



Report to MISSENDENS LOCAL AREA FORUM

Title: Petition Request to resolve the issue of Commuter Parking and the Obstruction of Driveways on the Misbourne Estate

To: Missendens Local Area Forum

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Recommendation

1. Missendens Local Area Forum is recommended **to note** that

The parking account for the Chiltern Civil Enforcement Area is currently operating at a deficit.

The Steering Group for the CEA is currently only able to focus on areas where highway safety and congestion management are causing concerns.

The Steering Group for the CEA must remain impartial in terms of prioritising parts of the area over another.

Monitoring of the Misbourne Estate will continue now that the London Road restrictions are in place.

Introduction

2. The petition request, and officer response, was originally submitted to the Missendens Local Area Forum on 17 June 2009. The original response was considered to be inadequate and the Chairman asked officers to consider the following:

- The area needs to be given higher priority in the forthcoming parking review
- A more proactive approach needs to be taken by the Police and Civil Enforcement Officers to enforce dropped kerbs

- The issue of long stay commuter parking needs to be addressed as people who work in the village and those using the station to commute are parking on the estate.
- Residents would consider resident permit parking as a possible solution.

Background

3. The Chiltern Civil Enforcement Area was brought into being in 2005 and allowed the Chiltern District Council to take over the enforcement of parking restrictions within the Chiltern District Area.
4. The business case for the CEA was based upon the need to introduce “pay and display” type restrictions in many of the larger villages and towns within the district. “Pay and display” was required in order for the scheme to either show a small surplus or to break even.
5. Following the submission of the detailed report in 2007 a decision was made not to proceed with the introduction of pay and display across the district area. Only one site currently exists where pay and display is used to control on street parking.
6. As a consequence of the decision the parking account has continued to operate at a deficit. The cost of meeting the deficit is borne by both the County Council and District Council.
7. Surplus income from the parking account is intended for developing schemes that would benefit the area, however as no surplus income is being generated no further schemes can be promoted/ developed at this time.
8. Within the current financial difficulties the steering group has resolved only to progress those schemes that are seen as being either highway safety related (normally double yellow line) or as being necessary to remove congestion hot-spots.
9. Addressing the points outlined above:
 - a) *The area needs to be given higher priority in the forthcoming parking review.* The County’s and District’s officers do not have a “voice” at steering group meetings. Their involvement is purely from a technical and legal standpoint only. The priorities of the steering group are determined by its voting members who are all elected councillors.
 - b) *A more proactive approach needs to be taken by the Police and Civil Enforcement Officers to enforce dropped kerbs.* At present the enforcement of dropped kerbs is undertaken by either the Police Officers or Police Community Support Officers. The County Council is to publish its Parking Policy at the end of October, this latest version of the policy will enable the Civil Enforcement Officers to issue Fixed Penalty Notices on vehicles that are parked such that they obstruct the dropped crossing. Enforcement is likely to take the form of responding to complaints, rather than forming an active part of patrols, as the formal beat routes still need

to be patrolled on a regular basis to ensure that existing restrictions are not being violated.

- c) *The issue of long stay commuter parking needs to be addressed as people who work in the village and those using the station to commute are parking on the estate.* As stated above, the parking account is currently running at a significant deficit. Whilst it is acknowledged that there is inconvenience to residents as a consequence of commuter and worker parking on the estate there is no available budget to promote the necessary order and associated signing and lining.
- d) *Residents would consider resident permit parking as a possible solution.* The issue of residents' only parking is currently addressed by Chiltern District's own parking policy. However implementation of such schemes is expensive and no budget allocation to fund the necessary scheme is available at present.

Conclusion

- 10. For the County and District Councils to be able to promote restrictions that are in themselves being promoted by residents then the parking account needs to be operating at a surplus. At present the deficit is significant.
- 11. The Steering Group has decided that within the current resources, outside of the current proposals for Old Amersham and the "snagging" works for Amersham on the Hill and Chesham, only safety or congestion related restrictions will be promoted

- Report ends -