

Report to Deputy Leader & Cabinet Member for Transportation

Decision to be taken on or after 20th December 2019

Cabinet Member Decision Report: T33.19

Title: Richings Park Parking Review 2019 – Waiting Restrictions
Date: 12th December 2019
Author: Ricky Collymore, Technician, Network Improvement Team
Contact officer: Ricky Collymore; t-rcollymore@buckscc.org

Local Members Affected Cllr Luisa Sullivan

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

Decision

Approval to advertise permanent Traffic Regulation Orders

Summary

- A. On behalf of local residents and the local Parking Group, Transport for Buckinghamshire were commissioned to undertake a waiting restriction review for Richings Park, Iver. The project scope included proposals to implement changes to the selected locations such as a introducing a Resident Permit Scheme, “No Waiting At Any Time” Restrictions and Limited Waiting Restrictions.
- B. This Key Decision Report relates to the subsequent review of the Statutory Consultation and makes recommendaions to the Deputy Leader and Cabinet Member for Transportation.

Recommendation

It is recommended that:

- a. **The Deputy Leader and Cabinet Member for Transportation authorises the Executive Director for Transport, Economy, Environment to make the Traffic Regulation Order (TRO) for the scheme outlined in this report. The TRO will have no changes to the proposed restrictions that were advertised as part of the Statutory Consultation process.**



INVESTOR IN PEOPLE



b. That responders to the Statutory Consultation be informed of the Deputy Leader and Cabinet Member for Transportation Decision.

A. Narrative setting out the reasons for the decision

- 1.1 Buckinghamshire County Council is responsible for the highway network within its boundary; this includes the provision, management and enforcement of waiting restrictions:
- 1.2 It had been established that commuter parking within Richings Park (with most of the commuters travelling into Richings Park to use the Iver train station), had become a problem and detrimental to the through flow of traffic within the estate. It is believed that once the Thameslink upgrade to the line on which the Iver train station is located, is in place, there would be an increase in commuters using the train station to get into London. Plans to construct a car park, anticipating the increase in regional use of Iver Train Station, were drawn up. The intention was for commuters and day trippers to use the new purpose built car park, which will in theory allieviate commuter parking on the residential roads within Richings Park.

For the proposed new car park to be effective in providing parking for the commuters, it was deemed that waiting restrictions would have to be implemented within Richings Park. Funding was supplied via Section 106 funds to conduct an Informal Consultation, Statutory Consultation and implement any waiting restrictions agreed on for Richings Park.

- 1.3 An Informal Consultation was conducted to gain an idea from the residents and local business owners whether they believe there was a parking problem in the estate, if so; when there was a problem on the estate and put forward a number of proposals that could, in theory, relieve any parking problems on the estate. These proposals were voted on and together with the commented responses from the Informal Consultation (which included an exhibition) were collated to draw up proposals for a Statutory Consultation. These measures were advertised and promoted locally through the Statutory Consultation process carried out between Friday 12th April 2019 and Friday 2nd August 2019 in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("the TRO Regulations") Copies of the Statutory Consultation Documents can be found here:

<https://democracy.buckscc.gov.uk/mgConsultationDisplay.aspx?ID=10515>

A copy of the consultation documents were deposited with the local libraries and at County Hall, Aylesbury. The Police, Fire and Rescue Service and Ambulance Service were made aware of the consultation.

A 21 day consultation period was extended in order to take into account alterations to the parking map tiles and to gain a full representation of the consultees, after a low response to the Statutory Consultation.

- 1.4 In support of the Statutory Consultation, Transport for Buckinghamshire distributed letters to residents of the roads where waiting restriction changes were proposed. This letter included the methods by which the residents could obtain more information and provide feedback.
- 1.5 Notices and posters were placed on site informing the public of the formal statutory consultation and the road names affected and how they could obtain more information and provide feedback. The draft notice was also advertised in the local press.

- 1.6 The proposals arose following requests to, and subsequently, from Councillor Luissa Sullivan and the Richings Park Waiting Restriction Review Working Group for parking and waiting restrictions within the area. The proposal locations are where there are parking safety issues and limitations due to excessive commuter parking.
- 1.7 Thames Valley Police confirmed that it had no objection to the proposals going ahead.
- 1.8 The proposals developed by Councillor Luisa Sullivan and the Richings Park Waiting Restriction Review Working Group were put out to public consultation as follows:

Bathurst Walk, Richings Park

- “No Waiting At Any Time” Restrictions,
- Limited Waiting Restrictions
- Resident Permit Parking Restrictions,

North Park, Richings Park

- “No Waiting At Any Time” Restrictions,

Old Slade Lane, Richings Park

- Resident Permit Parking Restrictions,

Richings Way, Richings Park

- “No Waiting At Any Time” Restrictions,

Somerset Way, Richings Park

- “No Waiting At Any Time”
- Resident Permit Parking Restrictions,

St James, Richings Park

- Resident Permit Parking Restrictions,

St Leonards Walk, Richings Park

- No Waiting Monday-Friday 10am-11am

Syke Cluan, Richings Park

- Resident Permit Parking Restrictions,

Syke Ings, Richings Park

- Resident Permit Parking Restrictions,

Thorney Lane South, Richings Park

- No Waiting At Any Time Restrictions
- No Loading At Any Time Restrictions

Thorney Mill Road, Richings Park

- Resident Permit Parking Restrictions

Wellesley Avenue, Richings Park

- No Waiting At Any Time Restrictions
- Resident Permit Parking Restrictions
- Limited Waiting Restrictions.

- 1.9 The reasons for implementing the proposals detailed in this report are:

Bathurst Walk, Richings Park

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

North Park, Richings Park

- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Old Slade Lane, Richings Park

- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Richings Way, Richings Park

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

Somerset Way, Richings Park

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

St James, Richings Park

- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

St Leonards Walk, Richings Park

- For preserving or improving the amenities of the area through which the road runs.
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Syke Cluan, Richings Park

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

Syke Ings, Richings Park

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

Thorney Lane South, Richings Park

- For preserving or improving the amenities of the area through which the road runs.
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Thorney Mill Road, Richings Park

- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Wellesley Avenue, Richings Park

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

B. Other options available, and their pros and cons**1.10 Option 1**

Not to proceed with any of the proposed additional parking bays or restrictions, this would not address the issues raised by Richings Park Waiting Restriction Review Working Group.

1.11 Option 2

To partially implement the proposed additional parking bays or restrictions, this would only partly address the issues raised by Richings Park Waiting Restriction Review Working Group and may lead to displacement issues.

C. Resource Implications

1.12 If the recommendation is agreed, the Traffic Regulation Order (TRO) will be made by Buckinghamshire County Council and the implementation of lining, signing and subsequent management/enforcement would be delivered by Transport for Buckinghamshire and its supply chain partners.

1.13 Any further reviews or any other waiting restrictions TRO would require a Project Initiation Document and further agreed funding streams.

D. Value for Money (VfM) Self-Assessment

1.14 Any income from the Resident Parking Permits and Penalty Charge Notices (PCNs) will be retained by Buckinghamshire County Council and will contribute to the running cost of parking enforcement and activities across the County.

E. Legal Implications

1.15 Section 122 of the Road Traffic Act 1984 places a duty on Buckinghamshire County Council 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.

Regulation 14 of the TRO Regulations state that an Order making authority may modify an Order. Whether in receipt of any objections or otherwise, before it is made.

1.16 When the decision is taken and recommendations agreed, the Traffic Regulation Order will be made and signed. The respondees to the consultation and persons likely to be affected will be informed of the decisions made and representations considered. The Traffic Regulation Order will be signed and re-advertised by Buckinghamshire County Council.

F Property Implications

1.17 None identified.

G Other Implications/Issues

1.18 Equality and Diversity Issues – Equality Act 2010. This proposal will not have any disproportionate effect upon people with protected characteristics.

H Feedback from Consultation and Local Member Views

1.19 The Statutory Consultation was undertaken between Friday 12th April 2019 and Friday 2nd August 2019 a summary of the number of objections received are contained within Appendix A and a total of 348 responses were received altogether, the full written responses to the Statutory Consultation are contained in Appendix B these have been reviewed and considered against the Statement of Reasons and the overview of the responses fell into a number of categories.

- 1.20 A summary of the objections comments and responses (if required) to the comments are detailed below:

No Waiting At Any Time

Several concerns were raised regarding 'unsafe' parking at junctions, corners and double parking on some of the roads near the shop area. These issues have led to the bus service suspending their route into Richings Park and emergency services having problems getting through the estate with their vehicles.

- These restrictions were proposed in line with safety guidelines outlined within the Highway Code, Rule 243. This includes DO NOT stop or park *'anywhere you would prevent access for Emergency Services' & 'opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space', 'on a bend' 'except when forced to do so by stationary traffic.'*

Comments were received which included suggestions for limited waiting restrictions to be implemented rather than the No Waiting At Any Time restriction.

- Limiting the restriction would not fully remove the danger to persons or other traffic using the junctions for access or egress. Limiting the No Waiting restriction will not alleviate the current problem identified with the difficulty the emergency services and waste collection services encounter transporting their vehicles through the estate.

Limited Waiting Restrictions

Regarding Bathurst Walk and Wellesley Avenue, there were comments in favour of the proposals to change some 2 hour limited waiting bays to 30 minute limited waiting bays with no return within 1 hour. This was due to a belief that the type of shops in the area of the change in restriction were more conducive for a 30 minute stay. These shops include convenience stores where customers should not need to stay beyond 30 minutes. This will then free up more parking for customers over a day and encourage use of the local shops with a greater ease of access and a higher chance of getting a parking bay. Other limited waiting bays with a 2 hour maximum stay are in the vicinity of shops/stores that would require a longer stay i.e. hairdressers.

Resident Parking Permit Restrictions

There were also comments received believing that Resident Parking Permits would be nothing more than a revenue stream for Buckinghamshire County Council

- Revenue received from Parking Permit schemes go towards the enforcement of the regulations in the area. Once these schemes are in place enforcement in the relevant areas are increased due to the revenue received. The increase in enforcement from Residential Parking Permit restrictions will discourage commuter parking in Richings Park and go a long way to solving the commuting from the estate.

Some residents were opposed to the proposed Resident Parking Permits being introduced as they believed that they should not have to pay to park on their own street.

- Resident Parking Permits are not compulsory. There are a large number of properties in Richings Park that have driveways supplying the occupiers with off-street parking. If the occupier can park off-street on their driveway, and choose to

do so, they will not have to purchase permits. They can order visitor permits for any visitors they have if they do not have sufficient space for their own vehicles and any visitor vehicles which are currently priced at £12 for a book of ten 24 hour permits. Also if a resident works Monday to Friday during normal working hours, in theory their vehicle will not be in the Resident Parking Permit zone during the restricted hours allowing them to park in the evening. For days off they could order and use visitor permits without having to purchase the yearly resident permit.

Suggestions were received stating that the Resident Parking Permits should be more extensive i.e 24 hour 7days a week or Monday-Saturday under similar time restrictions as proposed. These suggestions were countered by other residents who were worried about visitors parking.

The proposal put forward during the consultation was for resident permits only Monday to Friday 10am – 2pm. There were not enough recommendations received during the Statutory Consultation to extend the hours or days of the proposed restrictions. The proposed restrictions for the permit parking in Richings Park does allow for visitors during the most popular times for visitors early evening and weekends. However, if visitors are due during the prescribed restriction hours then a visitor permit will have to be purchased per visiting vehicle.

Many comments received in favour of the proposed restrictions in Richings Park cited the difficulty accessing their own drives due to commuters blocking driveways and drop kerbs. The proposed Resident Permit Parking scheme should prevent this as most people parking on-street during the day would be residents and therefore more sensitive to drop kerbs and property access. Also the increased enforcement would see a decrease in drop kerbs and access being blocked due to the potential of receiving a Penalty Charge Notice for the blocking of access and drop kerbs.

In general, most comments received regarding the proposed Resident Parking Permit restrictions were in favour of their implementation. The main consensus was that the commuter parking during the day was inconsiderate and in many cases dangerous.

General

There was some concern that the existing and new restrictions will not be enforced.

- The current restrictions are enforced on a daily basis, once the new restrictions have been formalised on the Traffic Regulation Order increased enforcement activities of the new restrictions can be commence.

There was an objection to any restrictions that would allow a new car park to be built where the commuters would park and within that objection there was a suggestion that areas of the roads should be marked out where people would be allowed to park unrestricted.

- To allow areas of unrestricted parking in Richings Park would not solve the current commuter parking problem. As the problem is estate wide, and not just one particular street, it would mean bays being marked out around the whole estate. These bays and the lining would have to be maintained at a cost and could be seen by many as not aesthetic for the estate.

Comments were made during the Statutory Consultation regarding the cost of the Resident Parking Permits proposed. These comments included references to the amount of Council Tax being paid on properties within Richings Park and requests for free or reduced residents parking permits and visitor permits.

- The terms and conditions including costs regarding Parking Permits under Buckinghamshire County Council are consistent across the entire county. There are no Resident Parking Zones on Buckinghamshire County Council highway land that are free of charge or reduced. So any proposed Resident Permit Parking zone will be subject to the same terms and conditions as the rest of the county. A link to Buckinghamshire County Council's parking permit terms and conditions was supplied within the online Statutory Consultation main page and can be found below;
<https://www.buckscc.gov.uk/media/4513891/tc-parking.pdf>

Concerns were raised by residents that non-residents will distort the residents' responses to the waiting restriction proposals.

- Those who partook in the online survey had to input their post code. This helped ascertain whether any particular respondent was a resident or not. The online survey had by far the highest number of responses and those who were not residents of Richings Park did not have a big influence on the overall outcome of the Statutory Consultation's result.

There were comments advising that any proposed restrictions cover all of Richings Park or listed certain roads they believed had a commuter parking problem.

- The proposed restrictions for Richings Park included all roads within the estate as well as roads external to the main part of Richings Park (Old Slade Lane, Thorney Lane South, Richings Way and North Park). This was proposed from the outset, as only restricting some roads would more than likely move the commuter parking to any unrestricted roads within Richings Park.

With the proposed restrictions not completely mirroring the nearby towns with Train Stations on the same line, there were concerns that the restrictions proposed would not be extensive enough. The belief shared was that with the proposed restrictions implemented, residents will still see a large number of non-residents parking in the estate during off-peak hours.

- The responses received during the Statutory Consultation stated that the inconsiderate parking within Richings Park was mainly caused by commuters using the train station. The off-peak parking was deemed as less of a concern at this moment in time according to the responses. This may change once the train line is upgraded and the nearby airport expands. Monitoring of the parking being undertaken in Richings Park will be conducted via enforcement methods and the local Working Group. If once the agreed restrictions are implemented, it is determined that the restrictions in place are not sufficient, proposals to extend the restrictions can be put out to Statutory Consultation.

- 1.21 These proposed restrictions fall within the electoral division of Iver (Cllr Luisa Sullivan).

Following the consultation and review of the responses to the Statutory Consultation, Councillor Luisa Sullivan was asked for her comments, which are laid out below:

“The consultation has been thorough and community participation has been key to getting a scheme that the residents, that have contributed, to create a robust scheme that will be effective in managing the parking problems.

I am confident that the working group have created an effective CPZ. I would like to see a review set for some time after implementation.

So enabling the working group an opportunity to adjust or make final changes, if necessary, after monitoring the CPZ effectiveness..

I'd like to thank the Network Improvement Team for the process and work efforts to make this scheme come together.”

I. Communication Issues

- 1.22 All consultees and responders to the consultation will be contacted by either email 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.

J. Progress Monitoring

- 1.23 If implemented, the enforcement of the restrictions would provide ongoing monitoring of the scheme.

K. Review

- 1.24 No further review of Waiting Restrictions in Richings Park are proposed at present but if implemented the restrictions will be monitored via enforcement.

Background Papers

None

Appendices to Report

Appendix A: Written and Emailed Responses to Statutory Consultation

Appendix B: Online Responses to Statutory Consultation

Appendix C: Schedule

Appendix D: Plans of Richings Park Proposed Waiting Restrictions (Parking Traffic Regulation Order Tiles)

Appendix E: Richings Park Waiting Restrictions, Statement of Reasons, Notices and Traffic Regulation Order

Appendix F: Equality Impact Assessment

Links to current documentation

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 and email address are given at the top 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 5pm on 19th December 2019. This can be done by telephone (to 01296 382343) or by email to democracy@buckscc.gov.uk