower part of Dobbins Lane and adjacent roads.  
The new proposals will simply displace the parking issue, not solve it. You should look at the parking issue as a whole, not street by street.
- I live adjacent to Dobbins Lane in Thornton Crescent and cannot understand why my road is not included in the Wendover Parking Review. Any changes to parking restrictions in adjacent roads - Dobbins Lane, Vine Trees, Chiltern Road, Lionel Avenue etc - will result in increasing numbers of car owners choosing to park in Thornton Crescent. We already get quite a lot of commuters' cars parked in Thornton Crescent but if changes are made to restrict parking in adjacent roads our whole road will be full of parked commuters' cars during working hours. This would severely hinder access for emergency services, lorries and delivery vehicles.

Thornton Crescent must be added to the Review, and I request that it is.

- I live in Thornton Crescent and would like to see this road included in the consultation process outlined.  
This road connects with Dobbins Lane and is geographically closer to Wendover Station. Changes to parking restrictions on Dobbins Lane and other connecting streets could merely push the problem into my crescent. This road frequently has visits from emergency vehicles which is due to the elderly demographics of the road. Furthermore partial or full obstruction of drives due to inconsiderate parking is a hazard which Thornton Crescent does not deserve to inherit.
- Currently, there are frequently cars parked on the road in Dobbins Lane. These provide a traffic calming effect on the road. I have significant concern that should the parking restrictions be implemented, the road will become a high speed shortcut for cars through Wendover at high speed (something we experience frequently late at night when the volume of cars parked is reduced). Cars currently slow to pass by parked vehicles on the road. Without these, cars would travel at higher speeds along the road. This would cause a significant safety concern for those residents on Dobbins lane, where many families with children reside.

I would support no change to the current levels of restriction on Dobbins Lane. Bringing in the proposed restrictions will also merely push the "problem" elsewhere. An alternative solution of resident permit parking could be implemented such that residents only can park on the road therefore addressing concerns around parking for the station, whilst maintaining the natural traffic calming that parked cars provide.

- We own and operate XXXXXXXX XXXXXXXX residential home providing elderly care at number XX Dobbins Lane. We usually have sufficient car parking for staff and visitors but as this can change at a moment's notice, parking on the road without restriction is a useful, safe and convenient way to mitigate it. This is especially true when doctors and district nursing staff need to visit. At the far end of Dobbins Lane where we are, it is a no through road and does not suffer with either town or railway user parking. Neither does it have through traffic. As a consequence, a blanket restriction for the whole of the road, albeit for one hour only in the morning, will have a disproportionate effect on the 20 residents for whom we serve.
- Many of the proposals will simply push parking elsewhere in the village. We need affordable parking at the station for those who are travelling daily.
- This is a really important initiative. Numerous times commuters have parked so close to our drive it's very difficult to turn in or out and it makes visibility of other cars very difficult too.
- We live at number XX, one of a number of houses at the top end of Dobbins Lane with no driveway or off-street parking. We have three small children and currently park outside our house. If we lose parking rights on our own road then the house becomes pretty much unusable.

The roadside parking at our end of the lane (where the proposed changes would take place) is currently extremely easy, quiet and relaxed. It is a quiet cul-de-sac with very little through traffic and, to be honest, we can see no need whatsoever to impose parking limits.

However, if the proposed parking limitations were to go ahead then residents parking permits need to be provided. Particularly for those of us without off-street parking.

I can't stress this enough - without any access to parking our family house becomes unusable and ultimately unsellable. This would have an extremely adverse effect on our lives. Meanwhile I can't see any real reason for parking limitations to be imposed on a quiet, residential, no-through lane.

To be clear, we would prefer for there to be no change to the current parking situation on Dobbins Lane. If parking restrictions were to go ahead then our opinion is that there MUST be residents parking permits made available.

Many thanks,

- I don't see any need for further parking restrictions. Dobbins Lane is a public road and those parking on it do not, in my opinion, cause any inconvenience for residents. We all have their own driveways and there is no competition for on-street parking between residents and non-residents who are completely entitled to park legally on what is a fairly wide public road.
- Support restrictions but these need to allow residents to park so a permit scheme needed. The proposals may work for the bigger houses with big drives but the small houses , eg towards bridleways, will need to build drives /destroy lawns to live with these proposals as they don't have room
- We support 'No waiting Mon-Fri 10am - 11am' in Dobbins Lane. However, we are concerned that Dobbins Lane residents that do not have off-street parking should not be adversely affected.
- Dear Parking,

I object to the proposed restrictions of No Waiting Mon-Fri 10am-11am on Dobbins Lane, Wendover for a number of reasons:

1. Increased speed / volume of traffic and risk to persons and other vehicles using the road.

Dobbins Lane is a wide road in comparison to other surrounding roads with good visibility for both road users and pedestrians. The current restrictions around the side roads leading off Dobbins Lane are well adhered to making it safe to cross as a pedestrian or passing in a vehicle with clear sight of any emerging traffic. There are 'no waiting' restrictions closer to the High Street end which are necessary as the road narrows and this section is frequented by those using the shops etc on the High Street. The road is also used by commuters who park here to avoid the railway station car park fees. I appreciate some residents do not like this, however it does create a traffic calming measure and reduces the speed of traffic. By removing these parked cars this will increase the overall speed of vehicles using the road. The proposed one hour restriction suggests this is to deter commuters parking, rather than for safety reasons. Residents who choose to live here do so with the benefit of being close to a train station, but must also accept this will attract others who use the train station – as does living near a school, or the noise of a pub!

Dobbins Lane is also used as a cut through during certain times of the day to avoid the High Street if busy. By 'opening up' the road, this will only encourage more people to do so and unfortunately it is human nature for many to drive that 'little bit quicker' when using a cut through.

2. Relocation of parked cars – the increase of restrictions will result in both residents and users of the road to park elsewhere and potentially cause issues there. As it stands I do not believe there to be any issues, neither safety or nuisance, with the current level of restrictions on Dobbins Lane, nor the amount of parked cars that

use it on a regular basis. In comparison to other small towns, overall I do not consider there to be a significant number of parking issues within Wendover, compared with Chesham for example. Undoubtedly there are hotspots where parking is an issue around certain times of day, but generally speaking it is manageable. The number of proposals across the area should be carefully considered as combined, they may well cause an actual parking issue in several locations where currently there are none.

3. Penalise residents – not all properties on Dobbins Lane are fortunate to have large driveways to accommodate their own cars along with visitors, tradespersons etc. I am in the emergency services and do shift work, including late and night shifts and have to sleep during the day. There is also an increase in people working from home which is reducing the amount of vehicles on the road and emissions. By implementing an hour restriction this will have the opposite effect and cause unnecessary journeys, inconvenience and frustration to residents.

I appreciate the residents of Dobbins Lane will have varying views on this matter, depending on their location along the street and I understand the frustration of commuters or shoppers parking on the road outside one's house. I do not agree that the restrictions will improve safety along Dobbins Lane. It will result in increased speed of traffic and increase the risk to road users as I have experienced and seen in my working role. There are a significant amount of proposed restrictions across Wendover and I am unsure where the all of the existing vehicles of Wendover are going to park. I envisage a lot of people having to drive and park on an unrestricted road which will only serve to increase community tension and likely create a whole new 'parking problem'.

I note the proposal of permit parking areas in Chiltern Road and Vicarage Close. Whilst I do not believe a blanket permit scheme is necessary on Dobbins Lane, has the council considered a combination of restrictions and permit (anytime parking) which would reduce some of the vehicles on the road (i.e commuters / shoppers who may be a hindrance to some entering / leaving their driveways) without causing significant disruption and inconvenience to other residents?

Yours sincerely

Resident.

- I am a resident in Wendover and responding to the Parking Review Wendover, Flackwell Heath and Marlow.  
I live in Dobbins Lane and am quite happy that you intend extending the No Parking Between 10.00 & 11.00am weekday restriction further down the road away from the High Street. This will help prevent commuters traveling to London by train from parking there.

I see that it is proposed to have “residents only” parking in Chiltern Road and surprised this is not considered for Perry Street. Commuters/Visitors to Wendover will just move to the next road down which will be Perry Street which is already congested with cars and often difficult to navigate as it is also quite narrow. I am aware that in the past there has been a suggestion to make more use of the car park at Wendover Railway Station but was rejected by whoever runs that car park. However since Covid, less people are traveling to London on a regular basis so the car park, in my opinion, is well underused. Is it worth revisiting this idea as I am sure more money could be generated for the owners if shoppers/visitors were encouraged to park there.

- **[82 Signatories]** We, the undersigned residents of Thornton Crescent, Wendover, wish to register our concern regarding the impact upon Thornton Crescent of the changes to parking restrictions proposed to be introduced in roads in the immediate vicinity. These changes will implement more restrictive parking measures than are currently in place in those roads, causing displaced vehicles to seek the nearest alternative. With no parking measures in place in Thornton Crescent, we are concerned about the number of displaced vehicles which will seek to park in our road.

Thornton Crescent is home to a great number of residents, spanning a cross-section of society with differing ages and needs. We encompass families with children and residents who require visitors to assist with their personal or home care. Additional vehicles in the road would result in multiple safety and access concerns for the residents of Thornton Crescent.

We respectfully request that Thornton Crescent is included in the parking review, modelling and consultation processes

#### LIONEL AVENUE

- It would be advantageous if double yellow lines were extended on both sides of the road for approx 20m beyond the entrance/exit to Mistletoe Lodge as parked vehicles (particularly vans) in this stretch of road severely restrict "line of sight" for cars exiting Mistletoe Lodge. There have recently been a couple of near collisions with cars "speeding" down Lionel Avenue towards the junction with Aylesbury Road.
- This will push commuter cars onto other streets. Rather than putting restrictions on parking in Wendover and making more difficult for residents and visitors, the council should be pressuring the railway company to make parking at the station more affordable.
- This will push commuter parking into other roads. Residents and visitors need places to park or we will loose visitors to our shops and it makes it difficult for carers etc to come and carry out their care for local residents. Instead council should be putting pressure on the railways to make parking more affordable or free!

- Reasonable and sensible proposal

AYLESBURY ROAD

- There is already severely restricted stopping/ parking along Aylesbury Road from the Clock Tower to Perry Street. Any further restrictions would mean that there is no parking for visitors to homes on the “ odd number” side of the road even after working hours or for people to stop to go into Motor Spares or the garage.
- I am not concerned with any particular road. My comment is directed at the fact that you are cutting out places to park in Wendover without producing adequate public car parks. Planning permission is being given for many extra houses and it has long been known that the provision of public parking is pitiful and nowhere near caters for the number of people needing spaces. When are you going to address this need?