



Report to High Wycombe Community Board

Date:	2 November 2022
Title:	Response to petition to remove double yellow lines on Totteridge Road, High Wycombe
Relevant councillor(s):	Councillors Steve Guy, Imran Hussain & Julia Wassell
Author and/or contact officer:	John Pateman, Design Services Team Leader
Ward(s) affected:	Totteridge & Bowerdean
Recommendation:	That the double yellow lines introduced in July 2022 following the statutory parking consultation remain on Totteridge Road
Reason for decision:	To improve road safety for residents and all users. To support the Highway Code (rule 242 and 243):- a) to improve safety and access at the junctions with Lorraine Close, The Crescent and Denewood, b) assist sight lines between motorists and pedestrians near the bend/hill, and c) keep the pavements unobstructed of illegally parked vehicles

1. Executive summary

- 1.1 This report considers the points raised in the petition dated 18 July 2022 from 12 residents of Totteridge Road who would like the recently installed double yellow lines removed from Totteridge Road.

- 1.2 A review of the work of the former project engineers has been undertaken by experienced parking professionals and it is considered that the new yellow lines should remain as they are essential to support the Highway Code and road safety.

2. Content of report

- 2.1 The double yellow lines in Totteridge Road, High Wycombe were implemented in July 2022 as part of the High Wycombe Junction Protection scheme as outlined in Figure 2.1:-



Figure 2.1 - location of double yellow lines on Totteridge Road (marked by yellow line)

- 2.2 This report considers the following points raised in the petition – summarised as:-
- The yellow lines are not necessary, and the road is more dangerous with them and provides a racetrack and increases the risk of accidents involving school children, mothers with children and the elderly crossing the road.
 - That local residents have been unable to voice their concerns, that there has been a lack of correspondence from the council and the council undertook insufficient consultation before introducing the yellow lines.

- That the council has not focussed on the area further down the road where it is less safe.

2.3 The yellow lines were proposed, advertised, legal order made and implemented for the following legal reasons (statement of reasons):

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.

2.4 The new parking lines support Highway Code rules 242 and 243 to improve visibility at the junctions and accesses and prevent an obstruction of the pavements. The Highway Code is available at the following website:-

<https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252>

2.5 It is possible that traffic speeds may increase following the introduction of yellow lines where there was previously an obstruction.

2.6 The engineers have assessed that the improved safety benefit of improving visibility and accessibility, far exceeds the disbenefit to any increase in traffic speed on Totteridge Road.

2.7 The police are responsible for speed limit enforcement, but Buckinghamshire Council has prepared a webpage explaining how residents can become involved if there is a concern about speeding: -

<https://www.buckinghamshire.gov.uk/parking-roads-and-transport/road-safety/managing-speed/dealing-with-speeding/>

2.8 Residents appear to have been contacting local Councillors' asking for parking controls at this location in Totteridge Road since at least 2018 (see section 6.3).

2.9 The parking controls are part of at least three separate requests from residents (access to Lorraine Close, visibility from accesses & the bus service swerving past parked vehicles).

2.10 Totteridge Road and the junctions were added to the scope of the High Wycombe Junction Protection project following a meeting of the former High Wycombe Local Area Forum on 6 June 2019.

- 2.11 Once the project had received funding, parking engineers then assessed parking locations at all the sites within the town wide parking review and prepared drawings of where the yellow lines should go.
- 2.12 In order to implement new parking controls, it is necessary that the proposals are promoted and advertised in accordance with The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996. This is frequently called a "statutory" or "legal" consultation.
- 2.13 Sometimes the council also undertakes an informal consultation for proposed parking controls, but where the proposals are being put in for road safety and/or they are specific areas not to park as detailed in the Highway Code it is considered unnecessary. There was no informal consultation in Totteridge Road for this reason.
- 2.14 There is no specific legal obligation on the council to letter drop local residents in the 1996 Regulations, however, it is considered good practice and the 27 letters (Annex A) were sent to properties adjacent and close to the proposed yellow lines as shown in Figure 2.14.

Lorraine Close/Totteridge Road



Figure 2.14 – Area of letter drop on 19 October 2021

- 2.15 The 27 letters were hand-delivered on 19 October 2021 and a summary of the responses is outlined in Table 2.15.

Formal Consultation - letter to frontages summary	
Date of Letter Drop	Tuesday 19 October 2021
Total number of properties letter dropped	27
Responses to formal consultation	4
• Objections received	1
• Support received	3
Petitioners that reside adjacent to the new yellow lines and were included within letter drop area	7
Petitioners that reside outside the area of the yellow lines and were outside the letter drop area	5
Total number of petitioners	12

Table 2.15 – summary of letter drop for statutory consultation

- 2.16 The council received four responses from the statutory consultation (Annex B).
- 2.17 To provide value for money to taxpayers it is not practicable to letter drop everyone in every road or town and so the council adopts a policy that letters will be sent to anyone who fronts new parking proposals.
- 2.18 It is noted that one objector to the consultation in October 2021 appears to reside at the same house as one of the petitioners and indicated that they were going to submit a petition at the time. There is no record of this petition being received but if residents were separately canvassed at the time there appears to be awareness of the proposals locally.
- 2.19 The council has fully complied with the legal process to implement a Traffic Regulation Order (the order behind yellow lines) and exceeded the statutory requirements. The awareness of the proposals was advertised in the local press, on two websites, through a letter drop, and the placement of street notices.
- 2.20 It is noted that the petitioners have concerns about the parking lower down the hill. These concerns can be considered by the Community Board in a future parking review or residents may submit specific concerns themselves on the following webpage:-

<https://yourvoicebucks.citizenspace.com/roads-parking/parking-control-request/>

3. Other options considered

- 3.1 In response to the petition, engineers in Design Services and Buckinghamshire Council's Parking Services have reviewed the work of the original engineers on this project to see whether the parking controls could be reduced on the section of Totteridge Road between Denewood and Lorraine Close.



Figure 3.1 - Google Streetview image looking southwest from the junction with Denewood

- 3.2 As outlined in figure 3.1, the visibility for southwest bound traffic is poor because of the brow of the hill at this location.
- 3.3 Motorists sometimes park on pavements when they feel their vehicle is likely to be at risk if fully located on the carriageway. The resulting obstruction to the pavement means that wheelchair users or those with pushchairs may have to cross the road or navigate in the main carriageway instead.
- 3.4 Totteridge Road is on the 33 and 33A Arriva bus routes and there are frequent services, up to approximately 5 services an hour at peak times in each direction.
- 3.5 All the properties along this section of Totteridge Road have off-street parking provision and parked vehicles near to the accesses present a further hazard to residents and road users as the resident accesses and egresses their drives.
- 3.6 In addition to the off-street parking available to residents there is nearby safe alternative parking. The maximum distance a motorist may have to park is typically

around 100metres away (from engineer calculations) or approximately an 80 second walk.

- 3.7 The engineers in the Transport for Buckinghamshire Design Services Team and the Buckinghamshire Council Parking Team do not feel that the yellow lines can be safely reduced at this location.

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 Any further reviews or amendments to the waiting restrictions TRO would require a formal project to be initiated and further agreed funding streams.

5. Corporate implications

- 5.1 There is no disproportionate impact on any protected groups under the Equality Act and it was not considered necessary to complete an Equality Impact Assessment as part of obtaining the Traffic Regulation Order.
- 5.2 The parking controls introduced as part of the High Wycombe Junction Protection Scheme, including those on Totteridge Road are only in places where the Highway Code states motorists should not park and therefore if anything this will have a positive impact on people with protected characteristics – for example improving accessibility on pavements for disabled wheelchair users, the blind or those with sight impairments. It also improves the safety of all road users by providing better sight lines on the hill and at junctions.

6. Local councillors & community boards consultation & views

- 6.1 Local Councillors have engaged with some residents that have contacted them since the yellow lines have been painted.
- 6.2 Cllr Julia Wassell asked the project team (Design Services) to contact three residents about their concerns on 15 July 2022. Design Services responded to the three residents by email on 20 July 2022.



6.3 Cllr Julia Wassell makes the following comments:

"There are 2 schemes and they need separating. The original reasons given were

Lack of visibility emerging from driveways

Bus swerve around parked cars. I think Councillor Ditta nominated it earlier in 2018 and I just picked it up after his death. I was the Ryemead and Micklefield councillor 2017 to 2021

The Lorraine Close one was also the bin lorry could not get down there.

I have had compliments about the scheme"

6.4 Cllr Steve Guy makes the following comments:-

"Firstly, I can see that there was a consultation carried out and letters were delivered to residents inviting comments. I cannot see what comments were received and I think it would be really useful to know.

I reject the criticism of the response from myself and Cllr Wassell. I believe that we both tried to explain that a consultation was carried out.

My understanding is that these double yellow lines are designed to prevent parking which was already against the Highway Code: eg within 10 metres of a junction and near the brow of the hill. In other words, residents really shouldn't have been parking there anyway.

It is of note that some residents object to the double yellow lines, but others welcome them as it improves visibility when emerging onto Totteridge Road from the Crescent.

I think that on balance the double yellow lines are improvement overall. There is now less inconsiderate parking than there was before.

I am sorry that some residents are unhappy, but I think the council have done the right thing and the double yellow lines should stay"

7. Communication, engagement & further consultation

- 7.1 In accordance with the legal procedure in making the legal Traffic Regulation Order, all respondents to the official consultation were contacted (where they had left contact details) once the final decision had been made and the legal notice of making was advertised in the local press.

- 7.2 As outlined in Section 6 above local councillors and members of the Design Services Team have been corresponding with some residents since the yellow lines were painted.

8. Next steps and review

- 8.1 Should the Community Board accept the recommendations no further action is required.
- 8.2 The Community Board may wish to consider including a further section of Totteridge Road (lower down the hill) in a future parking review to address one of the concerns of the petitioners.

9. Background papers

- 9.1 The full decision and consideration of the comments and objections to make the legal Traffic Regulation Order behind the yellow lines is available on the council's website:

<https://buckinghamshire.moderngov.co.uk/ieDecisionDetails.aspx?ID=753>

