

Appendix B

High Wycombe - Waiting Restriction Review 2005

Responses have been received and considered for the following roads:

1. Spearing Road - no waiting at any time and partial footway parking. Currently a one-way system prevents access into Spearing Road from Rutland Avenue and residents of Grenfell Avenue have to make an 800 metre detour to get to their homes. The residents association requested that Spearing Road be made a 2-way road up to Grenfell Avenue to prevent the detour. However due to the narrowness of the road sections of double yellow lines and partial footway parking are necessary for safety reasons to allow access particularly as it is a bus route. The residents association has sent a petition to BCC that indicated that residents did not want double yellow lines in Spearing Road at this location. In view of the objections the parking restrictions should be withdrawn although this will prevent the change to the one-way system.
2. A resident complained that the public notice in Spearing Road was small, difficult to understand and should have been presented in a better way and in different languages. Over 200 public notices were erected and were approved by our legal department with contact telephone numbers and information where to inspect the proposals. Regrettably the notice to comply with the law could not have been made clearer or simpler and interpretation into different languages would have increased numbers significantly.
3. Pretoria Road – removal of 2pm to 3pm and Saturday restriction. A resident who has received only positive comments about this change from neighbours has circulated the proposals to other residents asking that if they want to object to the changes that they should write to us. No objections or other comments received.
4. Totteridge Road – introduction of residents parking. Standard letters were received from 13 residents who were delighted to hear that residents parking areas were to be implemented in the road. No objections received.
5. Wheelers Park - double yellow line restriction. A resident complains that the suggested restriction of 12 metres into Wheelers Park is insufficient and the lines should be extended further due to access problems that have occurred. The restriction is imposed on safety grounds and to extend it further would only cause further parking difficulties for local residents. It is suggested that the restriction is implemented as advertised.
6. Dashwood Avenue - No Waiting Mon – Sat. 8am to 6pm. A furniture company object to this restriction as they consider that it will create parking problems for customers and suppliers and access problems for their delivery vehicles. Currently parking takes place on both sides of the road although most of the parking on the north side is partly on the footway. Buses on this through route are frequently held up. The single yellow line will allow easier access to the factory entrance and loading and unloading is permitted within the regulations so it is recommended that the restriction proceed as advertised.
7. Desborough Park Road – double yellow lines. Three residents object to the double yellow lines being placed across the 4 off road parking places adjacent to their properties. They often park just outside their own entrances under reciprocal arrangements and this has worked well in the past. It appears that when parking takes place outside the accesses it does not restrict access into the industrial estate. It is therefore recommended that the yellow lines are instituted but do not cover the entrances to these parking places.

8. Alexandra Road – removal of no waiting at any time. The requestee for this measure is pleased with the proposal. However, residents of numbers 2 and 2a “Cresswell” object to removal of the double yellow line on the grounds that parking close to their drives and particularly due to a new development on the other side of the road will prevent them accessing their driveways. In view of the objections, the narrowness of the road and intervening grass verge on both sides of the road which will prohibit partial footway parking it is suggested that they should be reduced on the west side to a distance of 10 metres from the junction with Pinions Road but only as far as the driveway of number 2 on the west side.
9. Gordon Road - residents parking, pay and display and yellow lines. Two enquires were received from residents about the restrictions but once the reasons for them were explained no further comment or objection has been received.
10. Coates Lane – double yellow lines. A resident of Hughenden Road usually parks the second family car in Coates Lane and objects to any further parking restrictions within the area due to the lack of on-road parking. Also suggests that restrictions in the area are reduced to allow further parking. The proposed restrictions in Coates Lane were requested by residents of the road which is frequently congested leading to tail backs onto the A4128. The reduction of existing restrictions on the A4128 Hughenden Road is likely to cause significant traffic congestion.
11. Bassetsbury Lane and Chestnut Avenue. Three residents of these roads originally requested an extension of the SPA CPZ so that a residents parking scheme could be introduced. Pay and display was also included in the proposals to allow others to park. Cllr Julia Wassell did a residents survey on this issue and of 20 replies received they indicated; 7 residents wanted ‘no change’; 9 wanted a commuter restriction (eg 10-11am & 2-3pm) and only 2 supported residents parking. 2 residents of London Road who cannot park on the A40 due to double yellow lines and therefore need to be able to park in Bassetsbury Lane or Chestnut Avenue have objected to the scheme unless they are also permitted to have resident’s permits. The Bowls Club also consider that the proposals will adversely affect them so in view of the lack of a clear mandate it is recommended that this proposal be withdrawn.
12. Tennyson Road, Wordsworth Road and Shelley Road – 10am to 11am and 2pm to 3pm commuter restriction. These roads are just outside the CPZ and suffer from heavy commuter parking. Only four residents supported the scheme whilst some others would support a residents parking scheme. However the vast majority of residents stated that the restriction would create parking problems for them or relatives and visitors so they objected to the proposals. It is therefore recommended that the proposals be withdrawn.
13. Oakridge Road – no waiting at any time and extension of residents parking. The only comment received was from a resident from the southern section of this road asking for help with the severe parking difficulties there. The CPZ of the SPA does not cover this area and therefore residents parking cannot be considered unless the CPZ is expanded. This should be considered in the next review of the parking scheme.
14. Lady Verney Close – double and single yellow line restrictions. There was just one request for restrictions in the road and a double and single line restriction was proposed. However a detailed letter outlines the problems for several of the occupants in the southern part of this cul-de-sac where there is insufficient off-road parking and no other on-road parking available nearby. It appears that this proposal will cause difficulty for the residents and it is therefore recommended that only the double yellow lines, which prevent access problems, are implemented with the single yellow line proposal being withdrawn.
15. Cedar Terrace – joint pay and display and residents parking bay. The request for extended residents parking came from several residents and our consultants also

recommended that the bay should also include pay and display. A resident is disappointed that the residents bay also includes shared 4 hour pay and display and that there is no residents parking provided on Sundays. There are other pay and display bays nearby and an off street car park is only 30 yards away and therefore it is recommended that this bay is designated for residents parking only. There are no residents parking bays within the SPA that currently operate on a Sunday – it would mean an expansion of the enforcement hours of our contractor.

16. West End Street - extension of resident parking bay. A resident considers that the two extra parking spaces will cause great danger and delay to people who need the ambulance service because he has to stop in the road to open the gates of his driveway. The provision of these bays will restore the original number of spaces without causing any obstruction to the ambulance service. Details were provided to the Ambulance Service in our consultation and no objection was received so it is recommended that the proposal proceed.
17. West End Road – changes to resident parking bays and yellow lines. These changes were thought necessary and promoted by the developers because of the vehicular accesses to newly constructed properties in this road. A resident has pointed out that the proposed alterations will reduce the number of spaces. A site visit confirmed that the suggested proposals would reduce the number of residential parking places by 2. In the circumstances it is recommended that no changes be made to the existing regulations.
18. Station Road – changing motorcycle bay to residents parking. Residents requested more resident parking in this area and this is why this restriction was recommended. Since this recommendation was made and passed to legal services the owner of the Colour Match Centre –formerly a motorcycle garage – wants to convert the bay immediately outside his shop into something his customers can use such as pay and display. There are only spaces for two cars so this would normally be an unviable proposition. However any further changes will now require a new TRO so it is suggested that the proposal goes ahead with a shared use bay being considered at the next review.
19. Holmers Farm Way – double yellow lines. Buses and goods vehicles are obstructed near the John Lewis end of this road due to the road narrowness and the constant parking there. The road is only wide enough for parking on one side and the proposals allow this in the wider parts of the road. The Alford Road Action Group support the proposed changes but would like to see the yellow lines extended further into Buckmaster Road and Davenport Road but reviewed after a period of time. Two residents of Buckmaster Road object to the yellow line restrictions on Holmers Farm Way because it is feared that the displaced parking will adversely affect their road. If migration parking occurs in the side roads it will be looked at in the next review. Therefore it is recommended that the proposals proceed.
20. Kingsmead Road – no waiting at any time. Parked vehicles near the chicanes and junctions in this road frequently obstruct passing traffic so the double yellow lines were proposed to overcome these problems. A resident does not like the chicanes in Kingsmead Road near her house that do not stop “some vehicles from excessive speed.” Therefore as she thinks that the chicanes are unnecessary she opposes the proposed restrictions around them. It is recommended that the proposals proceed on safety grounds.
21. Fair Ridge, Foxleigh and The Spinney – commuter restriction of 10am –11am and 2-3pm and double yellow lines at junctions. Sixth form parking and parking charges at the Handycross sport centre caused parking to migrate to this adjacent estate. Therefore this commuter restriction was proposed and our consultants also suggested double yellow lines near junctions. A survey of residents on the estate resulted in comment forms and letters. Although four objections were made to the overall scheme the majority of them and the Residents Association broadly agree

with the proposals although many of them commented that they did not want the double yellow lines or for the restriction to apply at week-ends. A residents parking scheme would have been preferable by many and this can be considered when a District wide SPA is achieved. In view of the comments made it is recommended that the commuter restriction proceed but on weekdays only and that the double yellow line restrictions be withdrawn.

22. Wynbury Drive – double yellow lines. The restriction is proposed to keep the junction with Totteridge Lane clear of parked vehicles to achieve good visibility. An objection has been received that the proposed lines are too long and will restrict residents parking so it is therefore recommended that the proposal be reduced to a distance of 10 metres into Wynbury Drive.
23. Brands Hill Avenue – double yellow lines. The proposal is necessary on safety grounds due to parking by sixth formers at the nearby school at this junction. One writer has added support to the proposal, which is recommended.
24. A general objection to all the proposals was received from a resident of Hazlemere because the proposed restrictions are 'killing the town and milking drivers'. All the proposals were either requested or followed complaints from the public or other organisations and can be justified in law.
25. A resident of Stokenchurch considers that there is no evidence of obstruction in Bassetsbury Lane or Keep Hill Road so therefore the reasons for the restriction as stated in the statement of reasons is invalid. He gives similar reasons for objecting to the imposition of restrictions in Bassetsbury Lane and Chestnut Avenue. The reasons for the restrictions are because of complaints from the public of obstruction in these roads and they are clearly within the statement of reasons issued by BCC which were copied from the relevant section of Section 1 of the Road Traffic Regulation Act 1984.