



Report to Leader (Logistics portfolio)

Decision Date: 21 September 2020

Reference number: LG04.20

Title: **Amersham Parking Review 2020**

Relevant Buckinghamshire councillor(s)

Councillor David Martin (Cabinet Member for Logistics), Councillor Martin Tett, Councillor Caroline Jones, Councillor Mark Flys, Councillor Des Bray, Councillor Carl Jackson, Councillor Peter Martin, Councillor Don Phillips, Councillor Caroline Rouse, Councillor Isobel Darby, Councillor Michael Smith, Councillor Mark Titterington, Councillor Jonathon Waters, Councillor Julia Burton, Councillor David King, Councillor Gareth Williams, Councillor Nigel Shephard, Councillor Liz Walsh, Councillor Mimi Harker, Councillor Graham Harris.

Penn Parish Councillors

Councillor Nicole Webster, Councillor Roy Bentham, Councillor Mike Morley, Councillor Charles Hurst, Councillor Maureen Seymour, Councillor Mike West, Councillor Kate Dicker, Councillor Gerald Westmacott, Councillor Dave Lander, Councillor Jane Creasy, Councillor Ruthie Pocock.

Chesham Bois Parish Councillors

Councillor Rob Heath, Councillor David King, Councillor John Bailey, Councillor Daniel Buckingham, Councillor Deborah Conway Read, Councillor Jonathon Harbottle, Councillor Richard Harrison, Councillor Ray Hartley, Councillor Jane Large, Councillor Clive Thomas, Councillor Cathy Woolveridge.

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Ward(s) affected: Amersham & Chesham Bois; Little Chalfont & Amersham Common; Penn Wood & Old Amersham;

Recommendations:

- a. The Leader approves the making of the Traffic Regulation Order (TRO) for the scheme outlined in this report.**
- b. That responders to the Statutory Consultation be informed of the Decision**
- c. The TRO be made as advertised as made at set out in the statutory consultation subject to following amendments:**
 - Bois Lane (Map tile X39): Remove the no waiting at time element outside of property No. 60 to opposite No.57a on both sides of the road but proceed with the other proposals as advertised.
 - Briery Way (Map tiles: Y42, Y43): Remove the no waiting at any time element on Briery Way except at the junction with Mitchell Walk and the junction with Green Lane. Remove the no waiting Monday to Friday 9am to 5pm in the access road, but proceed with the other elements as advertised.
 - Elm Road (Map tiles: L60, L61, L62): Remove the no waiting at any time element on both sides of the road past the access of French Meadows but proceed with the other proposals as advertised.
 - Quarrendon Road (Map tiles: X47, Y46, Y47): Reduce the no waiting at any time at the bend between property No.48 and 56 on both sides of the road so it ends at the property of No.54 but proceed with the other proposals as advertised.

Reasons for decision:

- Buckinghamshire Council is responsible for the highway network within its boundary; this includes the provision, management and enforcement of waiting restrictions.
- It had been established that commuter parking in Amersham has become a large problem on a number of residential roads. People who are commuting to London park on a number of roads near to Amersham station to avoid paying for car parking.
- There was also a conflict of interest between residents, parents and the school on a few of the roads. The amendments are being made to accommodate the needs of the residents, parents and school teachers.
- 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.

1. Executive summary

- 1.1 On behalf of local residents, Buckinghamshire members, Chesham Bois and Penn Parish Council, Transport for Buckinghamshire was commissioned to undertake a town-wide parking review in Amersham. The project scope included proposals to implement new, and change existing parking controls. This report summarises the results of the statutory consultation to add “No waiting at any time” restrictions where needed in accordance with Highway Code, “Limited waiting” at various times to support the need for parents to use the highway at certain times or business users, and “Resident parking” to assist the residents and control the demand for kerb side parking.
- 1.2 In some locations the parking controls are being changed. These include the following roads; The Copse, The Drive, The Green, The Rise and Tudor Park. The proposal for each road is to replace the limited waiting restriction with a No Waiting at Any Time restriction to support Highway Code and ensure there is access for emergency service vehicles.
- 1.3 This Key Decision Report relates to the subsequent review of the Statutory Consultation and makes recommendations to the Cabinet Member for Logistics.

2. Content of report

- 2.1 Buckinghamshire Council is responsible for the highway network within its boundaries; this includes the provision, management and enforcement of waiting restrictions. The proposals are to amend the current restrictions, and create new parking controls which allow parking where possible, restrict parking where necessary and ensure access is maintained for emergency vehicles.

3. Other options considered

- 3.1 Option One: Do not proceed with the proposed changes; however this would result in access for emergency vehicles being blocked. This would also mean that the concerns and problems raised by residents and businesses would not be addressed.
- 3.2 Option Two: Partially implement the restrictions; however, this would only partially address the issues raised by the respondents.

4. Legal and financial implications

- 4.1 Section 122 of the Road Traffic Act 1984 places a duty on Buckinghamshire 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.

- 4.2 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.
- 4.3 When the decision is taken and recommendation 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 Council.

5. Corporate implications

Property implications

- 5.1 None identified.

HR Implications

- 5.2 None identified.

Climate Change Implications

- 5.3 None identified.

Sustainability Implications

- 5.4 None identified.

Equality Implications

- 5.5 An Equality Impact Assessment has been undertaken and it shows that these proposals will not have any disproportionate effect upon people with protected characteristics. Please see Appendix D for more information.

Value for Money (VfM) Self-Assessment

- 5.6 Funding up until the statutory consultation was secured by the Local Area Forum, and it was also partially funded by Chesham Bois and Penn Parish Council. The Community Board will help to fund the implementation stage of the parking review.
- 5.7 Any income from the Resident Parking Permits and Penalty Charge Notices (PCNs) will be retained by Buckinghamshire Council and will contribute to the running cost of parking enforcement and activities across the County.

Resource Implications

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

6. Consultation and communication

- 6.1 These measures were advertised and promoted locally through a statutory consultation process carried out between Friday 19th June 2020 and Friday 17th July 2020 in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Copies of the statutory consultation documents can be found in Appendix C and Appendix E.
- 6.2 The police, fire and rescue service and ambulance service were made aware of the consultation.
- 6.3 Details of the proposed scheme were placed on the authorities' website <https://yourvoicebucks.citizenspace.com/roads-parking/amersham-statutory-consultation/> and notices were placed on site, informing the public of the formal statutory consultation and how they could obtain more information and provide feedback. The draft notice was also advertised in the local paper on Friday 12th June 2020. Please see Appendix E for more information.
- 6.4 As part of the consultation processes, the following comments were received:

Chesham Bois Parish Council:

- **Bois Lane** – “Disagree with working group’s decision. Support the original proposal and proceed to formal consultation. See Glebe Way comments below”.
- **Chestnut Lane** – “Agree with the working group’s decision to proceed to formal consultation, in particular to restrict commuter parking and support visibility and secure the bus stop clearway near Bois Lane (X40), promote safety near Chestnut Lane School, whilst providing some on-street parking that will be valued by residents and teachers.”
- **Chiltern Road** – “Agree with working group’s decision to protect junctions, extend to The Leys and proceed to formal consultation.”
- **Clifton Road** – “Agree with working group’s decision to proceed to formal consultation.”
- **Copperkins Lane** – “Agree with working group’s decision to proceed to second informal consultation. This scheme is crucial to address safety problems of parking, access and visibility, particularly at beginning and end of the Heatherton House school day. “
- **Glebe Way** – “Glebe Way forms one side of a triangle with North Road and Bois Lane. Glebe Way is a critical traffic bottleneck caused by commuter parking and dangerous parking too close to the junction of Bois Lane. Glebe Way restrictions should be considered alongside potential restrictions proposed for North Road between Glebe Way and Bois Lane and those proposed for Bois Lane. The junction of Glebe Way and North Road should also be protected with yellow

lines. North Road is a conservation area and we would ask for any yellow lines to be aesthetically appropriate. We agree with a second consultation. See North Road comments below.”

- **Green Lane** – “Agree with working group’s decision to include junction with Long Park and Green Lane and proceed to formal consultation.”
- **North Road** – “Support the working group’s decision to proceed to second informal consultation and seek views on limited waiting parking bays 1 hour no return within 2 hours to support local businesses. These restrictions would be applied to the area between Glebe way and Bois Lane. The junction of North Road and Glebe way must also be protected with yellow lines. Proposals to be kept modest as there is a possible new development at the nearby Parish Centre and the parking is better reviewed separately when the possible impacts are better understood. See Glebe Way comments above.”
- **Woodside Avenue** – “Agree with working group’s decision to protect junction and proceed to formal consultation.”

Penn Parish Council:

- **Elm Road, Penn** – “The Parish Council partially supported the measures proposed for Elm Road, as follows:- Map L60 in favour (lower end of Elm Road from Yonder Lodge to just beyond the Surgery). Map L61 On Elm Road, the double yellow lines to cease after the entrance to French Meadow, while ensuring the vision splay of French Meadow. The lines to cease on the opposite side of Elm Road at the corner of Bank Road with Elm Road (the house name is Burntwood). Residents only parking at Victoria Cottages Council found in favour. Lines must be fine primrose yellow in colour suitable for the Conservation Area. Map L62 is not required as Council was not in favour of the running the lines up beyond French Meadow and Burntwood. We would be grateful for an amended map L61 showing these proposals, if possible.”

Councillor Jonathon Waters:

- **Coppice Farm Road, Penn** – “I am writing in respect to the above review and Parking restrictions in Coppice Farm Road (K58). The issue I have impacts residents who live in my Ward on Hazelmere Road, and currently have no off road parking and use Coppice Farm Road to park. The first section of which runs next to the rear gardens in Hazelmere Road, and with no houses or drives fronting this straight section of road it is an appropriate place for parking. The current proposal is to not just have lines at the junction but sweep back further from the junction, thus removing most of the parking. If these restrictions go ahead as planned the current parking that is much needed, due to the restrictions will be pushed further back into Coppice Farm Road, outside of residents houses and obscuring vision from driveways. I recognise some restriction on the corner of the road between Coppice Farm Road, and Hazelmere Road could be helpful. The current plan should be reduced to the minimum at the road junction, and not unnecessarily reduce the parking which is

required in this location for residents. Could you please send these views for consideration as part of this consultation.”

- **Elm Road, Penn** - “I would like to make a formal comment on the Elm Road, Penn proposed parking restrictions as part of the formal consultation process. I don’t believe that the proposal deals with the residents parking concerns. The main issue is weekend parking, with very limited parking taking place during normal weekdays. It also does not provide a long term parking requirements for the local Football Club. It will just move the current issue to other local roads, and a new process start to deal with it. The proposal is not a solution for local residents or for the Football Club.”

6.5 As part of the Amersham Parking Review 2020, a working parking group was set up which consisted of all relevant Buckinghamshire members and Chesham Bois and Penn Parish Council. The above comments were fed into the working parking group which subsequently made the following recommendations which are incorporated into the revised proposals:

- **Acres End (Map tile Y45/Y46):** Proceed to implementation as advertised.
- **Amersham Road (Map tile V38/V39):** Proceed to implementation as advertised.
- **Batchelors Way (Map tile X44):** Proceed to implementation as advertised.
- **Black Acre Close (Map tile Y46):** Proceed to implementation as advertised.
- **Bois Lane (Map tile X39/X40):** Proceed to implementation with amendments.
- **Briery Way (Map tile Y42):** Proceed to implementation with amendments.
- **Chestnut Lane (Map tile X40, X41, Y41, Z41):** Proceed to implementation with amendments.
- **Clifton Road (Map tile V38):** Proceed to implementation as advertised.
- **Copperkins Lane: (Map tile W40):** Proceed to implementation as advertised.
- **Coppice Farm Road (Map tile K58):** Proceed to implementation with amendments.
- **Elm Road (Map tile L60, L61, L62):** Proceed to implementation with amendments.
- **First Avenue (Map tile X48):** Proceed to implementation as advertised.
- **Glebe Way (Map tile X40):** Proceed to implementation as advertised.
- **Green Lane (Map tile X39):** Proceed to implementation as advertised.

- **High Street and The Broadway (Map tile V47, U46, U47):** Proceed to implementation as advertised.
- **Hundred Acres Lane (Map tile X46, X47, X48, Y46):** Proceed to implementation as advertised.
- **Leywood Close (Map tile Y47):** Proceed to implementation as advertised.
- **Longwood Lane (Map tile X46):** Proceed to implementation as advertised.
- **Mill Lane (Map tile U46):** Proceed to implementation as advertised.
- **Mitchell Walk (Map tile Y43):** Proceed to implementation as advertised.
- **Mortens Wood (Map tile X46, X47):** Proceed to implementation as advertised.
- **North Road (Map tile X40):** Proceed to implementation as advertised.
- **Orchard Lane (Map tile X44):** Proceed to implementation as advertised.
- **Penn Street (Map tile O51, P51):** Proceed to implementation as advertised.
- **Quarrendon Road (Map tile X47, Y46, Y47):** Proceed to implementation with amendments.
- **School Lane (Map tile U46, V46):** Proceed to implementation as advertised.
- **Sheepfold Lane (Map tile X46, X47):** Proceed to implementation as advertised.
- **The Copse (Map tile W44, W45, X44):** Proceed to implementation as advertised.
- **The Drive (Map tile W44, W45, X44):** Proceed to implementation as advertised.
- **The Green (Map tile W44, W45, X44):** Proceed to implementation as advertised.
- **The Limes (Map tile V38):** Proceed to implementation as advertised.
- **The Meadows (Map tile Y44, Y45):** Proceed to implementation as advertised.
- **The Rise (Map tile W44, W45, X44):** Proceed to implementation as advertised.
- **Tudor Park (Map tile X41):** Proceed to implementation as advertised.
- **Weller Road (Map tile Y42, Z41, Z42):** Proceed to implementation as advertised.
- **Woodside Avenue (X39):** Proceed to implementation as advertised.

Other roads which respondents commented on but were not included or removed from the parking review:

- **Centenary Way:** Forward to the community board for further consideration.
- **Chestnut Close:** Forward to the community board for further consideration.
- **Hillside Avenue:** Forward to the community board for further consideration.
- **Quill Hall Lane:** Forward to the community board for further consideration.
- **Scholars Way:** Forward to the community board for further consideration.
- **South Road:** Forward to the community board for further consideration.
- **Whielden Street:** Forward to the community board for further consideration.

6.6 The statutory consultation was undertaken between Friday 19th June 2020 and Friday 17th July 2020. Transport for Buckinghamshire (TfB) received 368 responses to the statutory consultation via a survey on Citizen Space, email and letters. The responses to the consultation are contained within Appendix A, these responses have been reviewed and considered. Please note that there may be multiple responses from the same person in relation to various roads. The summary of responses and member's decisions are contained within Appendix B.

7. Next steps and review

7.1 If this recommendation is accepted, Buckinghamshire Council will make the amendment to the Traffic Regulation Order covering the locations and instruct our enforcement officers to include within the regulation patrols, and recommendations for additional restrictions in various locations will be put forward to the community board. If this report is rejected, there will be no changes to the current restrictions.

7.2 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.

8. Background papers

8.1 The comments to the statutory consultation can be found in Appendix A.

8.2 The full details of the proposals, summary of responses and member decisions can be found in Appendix B.

8.3 The map tiles which were advertised at the statutory consultation can be found in Appendix C.

8.4 An Equality Impact Assessment can be found in Appendix D.

8.5 All statutory consultation documents including the draft amendment order, statement of reasons, letter and street notices can be found in Appendix E.

9. Your questions and views (for key decisions)

If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider please inform the democratic services team. This can be done by telephone 01296 382343 or email democracy@buckinghamshire.gov.uk