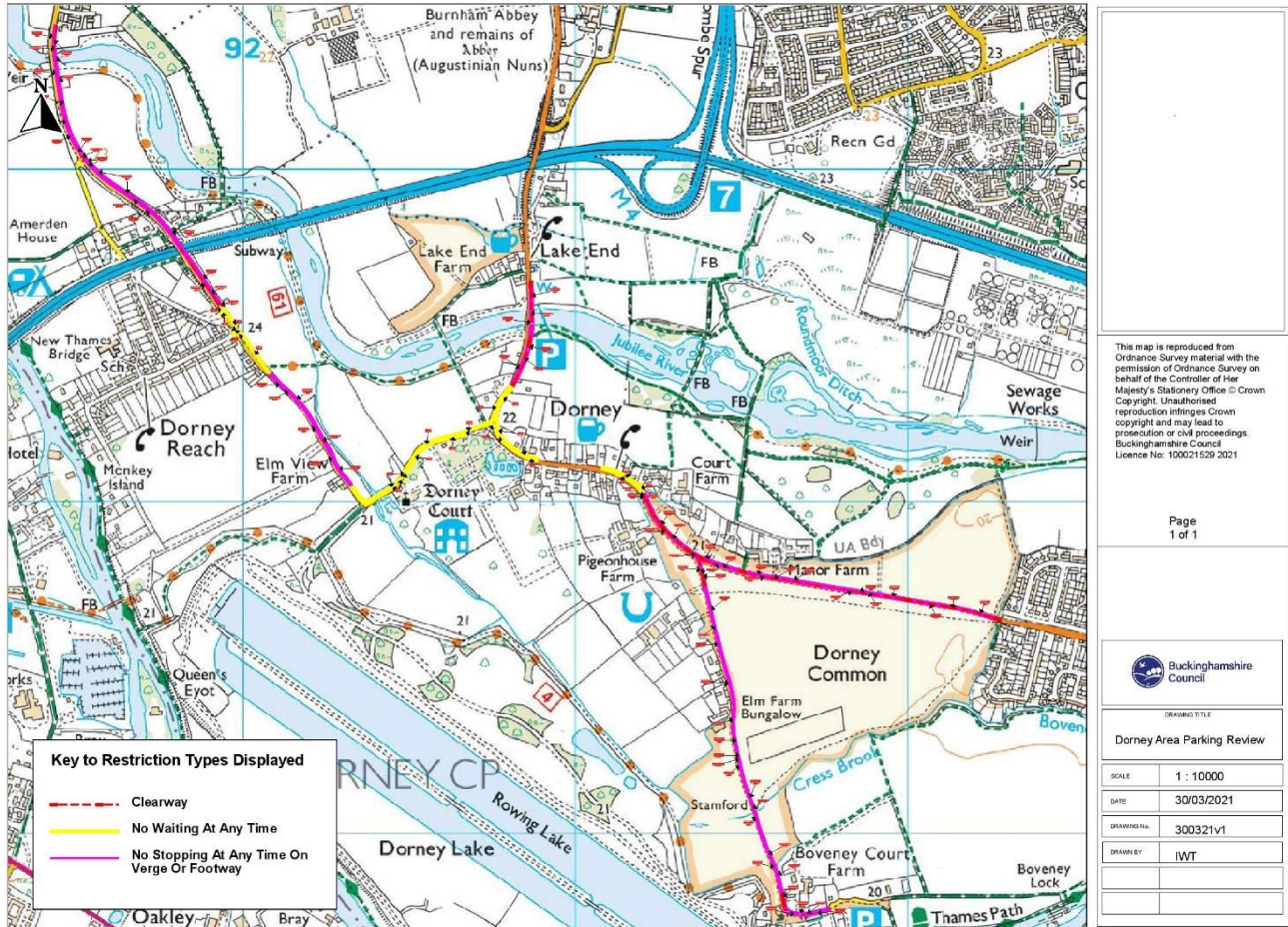


Dorney Traffic Working Group (DTWG)

www.dorneyvillagetraffic.org.uk

Response to Bucks Council's - Dorney Area Parking Review 2021

Contact: Bill Dax (DTWG) 07802 365448 bill@daxfamily.com



If the purpose of the above graphic is to initiate a debate about solutions to parking in the Dorney area, it is very welcome.

As a solution in itself, it is sorely lacking.

Prior to developing solutions, we strongly recommend that it would be advisable to consider the specific problems and the reasons for them. Only then do solutions come into consideration.

The Dorney area is semi-rural, comprises two Conservation Areas (Dorney and Boveney) and has 42 listed buildings which are situated in Dorney Village, Boveney and Lake End (near the Pineapple pub). Residents are determined to avoid the urbanisation of this oasis between Maidenhead and Slough with double yellow lines, clearways and 70+ verge/footway signs.

Dorney's parking problems are relatively recent and arise from the following:

- 1. The COVID-19 Pandemic (2020/21)**
- 2. Dorney Lake (opened in 2006)**
- 3. The Jubilee River (opened in 2002)**
- 4. The Palmer Arms (refurbished 2005)**
- 5. The Pineapple (refurbished 2019/20)**
- 6. Ramblers Car Park, Boveney (restricted opening times)**

Examining in detail each of the above:

1. The COVID-19 Pandemic (2020/21)

- a. Dorney Lake and The Jubilee River were inundated with visitors seeking open-air leisure during the various lockdowns. Many other venues throughout the country experienced an excess of visitors resulting in parking, litter and aggressive behaviour due to the extraordinary conditions during the pandemic. Many venues, including public parks, were forced to close their gates. Dorney Lake was one of these. It closed its gates from 1st March 2021 until further notice. This resolved the immediate problem of an excess of visitor cars caused by the pandemic.
 - i. Eton College's recent comment on this from Janet Walker, Bursar, was as follows: *"For the moment, the Lake will stay closed to avoid the disruption to residents from so many motorists turning up when it's open. We want to wait until lockdown is considerably eased, with people having far more leisure options before we even think about re-opening."*
- b. Access to the Jubilee River could not be stopped, so excess cars remain a problem on Lake End Road, especially at weekends.
- c. It is possible that, with the staged reduction of lockdowns and more freedom for socialising, the excess cars at the Jubilee River may reduce.
- d. The excessive cars/parking caused by this will, eventually, disappear.
- e. Estimated cost to Taxpayer – NIL (no costs involved)**

2. Dorney Lake (opened in 2006)

- a. Failure by Bucks Council to apply South Bucks Local Plan Policy TR7, if it applies, which we believe that it does. If it doesn't, please advise, in detail, why it doesn't.

- i. **All visitors'/spectators' cars should be parked within the venue. No cars parked on Dorney roads. Space for 10,000+ cars available.**

The [South Bucks Local Plan \(1999\)](#) is the current planning regulation. The Policy TR7 – Parking Provision (on Page 160) states that:

Development [related to venues such as Dorney Lake] will only be permitted only where:-

- i. parking provision is made on land owned or controlled by the applicant and*
- ii. it would not be likely to result in non-residential on-street parking in residential areas.*

It appears that Dorney Lake may be in breach of this Policy as their visitors' cars are all over Dorney's roads. They should all be parked on suitable land within the venue. The recent installation of double yellow lines down their driveway simply forces more cars out of the venue and onto Dorney's narrow roads.

1. Explanation (of TR7 Policy) from Local Plan

- a. *11.51 Whilst the Council wishes to minimise dependence on the car, it also accepts that travel patterns and modes of travel are unlikely to change fundamentally within the lifetime of this Plan. **Therefore, it will be necessary for developments to make provision for the off-street parking of cars and other vehicles attracted by development proposals, and to do so on land owned or controlled by the applicant. Parking provision should in most cases be on the development site, but provision may also be acceptable on other land very close by provided that it is located, and laid out where it can be tied to, and is likely to be used in connection with, the development. Proposals must not reduce the parking facilities serving other premises unless those other premises have a surplus of provision. The provision of adequate new off-street parking is essential to reduce the problems caused by vehicles parked on the street, such as the risk of accidents and the damage to the visual environment.***

- ii. Termination of Daily Parking Charge (which forces those unwilling or unable to pay the charge onto Dorney's roads).
 - iii. Enforce changes to those seven Regattas who continue to charge a separate parking charge. See "Conundrum" paper attached (NOV18)

- b. Future parking issues on Dorney's roads depend on Dorney Lake's strategy as a public venue.
 - i. If it opens again to the public, considerable all-weather parking required within the venue – another 100 – 200 parking spaces at the main car park or elsewhere.
- c. Requires changes to the seven regattas business model to avoid the spectators parking on Dorney's roads.
 - i. Bring it in line with other events (parking included in entry price)
- d. Double yellow lines outside gates have partially assisted but they are ignored on busy days.
- e. Clearway signs ignored completely.
- f. Very, very limited enforcement – as it will always be.
- g. Estimated cost to Taxpayer – NIL (no costs involved)**

3. The Jubilee River (opened in 2002) – See Appendix A

- a. Needs a larger car park (Eton College land)
 - i. Currently 14 cars capacity
 - ii. Needs (long term) 50 additional spaces?
 - 1. Number depends whether it is shared with Pineapple (see below)

b. Estimated cost to Taxpayer – NIL (Paid by Eton College/Environment Agency)

4. The Palmer Arms (refurbished 2005) – See Appendix B

- a. On busy days, the car park at The Palmer Arms cannot deal with the demand for their services.
- b. The current maximum capacity is approx. 35 cars.
- c. Consequently, cars park along Village Road – on the road and on the pavement - causing problems to residents and through traffic.
- d. The current overflow on these days is estimated to be between 20 and 25 cars.
- e. Needs a larger car park (20 cars at the far end)
 - i. The available land area is estimated to be approx. 330 sq m.
 - ii. Each car, with manoeuvring space, requires approx. 15 sq m
 - iii. Approx. number of cars: 22
 - iv. If possible, using grasscrete - or similar - to avoid concreting over the countryside.

f. Estimated cost to Taxpayer – NIL (Paid by owners of The Palmer Arms)

5. The Pineapple (refurbished 2019/20) – See Appendix A

- a. Failure by Bucks Council re car parking provision during recent planning:
 - i. Planning permission given (PL/19/2852/FA). Following statement “explaining” failure in Case Officer Report:
 - 1. *It is noted that the Highway Authority has accepted that **there will be a parking shortfall** and has not objected to the proposal. In view of the above, the application is not considered to conflict*

unacceptably with policy TR7 of the South Bucks District Local Plan (adopted March 1999)

2. Explanation (of TR7 Policy)

a. 11.51 Whilst the Council wishes to minimise dependence on the car, it also accepts that travel patterns and modes of travel are unlikely to change fundamentally within the lifetime of this Plan. Therefore, it will be necessary for developments to make provision for the off-street parking of cars and other vehicles attracted by development proposals, and to do so on land owned or controlled by the applicant. Parking provision should in most cases be on the development site, but provision may also be acceptable on other land very close by provided that it is located, and laid out where it can be tied to, and is likely to be used in connection with, the development. Proposals must not reduce the parking facilities serving other premises unless those other premises have a surplus of provision. The provision of adequate new off-street parking is essential to reduce the problems caused by vehicles parked on the street, such as the risk of accidents and the damage to the visual environment.

3. This was not a sensible decision by Bucks Council. The additional restaurant seating (indoors and outdoors) is increasing from approx. 100 covers to approx. 160 covers.

4. The approval of 15 car parking spaces compared to the 50+ required was, clearly, totally inadequate.

b. Consequent to this decision, The Pineapple needs additional off-road car parking. Options include:

i. Extend lay bys opposite up the hill.

ii. Utilise part of Lake End Common (within 15m of road)

1. Complying with Common Land planning restrictions.

iii. Share Jubilee River Car Park (distance?)

c. Estimated cost to Taxpayer – NIL (Paid by owners of The Pineapple)

6. Ramblers Car Park, Boveney (restricted opening times)

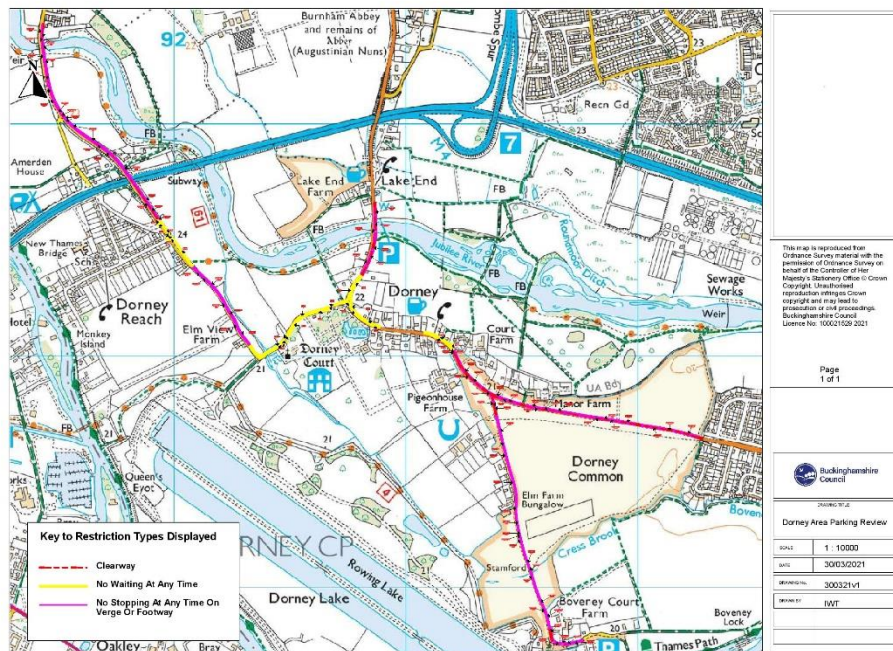
a. Opening time - OK

b. Closing time – too early (currently – APR21 - 1530hrs)

i. Understand problems of inappropriate behaviour after dusk.

ii. Change it to one hour before dusk (approx.) Eton College.

c. Estimated cost to Taxpayer – NIL (no costs)



7. Addressing the issues raised by the apparent proposals in the graphic above:

- a. Dorney is a rural village – not the centre of Aylesbury.
- b. Dorney does not require any of the above “solutions”:
 - i. Clearways that are not enforced – nor will they ever be, no matter the fine “promises” made by Bucks Council.
 - ii. Double Yellow Lines that are expensive, are not suited to the environment and are not enforced – nor will they ever be, no matter the fine “promises” made by Bucks Council.
 - iii. 75+ (apparently) “No Parking on Verge/Footway” expensive signs on poles along our roads that are not enforced – nor will they ever be, no matter the fine “promises” made by Bucks Council.
 - iv. Dorney Commoners Management Committee has managed the parking bye-laws on Dorney Common for many years very successfully – using environmentally friendly wooden bollards and ditches where necessary. They do not need any help from Bucks Council, in our opinion.
 - v. Dorney Parish Council had also managed the parking issues within the village using environmentally friendly wooden posts. If necessary, that should be extended.
- c. Please do not spend the taxpayers hard-earned money on destroying our beautiful village.
- d. Instead, please work with residents to develop a sensible traffic plan incorporating the following:
 - i. Traffic Calming
 - ii. Parking
 - iii. Signage

Appendix A – Jubilee River and Pineapple pub Parking options



Appendix B – The Palmer Arms Additional Parking

