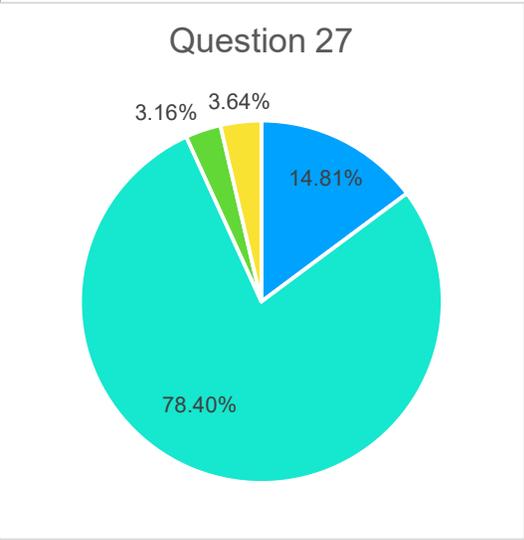


27

Response ID	Do you have any suggestions as to how the amount of traffic through The Ivers could be managed more effectively or the impacts reduced?	Final Result				412 100.00%
		Blanks	Yes	No	Other	
		61	323	13	15	
1	Not really it's a cut through to Slough & Motorway	14.81%	78.40%	3.16%	3.64%	
2	No Solution unless a bypass with housing estate.					
4	20 mph miles per hour past schools					
5	Link road for HGVs through Ridgeway.					
6	Relief Road.					
7	Police the HGV Regs more thoroughly					
8	Wide speed bumps to stop cars speeding and not cause damage to vehicles. No HGVs between 7-9am and 3-5pm to protect children and school traffic.					
9	Need Iver high street bypass.					
10	New road access to trading estate					
11	More signs, speed humps and cameras.					
13	Open up Seven Hills Road to access the A412 to Denham.					
14	A relief road					
17	You just need to monitor truck volumes yourselves, that's what we pay council tax for, you need to make responsible decisions					
19	No, insufficient knowledge to comment.					
20	Divert lorries. Particularly 'Whistl' and ones that carry cranes and heavy equipment.					
21	No further developments. Businesses with HGVs should relocate to appropriate places with wider roads					
22	Recent proposals for a relief road out of the back of the Ridgeway segment to be very sensible.					
23	The 'bottle neck' appears to be at the roundabout by St Peter's Church and parked cars.					
24	Width restrictions to prevent HGVs passing.					
25	Stop through traffic, but allow locals.					
26	Stop lorries using the high street. Unfortunately this area requires a relief road.					
28	Re-route the lorries; take away the width restriction in Richings Park as roads are wider there. Iver is a small village.					
29	A relief road for the copious through traffic.					
30	By restricting widths so large HGVs have to detour.					
31	Either extend the narrow roads or build additional roads keeping traffic away from Iver (i.e. traffic direction to M25 etc).					



32	A relief road so large lorries don't have to pass through the village.
34	For Iver a by pass or traffic calming. The A412 - I don't know??
35	Put speed bumps ie sleeping policemen on roads.
36	Bye Pass, Stop all lorries
37	look at the bypass options
38	work with Pinewood for a bypass
40	any development plans should take into account the need for a bypass for iver high street
41	Ban HGVs
43	The ? of the Iver High Street. It would help.
44	By pass and ban on lorries in village.
45	Parking restrictions in Iver High Street and Langley Park Road.
46	Sadly no.
47	More width restrictions.
53	Need to put in calming and a relief road. Address Pinewood Studios access.
54	Ring road from Uxbridge to Slough
55	Traffic lights
56	Speed cameras by the school - between schools. A relief road.
60	New relief road (know it's difficult). Enforcement of existing bans on HGVs for example.
61	width restrictions and speed cameras. Better enforcement of road and vehicle types
62	Don't allow HGVs through the village. Put traffic cameras in place to slow traffic down.
63	By pass road.
64	forcing non residence to use pinewood road and A412
65	Put in a relief road and ban HGV's from High Street and Richings Park inner roads
66	By pass for Iver. Road calming on A412, Iver Heath. ?Some sort of ring road.
67	Width restrictions, speed bumps
68	A by pass.
69	Get rid of the so called industrial sites.
70	Relief road will help and ease congestion for all.
71	Open up Sevenhills Road for Pinewood traffic with a proper junction/traffic lights at the top.
72	Banning heavy and large lorries.
75	Block the width restriction
76	Stop huge lorries - (breaking up the roads). It is getting worse.
77	Saturation point has been reached.
78	We need a ring road; zebra crossing should be a pelican crossing with lights.
80	To reduce the flow of heavy duty lorries

82	A relief road to reduce large traffic from Iver High street, too many cars parked on both sides of the High Street making it impossible for cars to pass
85	Relief road.
86	look at restrictions (re Hillingdon) and build a RELIEF ROAD!
87	Other than ban all HGVs in the village, develop the road system.
89	No parking at all in the main roads through the Villages of Iver, Iver Heath and Richings Park.
90	A by pass must be built.
91	Ring road
93	Speed camera on High Street. Lorry ban on High Street.
94	Ban lorries from the High Street.
97	By pass - Ban lorries in high street Iver. Parking permits for residents during the week only or yellow lines eg no parking between
98	Stop building.
99	Block rat runs through estates
101	By building a separate road for larger trucks and lorries to get to Richings Park.
104	ALL ACCESS TO PINWOOD VIA SEVEN HILLS ROAD INVOLVING IMPROVED ROAD SYSTEM
105	HGV Made to use North Park/Thorny Lane South if coming from M4 to Industrial Estate avoiding Iver Village.
106	A By-pass is needed for cut through traffic.
107	Ring Road - Bypass structure to take traffic around the vilages.
108	A relief road, this has been spoken about for many years.
109	By Pass
110	NOTHING THAT COMES TO MIND, I'M SURE EXPERTS IN SUCH FIELD WOULD HAVE SUGGESTIONS.
111	NO MORE DEVELOPMENT IN THE IVERS *** SLOUGH COUNCIL PLANNING DEPT WAS FUL OF CORUPT OFFICIALS A FEW YEARS AGO SO NO CONFIDENCE IN THEM
112	Develop Richings Park North. Route lorries along larger Roads.
113	IVER VILLAGE LORRY FREE ZONE.
115	Combined answer with Q27
116	Traffic Management e.g speed & hours restriction around schools, bollards, bypass, certainly strict weight restrictions. Ban HGVs and ALL Industrial machinery vehicles.
117	RING ROAD AVERAGE SPEED CAMERAS

118	MAINTAIN ROADS PROPERLY WOOD LANE IS FALLING APART - WHY DOES NO ONE COME & LOOK? POT HOLES ROAD CAVING IN. TEMPORARY? ROAD CONES (NOW 2 YEARS!) AND STILL THE WIDE VEHICLES MOUNT ONE PATHWAY
119	Restrict the areas and times of day that HGV can use the roads in the area.
120	Release Road. Proper Free parking for train passengers.
122	RE ROUTE INDUSTRIAL TRAFFIC
123	Restrict the Heavy Vehicles through the Ivers to night time only (say 10pm to 6am)
124	HEAVY GOODS VEHICLES, COMMERCIAL COACHES & DOUBLE DECKER BUSES SHOULD BE BANNED. CHILDREN SHOULD BE WALKED TO SCHOOL BY THEIR PARENTS NOT DRIVEN
125	RETAIN SPEED Bumps and WIDTH Restriction in Pinewood Green, Ashford and Thornbridge Roads.
126	A NEW RELIEF ROAD IS DESPERATELY NEEDED.
127	After meeting SBDC traffic Offers last year to discover the dednt even know Schhols existed in the Ivers. I am surprised that they have done NOTHING SINCE to calm the large number of Speeding Cars and Lorries running through the Ivers! TRY basic traffic Calming measures!
128	Yes - No to any more developments.
129	Move Pinewood Studios expansion elsewhere
130	Build a by-pass from Wood Lane to Sutton Lane.
131	BAN LORRIES OVER A CERTAIN SIZE
132	High St. By Pass Also HGV restriction Signs - Access Only - for Sykelngs/SykeCluan As some 44 tonners follow their Satnavs and get completely bIocKed
133	CLOSE PINWOOD GREEN/ASHORD ROAD TO THROUGH TRAFFIC
134	we are used as a short cut, Through to SLOUGH, HEATHROW, etc SPEEDING PAST Schools. NO CARE FOR THE CHILDREN AND ELDERLY. RUDE TO The LOLLPOP MAN
135	NOT REALLY UP TO THE EXPERTS!
136	IVER HIGH ST - WIDTH RESTRICTION BANGORS ROAD - SPEED CAMERA, LANGLEY PK ROAD ditto MORE WEIGHT RESTRICTIONS AND A BY PASS FOR HGV
139	some sort of bypass

140	IVER VILLAGE LORRY FREE ZONE.
142	Don't allow through village
143	There have been promises of a bye pass since I have lived here (40 + years) I have given up in believing in anything politicians promise & feel this questionnaire is a waste of time in this respect.
145	Relief Road for Iver. Restrict size of lorries coming through
146	BYE PASS NEEDED
147	Fewer HGV generating sites in our parish. Close sites in Seven Hills Road in Iver Heath and all sites in Iver Village and Richings Park
148	Removal of an HGV generating site and redevelopment for housing & small businesses. A bypass to keep traffic from residential roads
149	DETERMINE WHY HEAVY LORRIES AND OTHER VEHICLES NEED TO PASS THROUGH THE VILLAGE - CAN THEY BE RE ROUTED .
150	AQ RINGROAD AROUND THE VILLAGE AND STOP HGV'S ALONG IVER LANE (FROM HILLINGDON) HILLINGDON HAVE ACCESS TO UXBRIDGE FROM THEIR WEST LONDON BUSINESS PARK
151	Speed restrictions.
152	A27. A relief road will not, by itself, solve the problem. It is essential that fewer HGVs are based in the Ivers, and that better public transport is provided.
153	BY PASS TO REDUCE THE AMOUNT OF H.G.Vs GOING THROUGH THE VILLAGE OR RESTRICTING THE TIMES THEY CAN DRIVE THROUGH. SCHOOL TIMES SHOULD BE HGV FREE SO THAT PARENTS CAN TAKE THEIR CHILDREN TO & FROM SCHOOL SAFELY
154	Relief Road
155	HGV relief road. Redeveloping HGV traffic generating sites into other activities.
156	A RELIFE ROAD. FOR THE WHOLE OF IVER NOT JUST PUSH IT PAST OTHER FRONT DOOR LIKE SHREDDING GREEN (NOT MANSION LANE - ROAD TO SMALL)
157	NEW ROAD LAYLOUTS
165	Yes it is a concern, particularly Iver High Street due to large transport companies which have set up business over the last few years, this should never have been allowed in the first place when Slough Industrial area is only a short distance away, why on earth can't they relocate

173	Stop HGV traffic up and down Thorney lane north and insert some effective traffic calming measures throughout Iver Village (with associated parking restrictions).
178	Width restrictions or a relief road.
180	See above answer 26
186	make another route for the HGV using the industrial estates on Thorney Lane
189	Spot checks by VOSA and the Police down Bangors Road and Swallow Street
191	Temporarily create a route in and out utilising thorney lane (heading south only) and North Park connecting to J5 M4. This will not be popular with RP residents on the affected roads but it will act as a catalyst for change whilst protecting the residents, schools, children, shoppers etc throughout Iver Village and Iver Heath. The pressure to create a relief road would then be increased by virtue of Richings Park coming to a standstill!
194	An appropriate relief road to take the traffic away from village centres.
196	Relief Road / restrictions
200	With a sympathetically designed By Pass.
202	Stop lorries using the village.
204	Width restrictions at top of Iver Lane to counter heavy lorries coming from old Cape Board site which cannot go through LBH. Properly planned and considered relief road giving access to all 3 motorways. NOT a residential road sold to us as a relief road as this is just shifting the problem.
206	A relief road. Double yellow lines down the High Street with width and weight restrictions and better parking to avoid congestion and road parking.
210	Implement the relief road that has been planned. Mandate the lorries to use that relief road (width restrictions on the high street?).
212	Weight and width restrictions to force lorries to use major roads. Agreements between Council and local Hauliers on routes and times of day. Fines or penalties for non compliance.
214	A North - South relief road as suggested by IPC would go a long way to reduce the problems. BCCs proposals for a link road south of Iver Village will not deal with the traffic from the Cape site, and will merely make to problems in Iver Heath much worse.

218	Best scenario - width restrictions between Iver and the trading estate to reduce HGVs in Iver High Street. Current size restrictions between Iver and Black Horse pub is regularly flouted.
219	Relief road for Iver High Street has been talked about for years - never addressed why? Better speed restriction control methods. (not speed humps) Better weight restriction enforcement methods (Bangors Road, North and South)
223	Parking restrictions on High st. Monitored use of the Bangors roads; use planning restrictions on HGV companies to reduce the number of HGV's ; reduce traffic from Cape Boards
225	Any development between Railway line and canal, should provide a relief road if any area serves HGV at Thorney Business Park.
229	Relief roads.
231	Open the relief road, send the lorries out the back way through the fields where they will not bother anyone and we can have peace in our houses. At night time when in bed the lorries actually shake the bedroom floor as they pass by, it's a horrible feeling and I wonder what it is doing to the house foundations. We paid a lot of money for this house but I hate living here and will sell as soon as possible .
238	I believe the best way to manage the traffic would be to put in traffic calming measures, especially in Mansion Lane, ie. speed humps, speed limit signs, road width restrictions/build outs, speed cushions and speed cameras in order to ensure vehicles adhere to the speed limits in force. There is very little provided in the way of traffic policing which allows vehicles to abuse the speed limits without fear of being caught. To close any of the roads to vehicles would move traffic problems from one area to another. The volume of traffic cannot be reduced, but calming measures would make the roads safer to residents and road users themselves.
239	Carefully designed public realm and/or pedestrian crossing improvements along Richings Way could help to improve connectivity as well as calm traffic.
241	On Church Road, speed calming measures are required - maybe speed cameras, as cars come well over the 30mph speed limit during non rush hour times.

242	As long as the Planners allow extra building in the area, then the traffic is not able to be controlled. A bypass for Iver Village is so long overdue that it will take a serious incident to occur with a speeding lorry before anyone takes any notice.
247	Making HGVs take longer routes round, not using the same route all the time?
250	Limit the accessibility to lorries
251	The construction of the proposed ring road/bypass is vital. It has been planned for many years, but no progress has been made. There are a number of development plans which have consulted under consideration, one of which needs progressing.
252	A relief road would remove most HGVs from roads in Richings Park. The traffic-calming measures in North Park could be controlled by traffic lights (with cameras) as existing signs are continually ignored.
254	A ring road or relief roads - restrictions on operating sites and provision of tight enforcement on others. Opening up of Seven Hills Road for Pinewood Studios traffic. Monitoring of air quality and action on improving through low emissions zones etc. Keep Mansion lane open
256	Yes, do not implement the proposed traffic lights at the crooked billet roundabout. Also open the width restrictions in Pinewood green and North Park. Also poor parking control outside the shops in thornbridge road hampers traffic flow, we need double yellows to stop people dumping their cars by the central island, also needs disabled parking
257	Weight limits or speed restrictions.
259	Build the road around the back of it.
265	1. Impose an HGV ban. 2. Provide traffic calming measures in Bangors Road. 3. Build a bypass.
266	Possible with weight and size banned from coming through
267	Ring Road either to the north or south of the village
268	Oddyssey Markides conducted a Traffic and Transport Study in Iver in 2016. The resultant published report contains many excellent suggestions to address the traffic issues that have plagued the Ivers communities for decades.

269	As per Q26 and previous answers: - A bypass around Richings Park vis the Old Langley Airfield. - Change of use of the industrial sites/lorry parks. - Station car parking and residential permit scheme in Richings Park. - Council to work with Hillingdon BC to stop (and reverse) the slow creep of lorry park expansion in the neighbouring area. - SBC to upgrade the road junction at Sutton Lane/North Park/Parlaunt Road to alleviate the traffic tail backs, especially when there will be an increase in lorry traffic with the consenting of the CEMEX works on the Old Langley Airfield.
270	1) A relief road / by pass for both Iver and Iver Heath Villages. if not a ban on HGV's going through both villages. 2) A 20 MPH average speed limit through Iver and along Church Road through Iver Heath from the Crooked billet to the Stage and Hounds Public House and speed camera along Bangors Rd N to encourage cars to keep to existing speed limit. 3) Better public transport for local residents (to reduce the need to travel by car). - The operating times and frequency of the number 3 bus should be widened / increased. - The existing Pinewood shuttle bus to Uxbridge tube should be expanded to include a stop outside the co-op at Iver Heath. - a bus service to Iver station should be provided for Iver Heath and Iver residents to Iver station. 4) Pavements should be widened / provided on all roads. This will encourage walking and make it safer. 5) Cycleways / cycle lanes should be provided linking Iver Heath Fields (via Iver Heath and Iver) to Iver station. and
274	Stop lorries using our road as a cut through, use width restrictions at both ends of road, speed cameras and increase the amount of times the Police use portable speed cameras
275	In the High Street where parking is permitted, move the centre line to the half way point between the parking area and the opposite side of the road to encourage traffic to move over, so that both sides can move freely at the same time.
276	Remove the industrial area of Thorney Lane. Provide an alternative route from the M40 to Slough, or widen the road
278	I think you would have to build by-pass roads.

280	Bypass to make HGVs go around the High Street. Speed restrictions and speed cameras on the High Street. Bollards on the High Street to force traffic to go slower or find alternative routes. Height restrictions to force HGVS to find alternative path. Speed restrictions should definitely be places around the school as this is an accident waiting to happen as children and adults cross the street repeatedly throughout the day.
281	If I knew that I would be working for you!
285	Get rid of the lorry park & school bus depot
287	The David Wilson relief road would be a start
288	-Relief roads for lorries or heavy goods only -Restricted access between certain busy periods -Limit the amount of new development
289	No other than other routes
291	Build a relief road. Control the planning and enforce the regulations. Build a car park for Iver railway station and introduce parking restrictions on all the roads in RP village. At the moment it is a commuter car park and we are unable to get access to our local shops.
292	More direct access to motorways. I presume there is a full study of the traffic, its origins and destinations has been done. If not, then it should be. This information can give guidance to a suitable solution.
293	A relief road needs to be built, and enforced weight restrictions put in place (I have seen several instances of Police just giving HGV drivers a verbal warning - they should be given tickets).
298	Iver Village should be bypassed to remove HGV traffic avoiding motorways.
300	Relief road, speed restrictions, traffic calming?
301	As has been suggested a relief road for HGV's
304	build a bypass restrict the HGV movements in and around Ivers {no HGVS between the hours of 7 pm and 7 am}
306	There should be a by pass for all the lorries and heavy goods vehicles.
307	Ban HGV's from coming through the village.
311	as has been previously discussed a bypass for Iver village is badly needed . Pinewood studios traffic need an exit to church rd that does not require them to cut through pinewood green

316	Relief road along the railway may bring some relief, but also make Hillingdon take the lorries through their area with a back exit from the car transporter site on iver road rather than them come through iver.
317	A relief road Better signage so drivers dont get lost
318	I believe the main industrial sites in the Ivers should be closed or at the very least relocated to areas which are more suited. I believe this would have a positive impact on the volume of traffic on our local country roads. The ongoing issue with speeding vehicles must be addressed more rigourously. There should be more 20mph zones, for example Slough Road, Swallow Street and road layouts altered to slow traffic.
319	A weight limit outside the Church institute on Thorney Lane would force the majority of HGVs to use the less built up route via Richings Park, then to the Strategic Road Network at Colnbrook.
323	BUILD A BY-PASS
324	A bypass relief road would be beneficial. Restricting hours of HGV operation within the community (e.g. No through HGV traffic between 10pm and 6am, 7 days per week) would give residents much needed night's sleep. Traffic calming measures such as a chicane or width restrictions would also help. I think the "children" bollards that are outside the school should be considered for the bends on Thorney Lane North as HGVs regularly mount the pavement, which is dangerous to pedestrians of al ages. Reduce speed from 30 to 20mph within the village.
326	SBDC need to make sure that the site that generate HGV traffic are allocated for housing.
328	Relief road Speed humps down swallow street (so many think it's a race track and its extremely dangerous for kids)
330	A bypass through industrial estate, the ridgeway
331	GET RID OF THE LORRY PARK IN RICHINGS PARK. STOP HGV'S DRIVING THROUGH IVER VILLAGE AND THROUGH IVER HEATH (Slough Road).

334	TRAFFIC CALMING REDUCE SPEED LIMIT REDUCE THE NUMBER OF HGVS SOTH BUCKS NOT TO ALLOW ANY MORE SITES FOR HGVS TO OPERATE FROM. PUT CAMARAS ON ROADS THAT HAVE RESTRICTED WEIGHT LIMITS AS LORRIES ABUSE THEM (Bangors road north) BUILD A RELIEF ROAD
337	A bypass
338	Ensure a by pass is made around the Ivers for heavy goods vehicles and buses.
343	The road improvements proposed as mitigation for HS2 and Crossrail should assist in reducing the impacts of traffic through the Ivers. In addition, public transport improvements(such as the proposed Heathrow to Slough rail connections) would further reduce traffic in the area.
344	One word, By-pass
347	Again since moving here there has been much rhetoric about a relief road well if the industrial sites remain we need to stop talking, identify the relief road apply for the funding and get on with it. I understand from our Mp that a feasibility study was done some years ago. Don't know what happened or what it contained but we need to revisit it and very soon before we go ahead with any new proposals for the future
351	Do not expand any more.
353	Ban lorries from high streets
355	In reality we need a bypass and mansion house lane must remain open. Ideally relocate the industrial park and stop trucks driving through North Park, Richings Way, Thorney Lane South and Iver High St.
356	A relief road and restrictions on the high street.
358	Redirect all HGV's away from Iver High Street and Langley Park Road.
361	yes release the land south of Iver and north of the railway for development ensuring the traffic from the High Street has as part of that development an alternative route
364	Relief road from back of Trading Estate (Ridgeway)
365	Stop HGV's coming through Iver Village
366	Not having 1200 jobs at Thorney Business Park most of the employers will not come by train but use cars.
367	Some new road development alongside the M25 as a type of 'by-pass'
369	Stop HGVs

370	Drastic reductions in numbers of HGVs using local roads would have a major beneficial effect. This could be achieved by changing the use of sites such as the Thorney Business Park and The Ridgeway to non-HGV dependent activities. The unfettered development of other sites as bases for HGVs (many of which have no planning permission) should be terminated.
372	Traffic cameras, police cameras - more important than having them parked
373	Make Iver high street a dual carriageway
374	Upgrade north park to handle the cemex traffic and route the thornry lane industrial HGVs to the motorway away from St Peters roundabout and the schools in iver. With that reduction, the West London Industrial park traffic can come through the village and use Wood Lane to reach the motorway network.
375	Not having 1200 jobs at Thorney Business Park most of these employees will not come by train but will use cars. Will they use the station car park?
378	Nope! That's your job surely
385	Relief road
387	Remove the cause, Iver is no place for industrial estates with HGVs.
388	Bumps
389	Ban HGVs driving through the village and a relief road away from the village are the only viable solutions
390	Relief road !
392	Need speed bumps and cameras as seen people speeding down roads. Also stop lorries coming through the high street or small loads causing danger to cars. Lorry drivers should have another route as occasions where they block both sides and sudden braking.

393	I WOULD LIKE TO SEE TRAFFIC RESTRICTIONS, ISLANDS AND PINCH-POINTS REMOVED. I DO NOT BELIEVE IT IS HELPFUL TO MAKE IT DIFFICULT FOR 35 TON TRUCKS TO NEGOTIATE "TRAFFIC CALMING" MEASURES, THROUGH IVER HIGH STREET, NORTH PARK AND CHURCH ROAD. I AM IN FAVOUR OF REMOVING ALL PARKING RESTRICTIONS ALONG ONE SIDE OF THESE ROADS, AND HEAVILY ENFORCING DOUBLE YELLOW LINE PARKING RESTRICTIONS ALONG THE OTHER SIDE. THIS WOULD INCLUDE THE SCHOOLS AND SHOPPING AREAS, WHERE POOR CAR PARKING CURRENTLY ADDS TO THE PROBLEMS. I DO NOT BELIEVE THERE IS A CASE FOR A BY-PASS OR ANY ROAD WIDENING, IF A FEW SIMPLE CHANGES LIKE THESE ARE MADE. I AM NOT IN FAVOUR OF ANY TRAFFIC CALMING MEASURES, BUT WOULD FULLY SUPPORT AN INITIATIVE TO EDUCATE CHILDREN ON THE DANGERS OF TRAFFIC, AND A PROGRAMME TO ENSURE YOUNGSTERS ARE ABLE TO ACT SAFELY AROUND SITUATONS WHERE TRAFFIC POSES RISK. I WOULD SUPPORT NECESSARY PEDESTRIAN
396	Relief road Creating restrictions on roads i.e. width or when HGVs can use Reducing the terms of the organisations that use HGVs Not allowing any new planning applications that add new HGV movements
398	Ring round to avoid the village centre areas (all 3 areas) Business Parks - change of use - to exclude the operation of warehouse and / or distribution businesses (users of HGV) Fixed Speed cameras throughout the area Traffic calming measure (narrowing etc) Signage - advising roads not suitable for HGV
400	Traffic needs to have an alternate route away from Iver High Street. A relief road is required to provide this alternative. This will allow the village centre shops to function more effectively instead of being in a no stop zone due to the heavy traffic. A bus service is required through Richings Park to reduce the need for most journeys to be made by car.

402	Relief road for HGV's Stop HGVs from Love Lane coming through iver - increase weight restriction on bridge and make them use the back entrance to the old cape boards site. Make Hillingdon traffic use Hillingdon roads. Weight restriction on Iver High Street and enforced restrictions for no HGVs in Richings Park Development on Thorney Business Park including a cark park for communters for Iver Station
405	IMPROVED PUBLIC TRANSPORT IS ONE, THE BUSES THAT CURRENTLY RUN ARE VERY EXPENSIVE AND NOT RELIABLE.
407	More traffic-calming measures and better policing of speed limits would address some issues; and increased parking restrictions would address others. The policies which guide the issuing of vehicle operator licences need a thorough review. Weight restrictions on some roads might help, but I don't know what specific difference they would make on the roads which I use. More fundamentally, I support the proposals to tackle the sources of HGV traffic by redeveloping one or more of the sites; this may have the biggest impact, but nonetheless will not address all the problems. A holistic review of traffic management in the area (going beyond the Parish and the County) is needed, with open discussion of what Society believes are its priorities and how to manage the balance between conflicting demands.
409	Relief road
415	Ok the only answer is to make it a useless cut through route. So no road widening plenty of street parking and pedestrian crossings. And width restriction on Bangors Road North. Cape Board site should be linked to Cowley by a new bridge. And Iver route restricted. Any Iver bypass will only bring more traffic through Iver every time M25 or M4 has issues
416	Iver Village needs a ring road asap. The through traffic is intolerable.
417	Create traffic calming within the village and create low emission zone for HGV traffic.
422	Build a by-pass for the High Street.

431	1. Build a relief road to re-route traffic. 2. Strictly enforced speed limits with cameras (eg Pinewood Road junction with Pinewood Green) 3. Re-visit plans for Five Points Roundabout - the current plan won't solve the Church Rd issue and is a waste of money. Use that Section 106 money more effectively. 4. Get the planned footpaths and cycleways built on Pinewood Rd asap.
434	Re route away from villages
435	a) Don't allow so many industrial sites on Ivers land! b) Build a link from Thorney Lane South onto the M25 and force all HGVs to go that way c) Enforce the speed restrictions and hours of operation strictly - with heavy fines and loss of 'licence to operate' for repeat offenders.
436	Have a yellow line everywhere and make it so you cannot park there between 11-12 therefore commuters cannot just park there for the train
438	No HGVs
440	Restriction of type of operations carried out on the trading estates. Park and ride facilities. Better public transport.
443	Signs to stop lorries entering smaller roads
446	Q27 YES – I have ideas that would be commercially sensitive. I would only give my ideas in Private to a closed council meeting Please CONTACT ME.
448	I believe Hillingdon Council have managed to convince surrounding councillors and planners that the bridge at the Malt Shovel towards Uxbridge cannot be reinforced to take HGVs. If this decision could be revisited, then traffic heading towards M40, M25, and beyond could be diverted away from Iver High Street.
451	Reduce the number of lorries.
453	Better bus services (more frequent and more routes)
455	HGVs should be banned through Richings Park and Iver High Street eventually. We effectively need a slip road for them to bypass this whole area.
457	Have less HGV
458	relief road
459	Road out the back of the Ridgeway estate would reduce lorries on the roads. It could be funded by any housing development.
460	A bypass would be good. I would also prefer to see HGVs routed south of Iver rather than through the High Street.

463	The following could help reduce the amount of traffic: A HGV ban (apart from access and loading) A 20mph speed limit all along Iver, Richings Park The implementation of traffic calming features through the main commercial section Additional crossing facilities Relief road connecting Langley Park Road to Sutton Lane avoiding traffic flowing through Ivers
464	As previously stated a relief road that bypasses the High Street and width restriction or vehicle restriction controls to be placed in the High Street.
465	Speed restrictions (speed signs) and lower speed areas enforced
466	Have the Bisons brownfield site developed into housing. And in fact maybe Court Lane Estate. And some of Ridgeway trading estate. If there was a relief road from there to Mansion Lane This would cut down the HGV's and relieve the traffic going currently going through Iver and Richings Park.
467	Less lorries
468	Long term a relief road network, planning policies that reduce the HGV burden, the development of the AQMA. Traffic calming measures across the whole Parish
469	Yes, two roads, one to M25, one to M4...
471	The chicanes in Richings Park don't really slow down the traffic or maintain a good flow as vehicles speed in order to get through the chicanes before traffic comes from the opposite directions.
472	Hillingdon needs to provide access to West London Ind Park from Cowley Rd, HGV access To Thorney Mill Rd and HGV access along A4007 Slough Rd. The railway bridge at Langley should be raised to allow HGV access along Station Rd, Langley Park Rd. By opening up alternative routes in and out of the area the HGV traffic will be dispersed. A 7.5T weight restriction should be applied to Iver High St to prevent HGV traffic using Iver as a rat run to avoid the M25.
475	A new road connecting the Ridgeway trading estate to Mansion Lane/Market Lane needs to be provided to remove traffic from the high street and Richings Park. Also the junction at Sutton Lane needs to be redeveloped to provide for the additional traffic from any new developments/roads
477	Reduction of speed limits and more enforcement of them.

478	Yes a relief road is needed to eliviate the traffic problems
479	reduce the number of HGV's
482	There have been discussions of a through road for HGVs? I'm not sure where they're up with this but it sounds like a good idea to me
483	Traffic calming measures that have been suggested any number of times. Speed limit reduced to 20 along the section of the High St and Slough Rd, that includes the primary schools. Other traffic calming measures as deemed appropriate by someone more expert than me.
485	Speed bumps in Richings park would be assist in people from using it as a short cut. A link road for hgvs as not to impact local residents and local roads which they do considerable damage to
486	Stop HGV drivers using these residential streets
488	Road User Charging and Clean Air Zones for specific areas to offset negative environmental and residential amenity impacts; based upon engine size, type and vehicle weight. Would not apply to electric vehicles
489	Possible relief road, restricted times HGVs can operate, clearer signage of where they are allowed.
490	Mansion lane is a vital conduit of cars from South to North and visa Versallion. If this route is to be closed a new road needs to be built to take this traffic. We saw what happened when th road was closed temporarily before. Also a back route needs to be found for lorries to exit the trading estate rather than using Thorney Lane North.
491	maybe a relief road through Langley..?
492	Stop business which generate HGV traffic from getting planning permission in the area.
498	Stop parking next to the 'island' outside the Co-op in Thornbridge Road. There is ample road side parking in Thornbridge. I am not sure how you reduce the congestion in the Ivers, however, one thing is obvious, if you build more properties in the area you will only make congestion worse, although improvements to public transport and the cost (its very expensive to catch a bus from Iver) would help reduce congestion
500	Convert the existing industrial areas to residential and find a bypass for Iver and Richings Park

503	Speed humps and width restrictions have made no difference at all and studio expansion has made it worse
504	Access to M25 from RP
505	Build a relief road to take traffic away from the Ridgeway without passing through Richings Park
506	Plans to put in traffic lights at the 5 Points roundabout will lead to even more congestion in the area
507	Look at practical parking solutions to allow traffic through easily. Widen Bangors Road South near roundabout
508	Don't build any additional buildings
509	back exit to Ridgeway and Bison
510	Use Seven Hills Road after widening
511	Iver Heath schools pedestrian crossing!
512	North-South bypass URGENTLY NEEDED
513	Lorries are a major factor. Without them no problem. By-pass - but we know it wont happen.
514	Build a relief road south of village to take all HGV past village without blocking High Street in return building more houses for locals
515	Relief Road
516	we need a relief road
517	Surely it can only get worse with the new runway at Heathrow
518	Divert large traffic
519	Please don't close Mansion Lane it made the congestion in the village at peak times much worse(when closed temporarily)
520	No more licences should be granted for HGVs based in the Ivers and the number of movements of existing ones measured. If the sites remain push for an exit onto M25 from Court Lane
521	By Pass. Or/and. No large vehicles. The house shakes.
522	Don't allow large trucks to use High Street.
524	Iver bypass, also remove two mini roundabouts in Iver Heath and replace with one big roundabout, plus traffic lights outside Co-op junction. Improve access into Sevenhills Road and widen the Pinewood end.
525	Direct all heavy vehicles from Iver industrial estates through Richings Park or build relief road.
526	Yes, not to be used as a thoroughfare.
528	Ban HGV's from Iver High Street
530	Speed limits enforced on Church Road Reduce Lorries

531	Yes. Build a bypass for Iver High Street. Quite how the impact on Iver Heath could be helped, I have no idea. It is the only main 'A class' road in the area.
532	Bathurst Walk Double yellow lines to protect entrances and visibility onto Bathurst Walk
533	Stop developing the area. More developments means more traffic
534	Weight limit cameras stopping lorries between certain hours
535	Please see my comments re the development of the Ridgeway Industrial Est.
536	A bypass, HGV restrictions in the High Street. Speed cameras in the High Street, further restrictions for Bangors Rd South particularly at the High Street end.
537	Get rid of the lorries. There is far too much going on around Iver and we are getting surrounded by industrial estates, possibly Cemex in the future.
538	By building a bypass 90% of the A412 traffic will disappear in my view
539	Stop the shortcut route from Pinewood Road
541	A relief road
543	In this case, maybe lose some footpath by the shops and have laybys for parking.
544	Close access to HGVs on Iver Lane, High Street and Richings Way. Build North extension to Sutton Lane, over railway and canal to join Wood Lane.
545	Speed/Traffic Control especially on Pinewood Road as a long fast Road & Drivers are very inconsiderate.
546	ALL SINGLE TRACT ROADS SHOUD BE 40 MPH.
547	Reduce the number of Industrial Sites
548	SEE ABOVE
549	Yes. Build a by pass from The Ridgeway through to Langley.
553	Speed bumps and a 20 limit past the infants school on Slough Road
556	Limiting lorries to only a certain time of day
557	Get Pinewood to develop Sevenhills Road. No traffic lights anywhere - please don't turn us into Slough
558	USE M25 ACCESS ROUTE UP SWAN LANE
559	By constructing a much needed and long time wanted relief road/bypass to take through traffic away and return The Ivers to safe villages
560	Answer No idea

561	Answer Not having 1200 jobs at Thorney Business Park. Most of these employees will not come by train but will use cars. Will they use the station car park?
562	Answer I wish I did. I fear the will only get worse
563	Answer Relief road for the High Street, restrictions on articulated lorriesd at peak time
565	Answer Build a relief road, long overdue
567	Answer Put width restrictions in place
568	Answer Weight limit and night time restrictions which will force the county to plan for the future first before we allow further development
569	Answer Put in speed humps all the way from the church, High Street right up to Mansion Lane
570	Answer Traffic lights at Bangors Road North/South and Slough Road junction
572	Answer Traffic on Church Road and Slough Road in Iver Heath is always busy and cars travel too fast
573	Answer Bypass obvious but unlikely anything else won't work
574	Answer There is only one way and sadly that is putting a bypass on Green Belt land
575	Answer Create another diversion route the motorway traffic especially during the rush hour
576	Answer Redirect increasing traffic loads away from the High Street and the Thorney Business Park area
577	Answer A bypass road should be built
578	Answer Use Wood Lane more - wide road
579	Answer Provide a relief road
580	Government should apply Health and Safety standards to motoring - ie: safe driving and complying with the Highway code and road signs and markings.

