

# Report to Deputy Leader & Cabinet Member for Transportation

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**Decision to be taken on or after 10<sup>th</sup> April 2019**

**Decision can normally be implemented at least  
3 working days after decision has been signed.**

**Cabinet Member Report No. T12.19**

**Title:** Frogmoor & Oxford Street Road, High Wycombe,  
Proposed Waiting and Parking Restrictions

**Date:** 2<sup>nd</sup> April 2019

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Buckinghamshire

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**Local members affected:** Cllr Lesley Clarke OBE, Abbey;

*For press enquiries concerning this report, please contact the media office on 01296 382444*

Is the report confidential? No

## **Summary**

This report summarises the results of the statutory consultation for formalising the restrictions in Frogmoor and Oxford Street, High Wycombe.

## **Recommendation**

- **That the Deputy Leader and Cabinet Member for Transportation authorises the Executive Director Transport, Economy, and Environment to make the Traffic Regulation Order.**
- **That responders to the Statutory Consultation be informed of the Deputy Leader & Cabinet Member for Transportation Decision.**

## **A. Narrative setting out the reasons for the decision**

- 1.1 The current parking layout was developed during 2015 under the Wycombe Master Plan scheme covering High Wycombe town centre and in January 2016 an Experimental Traffic Regulation Order (eTRO) was implemented to cover the parking restrictions. The eTRO expired on 21<sup>st</sup> July 2018 and as part of a review of the restrictions at the location additional restrictions are proposed to deal with inappropriate parking behaviour that has been taking place on the area of pedestrian footway to the rear of the parking bays along the east side of Frogmoor and to relieve demand for kerb side parking in the limited waiting parking bays in Frogmoor by converting these to pay and display which has the added benefit of making enforcement more cost efficient as the officers will only need to log the vehicle at the time of the penalty issue.
- 1.2 A public consultation period took place from 1<sup>st</sup> February 2019 to 22<sup>nd</sup> February 2019.

## **B. Other options available, and their pros and cons**

- 1.3 Not to make the Traffic Regulation Order, will make the current restrictions invalid and un-enforceable and would therefore need to be removed from the public highway.

## **C. Resource implications**

- 1.4 None.

## **D. Value for Money (VfM) Self Assessment**

- 1.5 Any income from the ongoing issue of penalty charge notices (PCN) will continue to be retained by BCC and will contribute to the running cost of parking enforcement across the County.
- 1.6 Enforcement officers will not be required to provide multiple visits to ascertain if a vehicle has overstayed, thereby allowing them to visit more areas across the town.

## **E. Legal implications**

- 1.7 The Road Traffic Regulation Act 1984 provides the legal basis for making of TRO's. It also places a duty on Buckinghamshire County Council as the traffic authority to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 1.8 In making of the TRO, the traffic authority is expected to follow the procedure laid out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 1.9 If this key decision report is approved, the Traffic Regulation Order will be made and advertised in the local press, notices will also be placed on site and sent to statutory consultees in accordance with the Regulations. The respondee to the consultation will be informed of the decision made, and the TRO will be signed and re-advertised by Buckinghamshire County Council.

## **F. Property implications**

- 1.10 None identified.

## **G. Unitary Council**

1.11 None identified.

## **H. Other implications/issues**

1.12 None.

## **I. Feedback from consultation, Local Area Forums and Local Member views**

1.13 Transport for Buckinghamshire (TfB) only received feedback from the HWBIDCo manager who commented that whilst national guidance still favours getting cars out of the town centres, there is still clear benefit to shoppers and businesses having free short stay parking for those quick convenience purchases. This kind of trade hugely benefits Town Centre trade and particularly supports independent traders and those who are starting new businesses. Businesses are adapting to the changing trading environment, but they need support for this and one of the key issues for our Town Centre businesses is to provide affordable employee car parking and appropriate short and long stay car parking. We believe that On Street parking is a key part of the overall parking strategy and for this reason we want to see one hour free short stay parking on Desborough Road, Easton Street, Frogmoor, Corporation Street, Castle Street, Priory Road, parts of the High Street, Bridge Street and we ask that where there are currently pay and display machines these are either removed or adapted to accommodate free parking for a minimum of 1 hour. Business would like more input into the parking policies for the Town Centre. We hope that you will take on board the full weight of the 600 or so businesses we represent and reconsider these proposals in the light of our objections.

1.14 Legally, there is no obligation on a Council or an employer to provide parking (free or otherwise) for employees working in or around town centres.

1.15 In response to the request to remove or offer a free period of parking the Council takes the view that those who use a service should pay for, or contribute towards the cost of that service. It follows that motorists who benefit from the ability to park should at least contribute towards the cost of the enforcement necessary rather than non-motoring residents. In towns like High Wycombe that attract a lot of visitors it is also reasonable that the driver should not have free parking that is paid for indirectly by the Buckinghamshire residents.

1.16 In response to the request for two hours free parking between 7pm and 7am, the introduction of an additional two hour limited waiting restriction during the hours of 7pm to 7am would require a feasibility study to ascertain the practicality of such a scheme for which additional funding would be required. These comments will be forwarded to the Local Area Forum Manager to be included for consideration at the next meeting in line with Council policy.

## **J. Communication issues**

1.17 All consultees and responders to the consultation will be contacted by either e-mail or letter and will be informed of the decision and where they can find the details of the statutory consultation and the decision taken. This report will be published on the County Council's web page.

## **K. Progress Monitoring**

- 1.18 The parking services manager reviews all locations across the county monthly in relation to complaints, penalty charge notices issued and income received from penalty charge notices and pay and display.

## **L. Review**

- 1.19 No further review of waiting restrictions on Frogmoor or Oxford Street are proposed at present, the restrictions will be monitored by via parking services.

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## **Background Papers**

- Appendix 1 – Comments.
- Appendix 2 – Maps (AB67 & AB68).

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## ***Your questions and views***

*If you have any questions about the matters contained in this paper please get in touch with the Contact Officer whose telephone number is given at the head of the paper.*

*If you have any views on this paper that you would like the Cabinet Member to consider, or if you wish to object to the proposed decision, please inform the Democratic Services Team by 5.00pm on 9<sup>th</sup> April 2019. This can be done by telephone (to 01296 382343), or e-mail to [democracy@buckscc.gov.uk](mailto:democracy@buckscc.gov.uk)*