

Central Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ

**This meeting
may be filmed.***



please ask for Martha Clampitt
direct line 0300 300 4032
date 1 September 2016

NOTICE OF MEETING

DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY SERVICES ON TRAFFIC REGULATION ORDERS

Date & Time

Tuesday, 13 September 2016 10.00 a.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: DELEGATED DECISIONS BY THE EXECUTIVE MEMBER FOR COMMUNITY
SERVICES ON TRAFFIC REGULATION ORDERS:

Cllr B J Spurr

[Named Substitute: Cllr N Young]

All other Members of the Council - on request

***MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS
MEETING***

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AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	Graham Road, Dunstable - Consideration of Petition for Conversion of Grass Verges to Parking To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	* 5 - 8
3	Clifton Road, Shefford - Petition for Waiting Restrictions To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	* 9 - 14
4	Church Street, Ridgmont - Consider objections to Removal of Residents Permit Parking Scheme To consider the removal of the existing residents permit parking scheme in Church Street, Ridgmont.	* 15 - 26
5	Various Roads in Leighton-Linslade - Consider Objections to Parking Restriction Proposals To consider the implementation of waiting restrictions in Various Roads in Leighton-Linslade.	* 27 - 64
6	Sharpenhoe Road, Barton-le-Clay - Consideration of Petition for Speed Reducing Measures To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	* 65 - 76
7	Eyeworth - Petition to lower the Speed Limit from 40mph to 30mph To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.	* 77 - 80

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 13 September 2016
Subject: Graham Road, Dunstable – Consideration of Petition for Conversion of Grass Verges to Parking
Report of: Paul Mason, Assistant Director Highways
Summary: This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward

RECOMMENDATION(S):-

That the contents of the petition be noted and that the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Dunstable Manshead
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The petition is in relation to the safe and efficient use of the highway network</p> <p>Financial: None from this report</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p> <p>Equalities/Human Rights: None from this report</p>

Community Safety:

None from this report

Sustainability:

None from this report

Background and Information

1. A petition has been received, signed by 54 people, requesting the Council to convert the grass verges to parking areas. Due to the lack of parking in the road, drivers are parking on the verges as on-street parking would obstruct traffic. The verges are rutted, fill up with water and create a hazard to pedestrians.
2. Damage to the slabbed footways in Graham Road is a significant maintenance challenge for the Council and the poor conditions of footways creates a safety issues for pedestrians. Parking pressures are high in this road, due to many properties having no off-street available.
3. The Council has previously hardened some verges to facilitate parking. Bollards and posts have been installed on other lengths of road where parking cannot be accommodated. This has helped but does not represent a comprehensive solution.
4. Funding needs to be identified to consider a scheme that will fully address the parking pressures in Graham Road. This could include making it one-way to allow for more on-street parking to take place. Such a scheme might include constructing parking bays and other features that would clearly indicate to drivers where they can and cannot parking. This would enable parking practises to be better managed and regularised. This will be considered for inclusion in the Integrated Programme for the 2017/18 financial year.

Appendices:

Appendix A – Petition and accompanying correspondence

Appendix B – Location plan

Appendix A

RE: Petition by Woodfield Green & Downside Residents Association on behalf of Graham Road Residents

Please find enclosed a petition, raised by the Woodfield Green & Downside Residents Association, on behalf of the residents of Graham Road requesting the tarmacking of the "grass" verges in Graham Road, Dunstable.

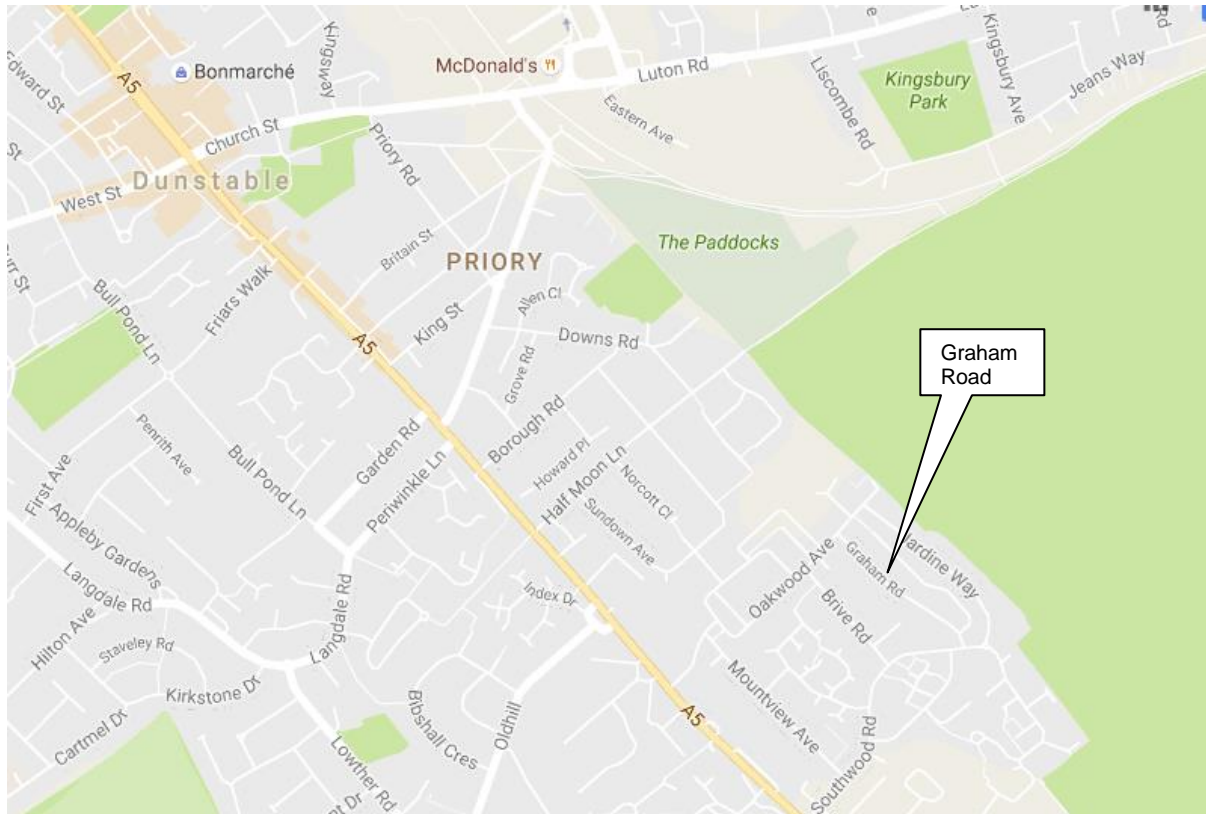
As you will see, from the attached petition, residents feel that there are considerable on-going problems with parking in this road. At present, due to a lack of available parking space, vehicles are being parked on the "grass" verges. These verges subsequently become muddy ruts, which fill with rain water becoming a hazard for pedestrians, who do not realize they are about to step into a water filled pot-hole. Also, due to the parking situation there have been various times when council vehicles have been unable gain proper access (for bin collection etc) and if council vehicles cannot access Graham Road would an emergency vehicle?

The residents feel that if the verges were tarmacked, and these areas designated for parking, that this would stop the haphazard parking, which currently takes place, as well as making access easier and walking on the verges far safer.

Parking in Graham Road, Downside, Dunstable

We, the undersigned residents of Graham Road, Downside, Dunstable request Central Bedfordshire Council to carrying out the tarmacking of the grass/mud verges of Graham Road. We feel that this is necessary as currently, due to lack of parking in this road, drivers are parking on these verges – if they park on the road this obstructs access for other traffic (including Council and Emergency vehicles); the result is that these verges have become extremely rutted which, when it rains fill up with water and subsequently make walking across these verges extremely hazardous for pedestrians.

Appendix B



Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 13 September 2016
Subject: Clifton Road, Shefford – Petition for Waiting Restrictions
Report of: Paul Mason, Assistant Director Highways
Summary: This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward

RECOMMENDATION(S):-

That the contents of the petition be noted and that the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Shefford
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The petition is in relation to the safe and efficient use of the highway network</p> <p>Financial: None from this report</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p> <p>Equalities/Human Rights: None from this report</p>

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £1,500	Budget: Minor Traffic & Safety
Expected delivery: Spring 2017	

Background and Information

1. A petition has been received, signed by 28 people, requesting the Council to introduce parking controls or waiting restrictions in Clifton Road to ease traffic problems. The original submission contained 208 signatures, but some pages were rejected because the reason for signing was not shown on that sheet and, hence, those who signed might not have known what they were supporting.
2. The length of Clifton Road identified is between property no.44 and the Ivel Road junction. The petition points out that the road is used by larger vehicles, including buses, and the level of on-street parking creates difficulties for them. The double sided parking also creates an obstruction to pedestrians, including those travelling to and from schools.
3. Initial observations would suggest that there are moderate levels of on-street parking on this stretch of Clifton Road. This is partly due to the fact that some homes, particularly on the north side, have little or no off-road parking. There would appear to be some justification for considering waiting restrictions, but they would need to be tailored to the individual circumstances that exist on this road.
4. The Council is also aware of complaints about obstructive parking in the adjacent Victoria Road, which is probably used for parking by residents of Clifton Road. Any proposals for parking restrictions in Clifton Road will need to take account of the added parking pressure that this might place on Victoria Road.
5. It is recommended that an assessment of the current parking situation be undertaken with a view to drawing up waiting restriction proposals for publication as part of the next batch of parking restrictions to be published in this area of Central Bedfordshire. It is hoped that this can be undertaken in the next 2-3 months, but implementation of any restrictions is unlikely to take place until Spring 2017.

Appendices:

Appendix A – Petition and accompanying correspondence

Appendix B – Location plan

Appendix A

I would like to bring to your attention the extreme parking problems along Clifton Road. The conditions of double parking are extremely hazardous and dangerous as this is a main bus route and school buses also use this route. There are also many large tanker lorries which use this route. The problems begin at No. 44 Clifton Road and continue along to the junction of Ivel Road.

There are cars parked both sides of the street, many of which are parked on the pavement leaving no room for school-children both from Samuel Whitbread Academy and Robert Bloomfield Schools. Also mothers with children in prams and disabled people in wheelchairs have no access on the pavement and risk entering the roadway to pass.

This is a very dangerous situation and I, personally, have witnessed many near misses.

The residents and myself feel that yellow lines along this area would resolve the situation as it would be enforceable by a mobile camera. We feel that the situation must be resolved before there is a fatal accident.

I, Tony Brown, Councillor of Central Bedfordshire Council, support this petition and add my signature,

I, _____, Councillor of Shefford Parish Council, support this petition and add my signature,

Petition for Parking Controls (Waiting Restrictions) on Clifton Road, Shefford

This correspondence is a major concern with the congestion of vehicles in Clifton Road which starts at the beginning of Ivel Road continuing to number forty four Clifton Road. The outstanding issue being from the roundabout of the junction of Clifton Road and Hitchin Road to the above number, as this is the narrowest part. Due to this being a major bus route for the Hitchin to Bedford route and the Samuel Whitbread Academy bus route, I would strongly recommend that double yellow lines be installed upon both sides of the road.

Another concern is the issue of the Neville Funeral Service where the vehicles from the adjoining properties continually park, causing extreme congestion and unnecessary hazards for both drivers and pedestrians. I would strongly recommend that double yellow lines are installed here in addition to the lines on Clifton Road.

Request for parking control (Waiting Restrictions)
Petition to ease traffic problems along Clifton Road -
Please Sign. / 2008 7.7.16

Appendix B



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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 13 September 2016
Subject: Church Street, Ridgmont – Consider objections to Removal of Residents Permit Parking Scheme
Report of: Paul Mason, Head of Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the removal of the existing residents permit parking scheme in Church Street, Ridgmont

RECOMMENDATION(S):-

That the existing residents permit parking scheme in Church Street be retained.

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Cranfield and Marston Moretaine
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve access to parking for some road users and will help disabled blue badge holders find a parking space.</p> <p>Financial: Work will be funded from minor traffic management and parking budgets.</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p>

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: n/a	Budget: n/a
Expected delivery: n/a	

Background and Information

1. The Council received complaints over a number of years about non-resident parking in Church Street. As a result, in April 2015 the Council published a proposal to introduce a residents' permit parking scheme in Church Street and Segenhoe Close. Objections were considered and it was decided that the scheme would be restricted to Church Street only as there was little support from residents of Segenhoe Close. The residents permit scheme came into operation in October 2015.
2. The Council subsequently received correspondence from Ridgmont Parish Council (see Appendix D) requesting this Council to remove the permit scheme. The Parish Council undertook a survey of residents of the area, carefully considered the matter and voted unanimously to ask for the scheme to be removed.

Central Bedfordshire Council undertook its own informal consultation, which indicated mixed views. Feedback from that exercise suggested that there are several disabled drivers living in the area who would be disadvantaged if the parking scheme was removed and no other measures put in place.

3. As a result, the Council published a formal proposal to remove the permit parking scheme and provide two disabled parking spaces.
4. The proposals were formally advertised by public notice in June 2016. Consultations were carried out with the emergency services and other statutory bodies, Ridgmont Parish Council and the Ward Members. Residents were individually consulted by letter.

Objections and Officer Responses

5. A total of 4 objections were received, all from residents of Church Street who are currently eligible to apply for a residents permit. The main issues raised were as follows:-
- a) The views of residents of High Street are being taken more seriously than the feelings of those who live in Church Street.
 - b) Residents of High Street are able to park outside their own homes, on other lengths of road or in the car park in Segenhoe Close. Now that Ridgmont has been bypassed there is no problem with parking on the High Street.
 - c) The existing scheme works very well and also allows unhindered access for emergency vehicles, carers and visitors.
 - d) The residents of the bungalows in Church Street rely heavily on support services due to their age and/or medical conditions, so carers and relatives need to be able to park close by.
 - e) The disabled parking spaces will not help.
 - f) The proposed disabled parking bays should be on the other side as the bungalows on that side have larger front gardens, so the parked cars will not block natural light into their homes.

6. Officer response:-

Most residents of High Street have unrestricted on-street parking outside their homes, but in some cases, not enough to fulfil their needs. Hence, Church Street does provide a convenient and safe place to park. There is a car park in Segenhoe Close, which appears to have spare capacity and Aragon Housing has agreed to extend it. Use of this is unrestricted, so is available to residents of High Street.

The existing scheme has the effect of keeping that length of Church Street near to the bungalows reasonably clear of parked cars, so does help their visitors. The permit scheme has a 1 hour permit-free period which is ideal for short stay visitors, such as carers. Given that the bungalows are set very close to the road, it is understandable that the residents feel that parked cars to the front of their homes are quite imposing and restrict their natural light.

The proposed disabled parking bays would help in the respect that disabled residents of the bungalows should be able to find a parking space close to their homes. It is a fact that any blue badge holders could use one of the spaces, but in a village road of this kind, this is unlikely to occur on a regular basis. It would be feasible to re-locate the disabled bays to the other side, but the Council would have to give those affected the opportunity to comment on it.

It is unusual for the Council to introduce permit parking on a single road with such a small number of dwellings. The permit income will never cover the cost of implementation and ongoing enforcement. Hence, officers would not usually recommend a permit scheme on this scale. However, having introduced the parking scheme, there does seem to be some merit in retaining it. There would appear to be adequate parking available in the general area to satisfy the needs of High Street residents.

The length of Church Street covered by the existing permit parking scheme can accommodate 9-10 vehicles. If the two disabled spaces were installed, this would reduce it by 3 spaces due to the extended length of a disabled bay. Hence, the removal of the permit scheme and installation of two disabled spaces would free up 6-7 parking spaces.

7. On balance, it is felt that the permit parking should be retained as it appears to benefit those who live in Church Street. The permit scheme covers a short length of road with adequate parking available nearby to satisfy the needs of those who do not live in Church Street.

Appendices:

Appendix A – Public notice

Appendix B – Drawings of Proposals

Appendix C – Written representations

Appendix D – Ridgmont Parish Council letter

Appendix A



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO REMOVE THE EXISTING RESIDENTS PERMIT PARKING AND INTRODUCE PARKING PLACES FOR DISABLED BADGE HOLDERS IN CHURCH STREET, RIDGMONT

Reason for proposal: The residents permit parking scheme that was introduced last year is causing inconvenience to some residents of the area. A preliminary consultation indicated that most of those living in the general area favour removal of the parking scheme. A number of disabled blue badge holders live in Church Street, so the Council is proposing to provide two dedicated disabled spaces for them.

Effect of the Order:

To remove the existing 1 hour Limited Waiting with No Return within 2 hours, except Permit Holders, on the following length of road in Ridgmont:-

Church Street, from a point approximately 2 metres south-east of the front wall of no.72 High Street extending in a south-westerly direction to a point approximately 2 metres south-east of the front wall of no.1 Segenhoe Close.

To introduce Parking for Disabled Badge Holders only on the following length of road in Ridgmont:-

Church Street, from a point in line with the north-west flank wall of no.1 Church Street extending in a south-westerly direction for approximately 13 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 1 July 2016. Any objections must state the grounds on which they are made.

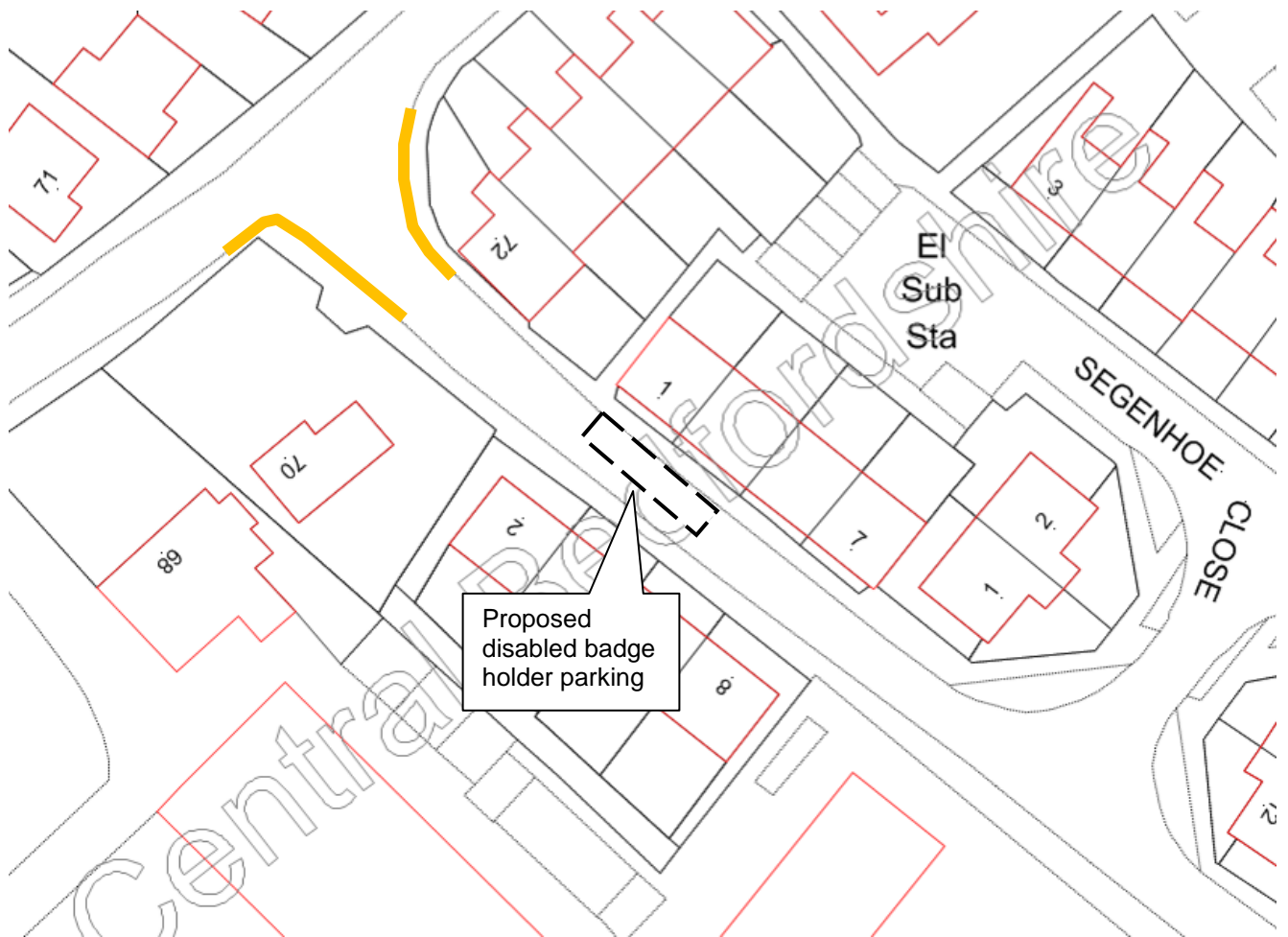
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201*"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

2 June 2016

Appendix B



Appendix C

As requested; I'm putting in writing my objection to the parking proposal for Church Street.

Further to our telephone conversation on Tuesday 7 June 2016, regarding the cancellation of the resident street parking permits. You are now returning to the free for all, that existed prior to the installation of the permit scheme. Except for the two Blue Badge invalid car users parking spaces, that you've put outside numbers 1 and 3 Church Street which is on the left hand side of the road. Had you visited Church Street prior to this making this arbitrary decision, you would know that the bungalows on this side of the street, have their bedrooms and living rooms facing the street and are approximately 1.5 metres from the curb. Now everyone on the left hand side will have only parked cars to look at, and have our daylight completely blocked by said vehicles.

It seems to me that our views are subservient to those of the people living in the High Street, and they wish to return to parking their cars, vans and trucks in Church Street. If you visited and looked at the situation you might see, that it is totally unnecessary to pander to these selfish people. The persons who instigated the petition, have ample parking within the boundaries of their properties as do all their neighbours. Now that the High Street is not a major through link road, those people have been able to park on that thoroughfare...the fact that they can't be bothered to follow the Highway Code, and park both sides of the road is sheer bloody-mindedness on their part.

I look forward to receiving your response to this email, that you have requested for the proposed council meeting on this situation.

Firstly, I am disappointed to note that despite acknowledging my email of 21st April last, Gary Baldwin stated that he would reply in due course, to date, I do not appear to have received a response. I may also add that I have yet to receive any follow up correspondence from Ridgmont Parish Council as they have not taken the time to respond to my email – dated 22/3/16 – apart from acknowledging receipt.

I have corresponded with the Aragon H.A residents of Church Street, who have kept me updated with the letters that they have received from your department. I am therefore disappointed to note that your letter to the householders – dated 1/6/16 – proposing to remove the permit parking scheme, has clearly not taken on board the strong views of the actual 8 residents who live in that part of Church Street, but you appear to be favouring local residents who live in the vicinity. It also appears that you have listened to local people and are more concerned that they are able to park their car on Church Street for their benefit as opposed to the 8 residents in the bungalows who rely heavily on support services, due to their age/medical conditions.

You state in your reason for the proposal that the residents permit parking scheme introduced last year is 'causing inconvenience to some residents of the area'. Are these people inconvenienced because they live within metres of the entrance to Church Street and would prefer not to park outside their house on a busy road? Moreover, you propose to provide two dedicated disabled spaces for 'a number of blue badge holders who live on Church Street'.

I would like to re-iterate my points as to why I support the residents as follows and raise the following:

- Where and what is your proof that local residents have been inconvenienced?
- How will x2 dedicated blue badge holder spaces help with controlling traffic & cars parking outside the bungalows – and allow for emergency vehicles to reach residents.

- It has been noted that an anonymous person has covered up the x2 existing signs regarding the permit parking scheme to Church Street with a black sac. Is this not intimidation and why have the sacs not been removed by someone from Highways?
- Since these signs were erected last year, the scheme has worked 'brilliantly' and not hampered emergency services, professionals or visitors to the bungalows. Some of these residents rely heavily on the support from a medical/caring capacity. It was reported that on x2 occasions where emergency vehicles were called out to the bungalows during the last couple of years in response to a 999 call. They were hampered by parked cars and unable to get the ambulance and fire rescue vehicle along Church Street. Surely this fact alone warrants careful consideration as to continuing the permit parking scheme.
- 4 bungalows have their bedrooms and living rooms facing the street and are approximately 1.5 metres from the curb. The new regulations would allow vehicles to block daylight and impact on the view from a living room as the residents will be looking out onto a parked car/van.
- It appears that the person who initiated the petition lives on the High Street. How has restricted parking on Church Street affected their quality of life?

To reiterate, I fully support the 8 Aragon H.A residents and hope that you look favourably at their situation and disregard local people who, by most accounts the continuation of the permit parking scheme will not impact on their life as they are able to take alternative steps to parking.

A response to the contents of this email would be most welcomed.

Myself and the other 7 residents of Church street are gravely concerned that the parking scheme is, according to Mr Gary Baldwin, being considered invalid.

A week ago I had a bad fall in my garden, and fell heavily on my lawnmower whilst putting it away, besides heavy bruising, I cut my upper arm very deeply and realised that I would have to have stitches. Unfortunately all four members of my family were away, so I called the care team that monitor these bungalows & fortunately they phoned the paramedics, and within 10 mins I had help as they arrived promptly, and were able to park just next door. That has not been the case in the past.

Why is Mr Gary Baldwin considering the views of some of the High street residents, who are able to park outside their houses, and deprive us of the same privilege? I am 72 years old with lots of health issues; my neighbour has been disabled since her twenties; my other neighbour has lost part of her body to cancer, and on the other side of the street we have another disabled man who also has to have a carer, plus three others who are well into their sixties, and don't want their sitting room and bedroom windows blocked by lorries and vans. I myself had a problem with a huge pantechicon who couldn't manoeuvre into the nursery, so parked in front of their gates and no. 8 next door, within inches of my car, photo enclosed.

In short we are being bullied now, because we managed to get the parking for residents, as other Aragon care homes have, despite opposition from just a few High street residents who were used to park their extra 2nd & 3rd cars here. We have been threatened more than once, and I have had to call the police. Are you going to allow this to happen to elderly and infirm and vulnerable residents? I sincerely hope not.

I write with regard to your public notice referred to above to object in the most strongest terms. This scheme was finally introduced last November having been delayed due to IT/programming problems with the software. Since it came into effect it has been a resounding success as the residents have been able to park unobstructed and without difficulty. Additionally, it has stopped the parking outside bungalows 1, 3, 5 & 7 who have had their lives made a misery by inconsiderate vehicles obstructing their front doors and living room windows blocking both access and daylight. (The fronts of the bungalows are virtually on the public footpath and just a few feet from the road itself.)

The removal of this scheme in favour of 2 blue badge bays has already been discussed at previous traffic management meetings and was considered then to offer little/no benefit of the residents as it does not solve the problems and in some ways actually makes the problem worse. Church Street has long been considered by some residents as a car park, many of whom have their own drives or garages but prefer to park in Church Street rather than open their own gates or park outside their own windows. The houses within the adjoining roads all have either their own off-road parking or the ability to have it whereas the residents affected in Church Street do not as there is insufficient distance from the property to the footpath to allow it.

I fail to see how this parking scheme is causing inconvenience or to whom as the only residents affected are those too lazy to use the Car Park at the top of Segenhoe Close or to park further down the High Street towards the church where they can park easily if they need to. I note that some of the objectors rent garages from Aragon even though they are not Aragon residents and, despite these being few and at a premium, use them as storage units not as garages. (Aragon are aware of this but state it is difficult to police.) It is also disappointing that despite Aragon's Property Director having made an offer to Gary Baldwin to turn over the Segenhoe Car Park to C. Beds AND make additional Aragon land available to extend it, that this has not even been considered. It is also disappointing that neither Highways or the Parish Council have bothered to come and talk to the residents and actually see for themselves the issues that we face.

Finally, I would like to point out that myself and at least one other resident have been intimidated, verbally abused and physically threatened by certain of the objectors. Bedfordshire Police have been involved with warnings being issued to certain residents that they face criminal prosecution if they persist. (Crime/incident reports are filed with the Police.) We have been told that they intend to get the scheme removed and then they are going to make sure that we cannot park. This gives you an indication of the lack of consideration and the malicious intent of some. I state again, the removal/change to this scheme serves only to return us to the original problems and I object strongly.

Appendix D

RIDGMONT PARISH COUNCIL

Segenhoe Manor
Segenhoe
Ridgmont
Bedfordshire
MK43 0XW
maria.spearing@sky.com
01525 280753

Councillor Brian Spurr
Executive Member Community Services
Central Bedfordshire Council
Priory House
Monks Walk
Chicksands
Shefford
Bedfordshire
SG17 5TQ

1st April 2016

By email: brian.spurr@centralbedfordshire.gov.uk

Dear Councillor Spurr

Re: Church Street Parking Scheme Ridgmont

I am writing on behalf of Ridgmont Parish Council with regard to the above parking scheme.

Since its implementation, the Parish Council has received representations from residents opposing the scheme, including a petition. Furthermore, it has caused unrest and disquiet within a very small community.

Therefore, in order to make an informed decision, regarding the merits of the scheme, and to give all concerned an opportunity to put forward their views, the Parish Council held an Open Meeting on 31st March. All residents were invited, and the Council personally leafleted those most affected.

Residents were given time to speak and notes made of the issues raised:

- Ample parking is available in Church Street
- Only 2 residents wanted the scheme out of the 8 who live in Church Street
- Parking on the High Street has become a problem
- The cost effectiveness of patrolling the scheme
- Urbanisation of the village
- The scheme has been policed several times and specifically at weekends
Resulting in residents being given a penalty charge
- The 1 hour parking scheme is not welcoming to visitors to the village; walkers, church users, and affects the small business owners in the village
- It has caused disquiet within a small community
- A letter was received from Aragon Housing supporting the scheme on behalf of the Church Street residents

In addition, prior to the Open Meeting, the Parish Council carried out its own research to ensure it made an informed decision:

- Church Street was visited on varied occasions and times, including a weekend, when the Parish church was being used for a christening, and found that there appeared to be no issue of parking space availability outside the Church Street bungalows
- It was noted that there may be an increase of vehicles wishing to park in the summer months at weekends
- The Parish Council was mindful of the issue of parking with regard to the needs of the residents of Church Street, who have disabilities and require carers to visit them in their homes. Therefore the council undertook to walk from various points in the village to Church Street to ascertain how long it would take a carer, who had to park a distance away from Church Street and walk. This was timed from the Eversholt Road, various points along the High Street, and from the Rose and Crown Public House car park. It was found that it would take a carer only a few minutes to reach Church Street
- It was also found that there was ample parking available to a carer in the locality, if they could not park in Church Street itself
- It was noted that since the implementation of the scheme, Ridgmont High Street has had an increased number of vehicles parking in the High Street, which has caused access problems for the school bus and emergency vehicles
- The Parish Council made inquiries regarding disabled residents and parking. They are able to submit an individual request to Central Bedfordshire Council for a disabled parking bay
- Aragon Housing were contacted to ascertain how many Church Street residents had contacted them, but to date there has been no reply

After listening to the views of residents, and taking careful consideration of all the issues, the Parish Council took a vote, which was unanimous.

The Parish Council would respectfully ask that Central Bedfordshire remove the Church Street Parking Scheme as soon as possible.

If you would like further information or wish to discuss this letter in more detail, please do not hesitate to contact me.

Yours sincerely,

Maria Spearing

Maria Spearing
Chair – Ridgmont Parish Council
Cc Cllr Matthews, Cllr Clark,
Cllr Morris, Paul Salmon CBC

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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 13 September 2016

Subject: Various Roads in Leighton-Linslade – Consider Objections to Parking Restriction Proposals

Report of: Paul Mason, Assistant Director Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Various Roads in Leighton-Linslade

RECOMMENDATION(S):-

1. That the proposal to introduce Residents Permit Parking in Lammas Walk and Bedford Street, Leighton Buzzard be implemented as published.
2. That the proposal to introduce Residents Permit Parking and No Waiting at any time in Grove Road, Leighton Buzzard be implemented as published, with the exception that property nos.34, 36 and 40 Lake Street be removed from the list of residencies eligible to apply for a permit.
3. That the proposal to introduce Waiting Restrictions in Grasmere Way, Leighton-Linslade be implemented as published, with the exception that the length of Grasmere Way between nos.72 & 82 and nos.152 & 162 not be implemented at this time. The omitted length of restriction may if implemented within two years of the date of original publication if considered necessary.
4. That the proposal to add Parking for Resident Permit Holders only on the north side of Old Road, Leighton-Linslade and to add additional residencies to be eligible to apply for a permit to park in the area be implemented as published.
5. That the proposal to remove a length of No Waiting Monday to Friday 8.30am to 12 noon on a length of Grange Close be implemented as published.

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Leighton Buzzard North, Leighton Buzzard South and Linslade

Function of: Council

CORPORATE IMPLICATIONS
Council Priorities: The proposal will improve road safety, traffic management and the amenity in the affected roads.

Financial:

The works are being funded by the Council Traffic Management and Parking scheme budget.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £22,000	Budget: Minor Traffic Management
Expected delivery: Dec 2016 – Mar 2017	

Background and Information

1. There are ongoing parking pressures in many streets in Leighton-Linslade, which are caused by the general increase in car ownership and commuter parking associated with the railway station. Particular difficulties have been reported at the following locations and the published proposals are as follows:-

Lammas Walk and Bedford Street

These roads are close to the town centre and appear to be used for parking by shoppers and shop/office workers, thereby denying space for residents, many of which have little or no off-road parking. A residents' permit parking scheme operating at all times is proposed.

Grove Road

This road is close to the town centre and Parsons Close recreation ground, so is used for parking by non-residents associated with those destinations. This denies space for residents many of whom have no off-street parking. A residents' permit parking scheme operating at all times is proposed. Some double yellow lines are also proposed to address obstructive parking at the end of the road near the recreation ground.

Grasmere Way

This road is within a comfortable walking distance of the railway station, so the parking appears to be mainly by commuters. Single yellow lines prohibiting parking on one side in the morning and the other side in the afternoon are proposed. Some double yellow lines are also proposed around the Himley Green junction to ensure that it remains clear of parked cars at all times.

Old Road

There have been complaints from some residents about a lack of parking available to them in the area. This is mainly as a result of previously introduced parking restrictions that have taken away potential spaces for those without off-street parking. This proposal is to allocate some additional spaces for resident permit holders and allow more households to be eligible to apply for a permit.

Grange Road

Parking restrictions aimed at addressing commuter parking were introduced several years ago. Some residents have expressed concerns about the impact of the restrictions on their parking, so an amendment to remove a short length is proposed.

2. A preliminary consultation exercise was undertaken at all sites, apart from Old Road, towards the end of 2015 and the published proposals reflect the type of parking control favoured by the majority of residents.
3. The proposals at all locations were formally advertised by public notice in June 2016. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Council and the Ward Members. Residents and businesses located in the areas where restrictions are proposed were individually consulted by letter.

Objections and Officer Responses

4. Lammas Walk and Bedford Street

A total of 4 representations were received in response to the proposed residents permit parking, of which 2 were objections or expressed concerns and 2 offered support.

The main issues raised were as follows:-

- a) The Salvation Army Church and Community Centre has been situated in Lammas Walk for over 40 years. They have a car park, but occasionally need to park on-road when the car park is full. Some of the visitors are wheelchair users and/or have mobility issues. The restrictions will stop them parking in Lammas Walk.
- b) An elderly couple do not drive and rely heavily on their daughter to care for them. She visits 4 to 5 times a week, so the ongoing cost of visitors permits would be very high. They would like to have a residents permit for their essential visitors.

Officer response to the above points:-

- a) Residents have reported that the Salvation Army's visitors are in part responsible for the parking pressures that exist in the area. The Salvation Army does appear to use their own car park whenever possible, but it seems that there are times when their parking spills over in Lammas Walk. The permit parking scheme would operate on a 24/7 basis because the road is close to the town centre so parking issues occur on all days of the week and at all times. Residents' response to the earlier consultation favoured this approach. Visitors to the area will not be prevented from setting down/picking up passengers or loading/unloading. Other parking is available, albeit that it would involve a walk to the Salvation Army's premises.
- b) Residents permits are for a specific vehicle that is registered at an address in the permit parking zone, so someone that lives outside of the area would not usually be eligible. However, the Council would issue a carers permit if they can provide a letter from their doctor or social services confirming that they need constant care.

There are over 100 dwellings in this area who were all consulted individually, hence it can be assumed that the majority support the proposed permit scheme.

5. Grove Road

A total of 19 representations were received in response to the proposed residents permit parking. In general respondents are supportive of the scheme, but have specific concerns.

The main issues raised were as follows:-

- a) There are concerns that property nos.34, 36 and 40 Lake Street have been included in the list of residencies eligible to apply for a permit. Those premises have allocated parking, so should not be allowed to purchase a permit to park in Grove Road. Allowing them to purchase residents permits will take away valuable on-street space for those living in Grove Road. No.38 Lake Street does not have parking, so there is no objection to their inclusion.
- b) Property no.27 Grove Road is a house of multiple occupation. They have written to express support for a scheme to operate from 8am to 6pm, but with no yellow lines at the far end. They wish to point out that they should only be required to pay £10 for each permit.

Officer response to the above points:-

- a) The properties in Lake Street were included in the list of eligible residencies as they are close to the Grove Road junction and hence surrounded by double yellow lines. It was unclear whether they had allocated off-street parking. If they were allowed to purchase a permit the take-up would probably be low if they have allocated parking. However, as it is clear that they do have parking then it is recommended that nos.34, 36 and 40 Lake Street be removed, but no.38 Lake Street is eligible to apply for permits.

- b) Where a property is split such that all dwellings have their own lockable point of entry they are treated as separate dwellings, so can all apply for a first permit at £10 per annum. However, for a house in multiple occupation with no separate point of entry, this is treated as one dwelling. In that case the first permit would be £10, £70 for the second and £90 for the third. The majority of Grove Road residents support a 24/7 permit scheme, as there is pressure on parking at all times on all days. The Council has received a number of complaints about obstructive parking, including concerns about emergency vehicle access, at the far end of Grove Road. There appears to be little opposition to the proposed double yellow lines at that location.

There are around 70 dwellings in this area who were all consulted individually, hence it can be assumed that the majority support the proposed scheme.

6. Grasmere Way

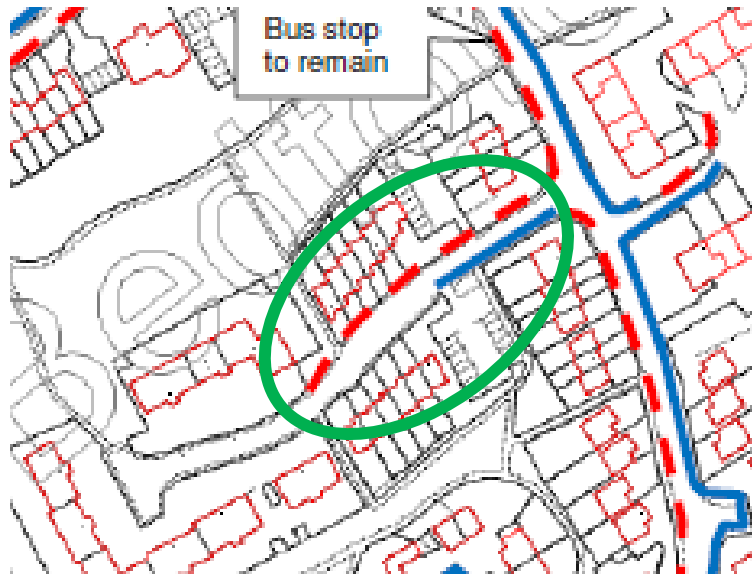
A total of 14 representations were received in response to the proposed single yellow lines, of which 3 were objections, 7 offered support and 4 made other comments.

The main issues raised were as follows:-

- a) The restrictions would create real problems for those residents who have no off-street parking available, need to park on Grasmere Way all day and have no means of moving their cars around midday to avoid the restrictions.
- b) On some lengths of road there are no real problems, so there is no justification for the restrictions other than near the pond.
- c) The yellow line option was chosen by the majority of residents who have driveways and so they will not be adversely affected.
- d) Permits would be a better option and those severely affected by the proposed restrictions would be prepared to pay.
- e) The restrictions will not address the school parking problem.
- f) There are concerns about disabled blue badge holders.
- g) The double yellow lines at Himley Green should extend further into Grasmere Way.

Officer response to the above points:-

- a) The concerns have been received from a particular part of Grasmere Way where some homes appear to have little or no off-road parking. There are garages in the area, but it is not obvious who has use of these. A possible compromise would be to omit the area identified in the green ring indicated below from the restrictions. A length on the southern side of this road has already been left un-restricted as it is a lay-by. This amendment would allow some additional unrestricted parking for residents. It could be used by commuters, but would not be an obvious choice for them. The area at the end known as Hanover Court is privately owned.



- b) It is acknowledged that the current parking difficulties occur near to the pond as there is a footpath link through to Rock Lane and then the railway station. However, as part of the earlier preliminary consultation, residents of all parts of Grasmere Way supported the introduction of parking restrictions, probably because they were fearful of migration of commuter parking to unrestricted lengths.
- c) Most homes in Grasmere Way have driveways and the yellow line restriction is more suited to roads where most have off-road parking.
- d) Residents were given the option of residents permit parking but a large majority favoured the single yellow line option. It is not generally possible to “mix and match” different forms of parking control in a single road.
- e) The proposals are intended to address the commuter parking problem whilst not being overly restrictive on residents and their visitors’ ability to park on-road. School gate parking is an issue near to many schools, but is of short duration and the Council has received few complaints about in in Grasmere Way.
- f) Blue badge holders should not be adversely affected as the restrictions will be operational on one side of the road from 10am to 11am and on the other side from 2pm to 3pm. Blue badge holders can park on yellow lines for up to 3 hours.

- g) The proposals should significantly reduce the level of on-street parking in that part of Grasmere Way near to Himley Green. That should ensure that there is no need for longer lengths of double yellow lines.

There are nearly 300 dwellings in this area who were all consulted individually, hence it can be assumed that the majority support the proposed scheme.

7. Old Road

A total of 7 representations were received in response to the proposed amendments, all of which either object to the proposals or have expressed concerns.

The main issues raised were as follows:-

- a) An additional 7 spaces will be incorporated into the existing Central Linslade Permit parking area, but a large number of additional households will be eligible to apply for a permit, so this change will have a negative impact on parking in the wider area.
- b) Property no.32-90 Old Road should not be eligible to apply for permits as they have parking at the rear.
- c) More permit holders will be able to park in the Faulkner's Way and Stoke Road area.
- d) It is already extremely difficult to find a parking space in the existing permit holder bay on the south side of Old Road. The proposal will make it worse.
- e) Residents permits should only be available for those without off-road parking.
- f) More parking bays should be constructed at the front of the flats.
- g) Rosebery Avenue could be added to the permit parking scheme.
- h) A space at the front of the flats should be allocated for disabled parking.
- i) There are ongoing and increasing parking pressures in the area, including those associated with planned developments.

Officer response to the above points:-

- a) At present the constructed parking spaces at the front of the flats are restricted to No Waiting 7am-7pm because they are within the highway and hence covered by the restriction on to the adjacent road. Hence, they are not available for parking during the day. This seems unreasonable since they provide valuable parking capacity. To overcome this they need to be designated as parking places, but they need to be restricted or anyone, including commuters could park there. Hence, it seems sensible to include them in the nearby Central Linslade permit parking zone. The earlier complaints about parking in the area have mainly been received from those living in nos.22-30 Old Road who effectively have nowhere to park. Hence, they have been included in the permit eligibility for the whole zone, including the spaces outside the flats. The proposal would mean an additional 35 dwellings would be added to the permit scheme. It is difficult to estimate the take-up of permits, but it is unlikely to be more than 20.

- b) Permit eligibility could have been limited to just nos.22-30 Old Road, but it would appear unfair to allocate permit holder spaces outside the flats (nos.32-90), but exclude flat owners/occupiers from parking there. It is acknowledged that there is parking to the rear of the flats, but it is unclear whether there is space for everyone.
- c) These proposals will not affect Faulkner's Way or Stoke Road, which is part of a separate zone.
- d) It is acknowledged that the existing permit holder spaces on the south side are well used and adding to the permit eligibility will place extra pressure on use of those. If a significant number of the additional households apply for multiple permits this could also increase pressure on the rest of the parking zone, which covers Church Road, Station Road, etc.
- e) Residents permits are only available for those households who have no off-street parking.
- f) The construction of more spaces to the front of the flats would be costly and would involve the re-location or removal of items, such as mature trees and lamp columns. The priority is to make better use of the existing spaces and removing what appears to be an unreasonable restriction on their use.
- g) There are already single yellow line restrictions in Rosebery Avenue aimed at addressing commuter parking. They appear to work well and any proposal to allow non-residents of Rosebery Avenue to park there would probably be met with opposition.
- h) Off-road disabled parking could be explored, such as allocating a space at the rear of the flats. In residential areas, the Council has an agreed policy and application process for on-road spaces.
- i) It is accepted that parking pressures are increasing and some of these are as a result of the Council's own actions. For example, as more on-street parking restrictions are introduced, this reduces opportunities for those without off-street parking and leads to a migration of parking to roads that have not previously experienced problems.

8. Grange Close

A total of 3 representations were received in response to the proposal to remove a length of single yellow line, of which 2 are objections and 1 supports it.

The main issues raised were as follows:-

- a) The existing restrictions work well and the removal of any yellow lines will mean that commuter parking returns. This could result in issues associated with emergency access, visibility problems, pedestrian safety and driveway access.
- b) All of the adjacent properties have driveways and garages, so do not need to park on the road.
- c) Due to the slope of some of the driveways on that length of road, it is not possible to use them with some types of cars without damaging the underside of them. If residents cannot use their driveways, it creates problems as they have to move their cars in the middle of the day to avoid the yellow line restriction.

Officer response to the above points:-

- a) The proposal is to remove the single yellow line on a short length of Grange Close. Elsewhere the restrictions will remain unchanged. This length of Grange close contains a number of driveways, so space for commuters to park in will be limited, so is unlikely to have any serious implications.
- b) They do have off-road parking, but some have reported difficulties with using their driveways with certain vehicles.
- c) The removal of the yellow lines would allow them to park on-street to the rear of their properties. This could create some inconvenience for residents on the opposite side when attempting to enter and leave their driveways.

22 homes would be affected by this change, hence it can be assumed that the majority do not have serious concerns about it.

- 9. If approved and implemented, the restrictions will be implemented before 31 March 2017, possibly earlier, but this is weather dependant. The restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

Appendices:

Appendix A – Public notice and drawing of Lammas Walk and Bedford Street proposals
Appendix B – Public notice and drawing of Grove Road proposals
Appendix C – Public notice and drawing of Grasmere Way proposals
Appendix D – Public notice and drawing of Old Road proposals
Appendix E – Public notice and drawing of Grange Close proposals
Appendix F – Written representations on Lammas Walk and Bedford Street proposals
Appendix G – Written representations on Grove Road proposals
Appendix H – Written representations on Grasmere Way proposals
Appendix I – Written representations on Old Road proposals
Appendix J – Written representations on Grange Close proposals

Appendix A

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A RESIDENTS PERMIT PARKING IN LAMMAS WALK AND BEDFORD STREET, LEIGHTON BUZZARD

Reason for proposal: For facilitating the passage of traffic on the road and to improve the amenity of the area. The permit parking is intended to address non-resident parking and to help residents, many of which have little or no off-street parking, to be able to park in their street.

Effect of the Order:

To introduce Parking for Residents Permit Holders only on the following lengths of road in Leighton Buzzard:-

1. Lammas Walk, for its full length, except for those lengths of road where waiting is prohibited.
2. Bedford Street, for its full length, except for those lengths of road where waiting is prohibited.

The following properties will be eligible to apply for a residents' permit to park in the lengths of road identified above for Residents Permit Holders:-

Lammas Walk, all residential premises, except Hamilton Court and Lammas House; Bedford Street, all residential premises; nos.39, 41 and 43 Beaudesert and no.54 St Andrew's Street. Any off-street parking areas would not be included in the resident permit zone.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

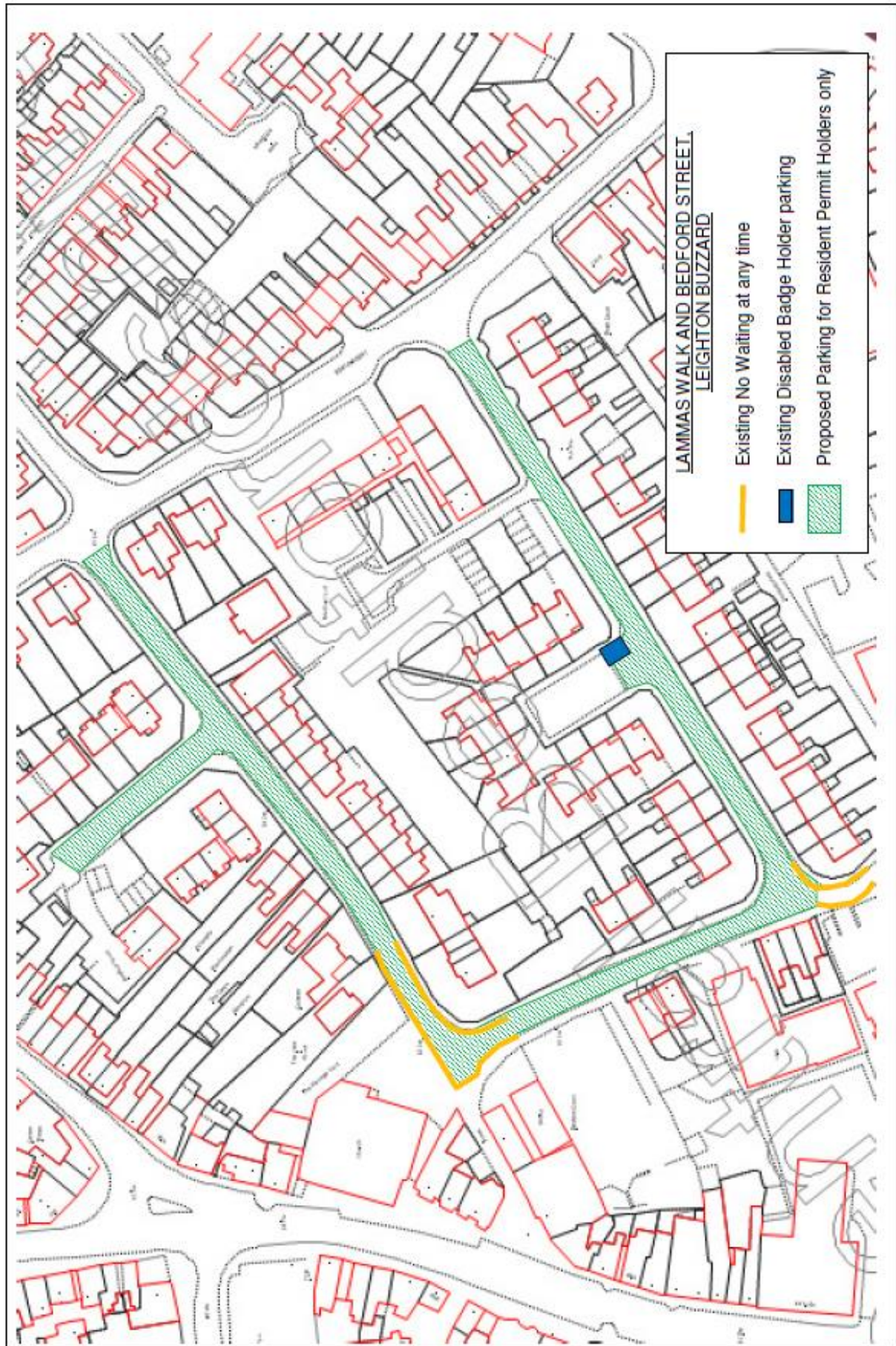
Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 15 July 2016. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

21 June 2016



Appendix B

PUBLIC NOTICE



Central
Bedfordshire

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING
AT ANY TIME AND RESIDENTS PERMIT PARKING IN GROVE ROAD, LEIGHTON BUZZARD**

Reason for proposal: For facilitating the passage of traffic on the road and to improve the amenity of the area. The permit parking is intended to address non-resident parking and to help residents, many of which have little or no off-street parking, to be able to park in their street. The No Waiting at any time is intended to address concerns about obstructive parking at the far end of Grove Road adjacent to Parsons Close and to ensure that the Grove Place junction remains clear of parked vehicles.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Leighton Buzzard:-

1. Grove Road, north-west side, from a point in line with the south-west flank wall of Icknield House extending in a south-westerly direction for approximately 25 metres.
2. Grove Road, north-west side, from a point approximately 2 metres south-west of the north-east flank wall of Icknield House extending in a north-easterly direction for approximately 18 metres.

To introduce Parking for Residents Permit Holders only on the following lengths of road in Leighton Buzzard:-

1. Grove Road, for its full length, except for those lengths of road where waiting is prohibited and any lengths that are privately owned.

The following properties will be eligible to apply for a residents' permit to park in the lengths of road identified above for Residents Permit Holders:-

Grove Road, all residential premises, except Icknield House and Shillingford Mews; and nos.34, 36, 38 and 40 Lake Street. Any off-street parking areas would not be included in the resident permit zone.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

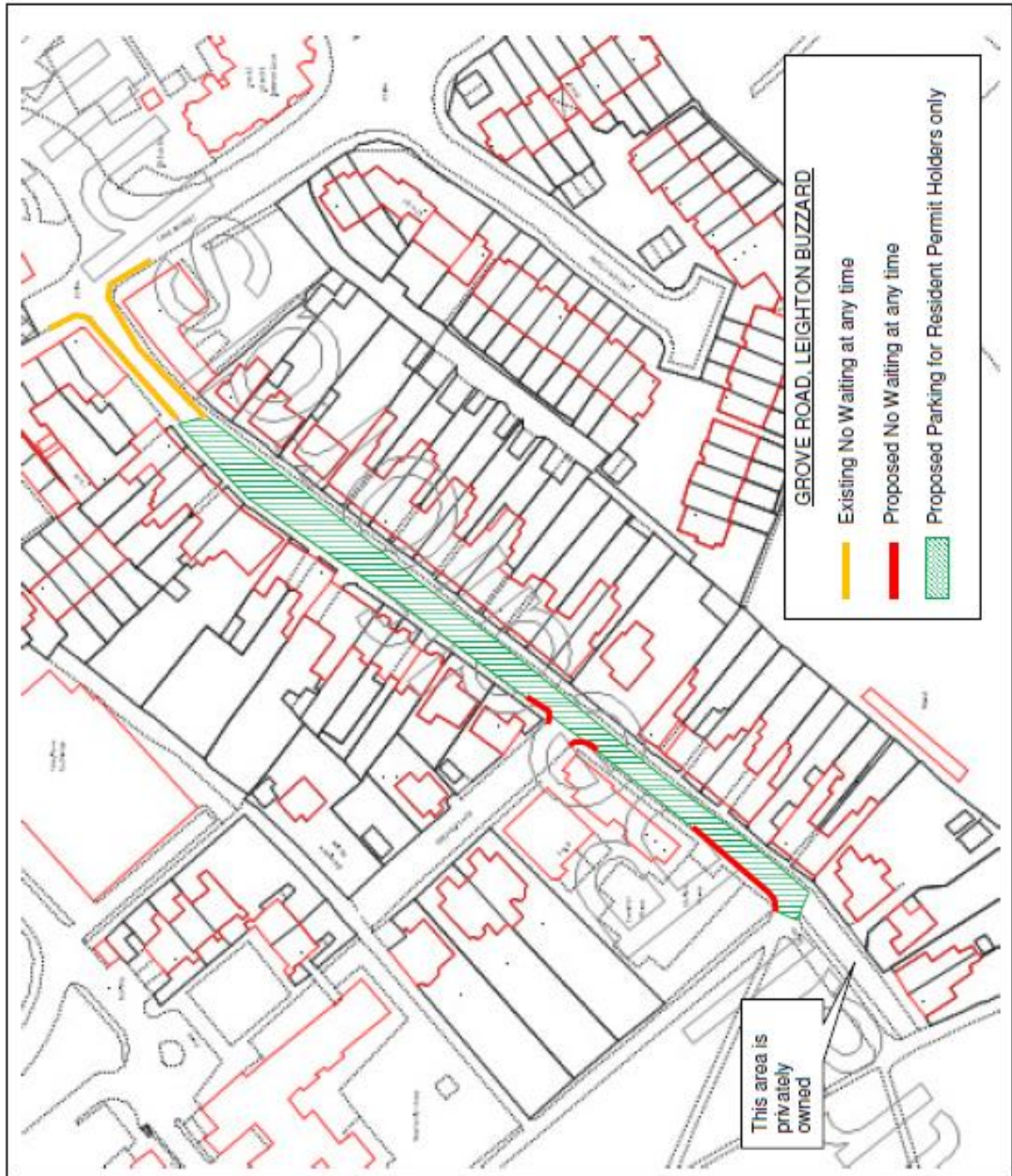
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Priory House
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Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

21 June 2016



Appendix C

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN GRASMERE WAY AND HIMLEY GREEN, LEIGHTON-LINSLADE

Reason for proposal: For improving the amenity of the area. The parking restrictions are intended to address concerns about non-resident parking and to help residents and their visitors park in their street. The restrictions will generally prohibit parking for an hour in the morning on one side of the road and for an hour in the afternoon on the other side during the working week. The No Waiting at any time is intended to ensure that the junction of Grasmere Way and Himley Green remains clear of parked vehicles.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Leighton-Linslade:-

1. Himley Green, both sides, from a point in line with the boundary of nos.58 and 59 Himley Green extending in a generally westerly direction to a point in line with the west flank wall of no.77 Himley Green.
2. Grasmere Way, both sides, from its junction with Himley Green extending in a northerly direction to a point in line with the boundary of nos.199 and 201 Grasmere Way.
3. Grasmere Way, both sides, from a point approximately 5 metres east of the rear wall of no.2 Grasmere Way extending in a westerly direction to the end of the road, including the turning area on the south side.

To introduce No Waiting Monday to Friday 10am to 11am on the following lengths of road in Leighton-Linslade:-

1. Grasmere Way (main section), north-west, east and south sides, from a point in line with the boundary of nos.199 and 201 Grasmere Way extending in a north-easterly, then northerly then westerly direction to a point approximately 5 metres east of the rear wall of no.2 Grasmere Way.
2. Grasmere Way (northern spur 1), south-west side, from its junction with Grasmere Way (main section) extending in a generally north-westerly direction to a point approximately 5 metres north-east of the north-east flank wall of no.292 Grasmere Way.
3. Grasmere Way (northern spur 1), south-east side, from a point approximately 22 metres north of the north flank wall of no.280 Grasmere Way extending in a north-easterly direction for approximately 37 metres.
4. Grasmere Way (northern spur 2), north-east side, from its junction with Grasmere Way (main section) extending in a generally north-westerly direction to a point approximately 5 metres south of the south flank wall of no.266 Grasmere Way.
5. Grasmere Way (northern spur 3), south-west side, from its junction with Grasmere Way (main section) extending in a generally north-westerly direction to a point in line with the south flank wall of no.222 Grasmere Way.
6. Grasmere Way (northern spur 4), south-west side, from its junction with Grasmere Way (main section) extending in a north-westerly direction to a point approximately 3 metres south-east of the boundary of nos.202 and 204 Grasmere Way.
7. Grasmere Way (eastern spur), north side, from a point in line with the front wall of nos.43-61 Grasmere Way extending in an easterly direction for approximately 33 metres.
8. Grasmere Way (western spur), north side, from its junction with Grasmere Way (main section) extending in a westerly direction to a point approximately 8 metres west of the boundary of nos.152 and 154 Grasmere Way.

To introduce No Waiting Monday to Friday 2pm to 3pm on the following lengths of road in Leighton-Linslade:-

1. Grasmere Way (main section), south-east, east and north sides, from a point in line with the boundary of nos.199 and 201 Grasmere Way extending in a north-easterly, then northerly then westerly direction to a point approximately 5 metres east of the rear wall of no.2 Grasmere Way.
2. Grasmere Way (northern spur 1), north-east side, from its junction with Grasmere Way (main section) extending in a north-westerly direction to a point approximately 22 metres north of the north flank wall of no.280 Grasmere Way.
3. Grasmere Way (northern spur 1), north-west side, from a point approximately 5 metres north-east of the north-east flank wall of no.292 Grasmere Way extending in a generally north-easterly then south-easterly direction for approximately 73 metres.
4. Grasmere Way (northern spur 2), south-west side, from its junction with Grasmere Way (main section) extending in a generally north-westerly direction to a point approximately 5 metres south of the south flank wall of no.266 Grasmere Way.
5. Grasmere Way (northern spur 3), north-east side, from its junction with Grasmere Way (main section) extending in a generally north-westerly direction to a point in line with the south flank wall of no.222 Grasmere Way.
6. Grasmere Way (northern spur 4), north-east side, from its junction with Grasmere Way (main section) extending in a north-westerly direction to a point approximately 3 metres south-east of the boundary of nos.202 and 204 Grasmere Way.
7. Grasmere Way (eastern spur), south side, from the east kerb line of Grasmere Way (main section) extending in an easterly direction for approximately 34 metres.
8. Grasmere Way (western spur), south side, from a point in line with the front wall of no.164 Grasmere Way extending in a westerly direction for approximately 36 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

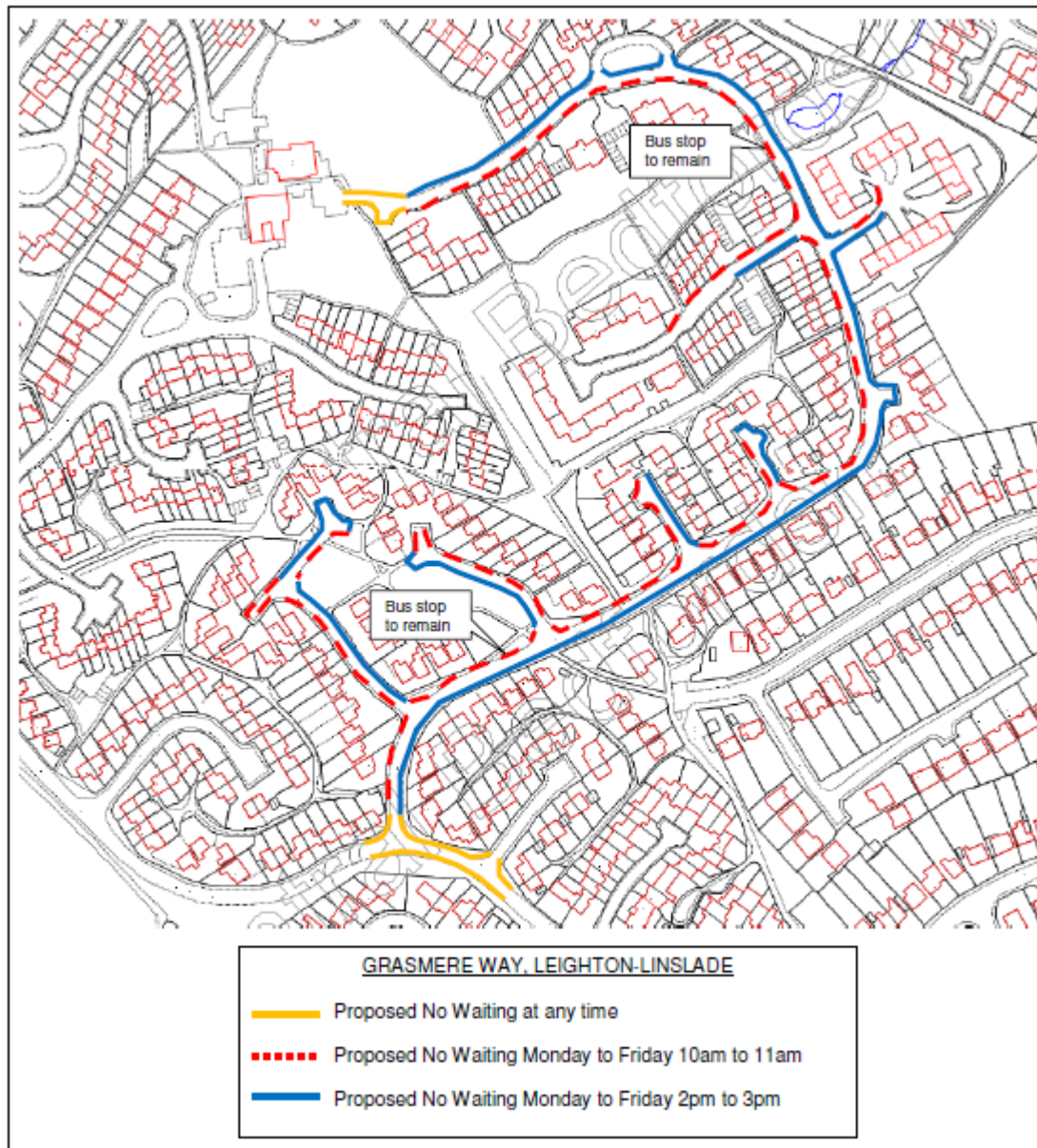
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Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201"

Central Bedfordshire Council
Priory House
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Marcel Coiffait
Director of Community Services

21 June 2016



Appendix D

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE RESIDENTS PERMIT PARKING IN OLD ROAD, LEIGHTON-LINSLADE

Reason for proposal: To improve the amenity of the area. The permit parking is intended to help residents, many of which have little or no off-street parking, to be able to park in the constructed bays adjacent to nos.32 to 90 Old Road at all times.

Effect of the Order:

To add Parking for Residents Permit Holders only on the following length of road in Leighton-Linslade to the existing Central Linslade Area parking zone:-

1. Old Road, north side, in the constructed parking bays to the front of property nos.32 to 90 Old Road.

The following properties will be added to the list of residencies eligible to apply for a residents' permit to park in the Central Linslade Area parking zone, including the parking bays identified above:-

Old Road, residential premises on the north side of Old Road between Stoke Road and Soulbury Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

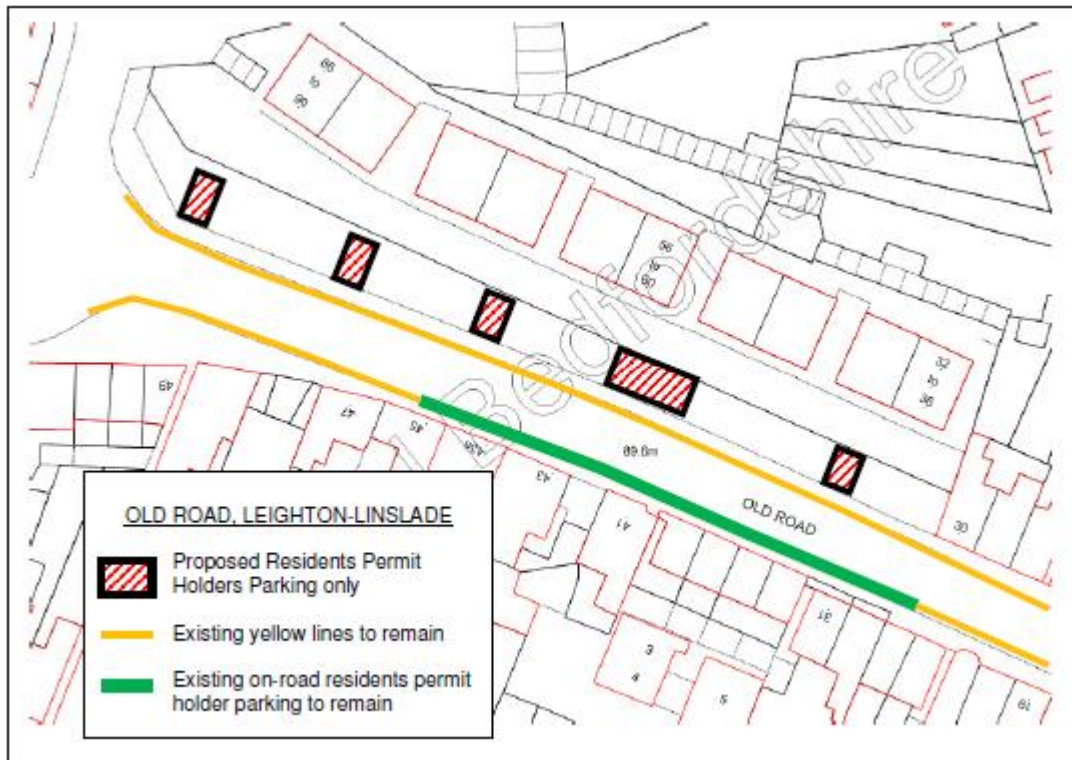
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Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

21 June 2016



Appendix E

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO REMOVE WAITING RESTRICTIONS IN GRANGE CLOSE, LEIGHTON-LINSLADE

Reason for proposal: For improving the amenity of the area. The Council has received requests from residents to remove a length of single yellow line parking restriction in this road. The original restrictions were intended to address issues related to commuter parking, but they create some inconvenience to local people. The other waiting restrictions in Grange Close will remain.

Effect of the Order:

To REMOVE existing No Waiting Monday to Friday 8.30am to 12 noon on the following length of road in Leighton-Linslade:-

Grange Close, south side, from a point in line with the west flank wall of no.65 Grange Close extending in an easterly direction to a point in line with the east flank wall of no.58 Grange Close.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

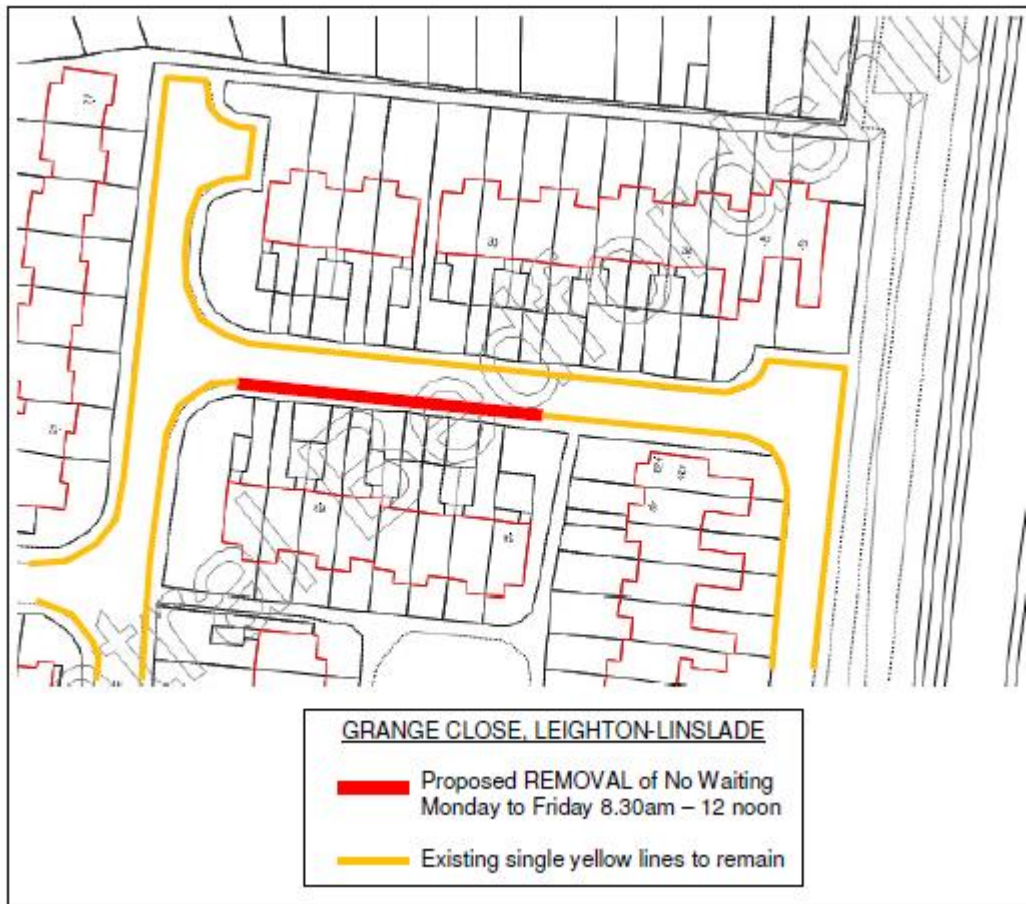
Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 15 July 2016. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*)" Order 201"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

21 June 2016



Appendix F - Lammas Walk and Bedford Street

Thank you for your letter of 21/6/16 regarding the proposals to introduce a permit parking scheme in the above area.

I write in regard to the Salvation Army Church and Community Centre situated between 12 & 14 Lammas Walk Leighton Buzzard.

Our building has been on this site for well over 40 years and serving the community in this part of town for 130 yrs.

We understand the problems with car/van parking in the surrounding roads and know that there are members of the public who park in this street to work in town.

The site of our previous building [our own land] is used as a car park for the use of Salvation Army members and members of the public who use our building and facilities, both on Sundays and during the week. Our own members try as best to use the car park primarily, but occasionally have to park on the street outside our building if there is space, when the car park is full. Some are not too mobile and we also need access to park and use wheelchairs.

We have had issues with local residents and builders and whoever, parking on our land, thus rendering it unavailable for users of our centre.

Some local residents have been far from polite when some people have had to park outside the Salvation Army even targeting us with unpleasant remarks and notices, even as it is a public road and they have off road parking themselves. But in every instance we endeavour to use our own car park, but have little jurisdiction over other community groups who hire/use our hall both weekdays and evenings.

I do know what the answer is. But to offer residents parking only will affect our ability to provide some of our services to the community. In the road outside our hall/centre are only one or 2 cars belonging to residents, so could there be some way we could have spaces allocated?

I am willing to meet up with someone from your department to discuss this issue.

Thank you for your letter dated 21 June 2016 regarding the above.

Please accept this letter as a **formal objection** to the proposed scheme. My objections are based on the following reasons:

1. I understand that the first Residents Permit for £10 is only for cars registered at the addresses in the street. My wife and I do not drive. We are in our seventies and eighties respectively and rely heavily on my daughter for care and support. Our daughter lives in Milton Keynes and visits us between four and five times per week to take us shopping, deliver our weekly shopping, take us for medical appointments, clean our house, tend to our garden, etc. We understand that our daughter would not be eligible to qualify for the £10 Permit, under these proposals. It would cost us approximately £30 every six weeks to enable our daughter to park outside our house. That equates to around £240 per year for one daughter. If my second daughter or if any of our four grandchildren visit, the costs to us would be considerably higher. This is a most unreasonable scenario for two very elderly, infirm pensioners, particularly given the fact we have lived in this house for over fifty-years.
2. We consider that there needs to be additional flexibility in the scheme to allow each household to purchase a £10 permit; currently, this does not appear to be the case. If my daughter is unavailable, we would have another family member step in to provide our much needed help and support. We could then allow that family member to use the permit.

I trust the above explains our feelings and position with regard to the proposed scheme.

We look forward to hearing from you.

In reference to your letter dated 21/06/2016 in respect of the *Permit Parking Scheme* in Lammas Walk & Bedford St. I am in full agreement with the proposed outline of the scheme, made in your letter. I hope it will not be too long, before the scheme, will be implemented, as far as I am concerned the sooner the better. We the residents have been waiting for seven years for this.

However, I do hope the new scheme will be vigorously and diligently enforced, when it is introduced, at least for the first few months. Otherwise, the non-residents will just ignore it.

Further your letter about permit parking in Lammas Walk and Bedford Street, I would like to express my complete support. As a resident, I watch staff from Connells estate agents and other businesses park their cars at 8am and not return until after 6pm their parking is irresponsible and inconsiderate. Parking on the verges further up have restricted the passing of ambulances, to which I have a photo of the parking on that day. On Saturdays shoppers in town choose our road and can take up several spaces, on Sunday's members of the Salvation Army church take up any remaining spaces. I feel I cannot use my car for fear of not having a space to return to. With a baby, it is difficult to run errands that require a car as any available parking upon my return is usually on other streets and struggling with a baby and shopping becomes a difficult task. Dropped kerbs for crossing are also usually blocked by cars. I have spoken with many neighbours past and present about parking and they are all in favour of parking permits.

Appendix G – Grove Road

As a resident of ☐ Grove Road, I write to agree with the proposed scheme to operate between 8am and 6pm but with no extra yellow lines on the road. However, as a tenant, I trust that I will only be required to pay £10 for a permit.

(7 copies of the above letter were recieved)

I write concerning the above as the owner of Grove Road, of which ☐ is a HMO.

Whilst I am in favour of a residents parking permit scheme to operate from 8am until 6pm which allows visitors to park in the evening, I disagree with the proposed extra yellow lines which seem to be unnecessary.

The children's facilities in the recreation ground are very popular and attract many families but no thought has been given to providing parking for the same. The bottom of the park could surely be used for this as there is plenty of unused space.

I am writing in connection with the parking issues that the residents currently have in Grove Road. We were very glad to hear that there will be permit parking and an area about half way down where there will be no waiting. There has been a continual problem over the years with larger vehicles not being able to reach the bottom end of the street.

I understand from Xxxxx Xxxxx and Xxxxx Xxxxx that there may well be another problem due to there being flats at the top end of the street with inadequate parking, this may have a knock on effect on the permit holders parking. I know that Anna has contacted you and I would like to reiterate all that she has said in her email of July 5th 2016.

Please could this all be thoroughly investigated, discussed and planned for before the parking restrictions come into place.

I would like to voice our objection to the flats in Lake Street being able to have permits on Grove Road. I understand the flats were converted with adequate parking so therefore they should not be given additional parking in Grove Road which would not leave adequate parking for residents.

I am under the understanding that the planning permission was given to convert the houses into flats as they had sufficient off street parking for those that lived there.

Please could you get back to us on this matter.

With reference to the above consultation I would like to make the following observations.

I agree in general with the proposal but I believe it needs minor alteration. Numbers 34 and 36 Lake Street should be excluded as they are part of the Shillingford Mews development. These are not houses but part of the redevelopment

Of the old bicycle shop which occupied the two premises. There are now 8 flats with some entrances through doors 34 and 36 and all with allocated parking within the courtyard at the rear. I enclose the planning application with the drawing.

Number 40 Lake street should also be excluded as this was also subject to redevelopment and was converted into 2 flats and 2 business premises with allocated parking along the recessed side of Grove Road. I enclose the relevant planning application and photo for clarification.

In order to qualify for planning permission the developers have to provide adequate parking, therefore it is contradictory to say they can be included in the Grove Road scheme.

The majority of flats in 34,36,40 are buy to let so allowing them to join a Grove Road scheme merely allows the landlords to exploit the rental market at a higher level at Grove Roads expense.

It is perfectly reasonable to extend the scheme to 38 Lake Street as there is no parking available to this house.

Although it may appear strange, I also think the yellow lines at the bottom of the road on the right hand side should be extended around the front of the entrance to the park to the wall. You have to live down here to understand that people will park wherever they can and unless there is no signage saying do not park, they will do so.

Since the yellow line proposal at the bottom end of the road is for emergency vehicle access, it also needs to prohibit blue badge holders. Again 24 years experience in this road bears witness to blue badge holders being part of the problem.

They also are guilty of parking across the access to the park.

Thank you for your efforts so far in trying to relieve Grove Road of its parking problems. I hope the above gives you further insight.

Regards the Grove Road parking scheme. I'd like to comment on the allocation of parking permits to those living on Lake Street. I believe that you are planning to allow those living at 34-40 lake Street to participate in the Grove Rd parking permit scheme. In short I'd like to object to the inclusion of those residents apart from those in number 38. As I understand it all of those addresses apart from number 38 already have sufficient allocated parking. By allowing the residents to park on Grove Rd I believe that parking issues on the street will remain despite us paying for permits I believe that numbers 34 and 36 Lake Street were developed as part of the 2003 "Shillingford Mews" development. Also, number 40 Lake Street was developed in 2009 as part of a further Shillingford Mews development. I believe that both developments were approved on the basis that they had sufficient allocated off street parking either in Shillingford Mews or at the top of Grove Rd. Please can include this as one objection to the overall scheme.

Regards the Grove Road parking scheme. I'd like to comment on the allocation of parking permits to those living on Lake Street. I believe that you are planning to allow those living at 34-40 lake Street to participate in the Grove Rd parking permit scheme. In short I'd like to object to the inclusion of those residents apart from those in number 38. As I understand it all of those addresses apart from number 38 already have sufficient allocated parking. By allowing the residents to park on Grove Rd I believe that parking issues on the street will remain despite us paying for permits

I believe that numbers 34 and 36 Lake Street were developed as part of the 2003 "Shillingford Mews" development. Also, number 40 Lake Street was developed in 2009 as part of a further Shillingford Mews development. I believe that both developments were approved on the basis that they had sufficient allocated off street parking either in Shillingford Mews or at the top of Grove Rd.

Please can you look into this and get back to me with your comments or questions

In the letter it is proposed to enable some non-residents of Grove Road to apply for permits, namely 34, 36, 38 and 40 Lake Street. I object to this in regard to numbers 34, 36 and 40 for the reasons given below. These dwellings are not in Grove Road and they already have allocated parking.

1. When the Shillingford bike shop premises were converted to housing, parking for these dwellings was included in development. Numbers 34 and 36 Lake Street were part of that development. Also if the parking area for Shillingford Mews is viewed from Grove Road it can be seen that 2 of the parking bays are labelled "No 34" and "No 36". I note that the other properties in this development described in the public notice as Shillingford Mews are not included in the residents permit scheme. I do not see why these two properties should be treated any differently in the scheme from the rest of the development.
2. No 40 Lake Street already has a parking area at the rear of the property marked off in bays for 4 vehicles.

I am delighted that finally a permit parking scheme will be put in place for residence parking but I do have a few concerns that the scheme will be over extended and not enough parking for the actual residence that live in the road to park.

34 and 36 are part of the 2003 Shillingford mews development consisting of 8 flats-all have parking in the mews.

They are just the front entrances to flats not complete houses.

40 was part of a 2009 developments containing 2 businesses and 2 flats.-all have off street parking at the top of Grove Road.

The 4 flats 2 businesses proposal was rejected due to lack of parking.

Both were granted planning permission on the basis they had sufficient parking, therefore should be omitted from the Grove Road residency scheme, particularly as Shillingford mews is excluded in this proposal already.

Overall I am in favour of the proposed scheme as set out in your public notice. There is one specific point that I feel may be inappropriate given the spirit behind the notice. I note that you propose that nos. 34, 36, 38 and 40 Lake Street will be entitled to participate in the residents permit scheme. As far as I am aware, nos. 34 and 36 were part of the Shillingford Mews development. If so, I understand that these two properties have reserved parking to the rear of the property. Therefore I suggest that in common with the other residences in Shillingford Mews, these two properties be excluded from the permit scheme.

Just one additional point. The end property, no. 40, also has its own devoted parking for a commercial premise and two flats. When planning permission was granted for this development, the parking must have been considered adequate. As far as I am aware only no. 38 Lake Street has no allocated and devoted off-street parking.

I have lived in Grove Road for many years with a spell away while working in Reading and using my inherited bungalow as a weekend retreat until retirement in 2011 when I moved back permanently.

Parking has always been difficult and even though I do have a drive, I have often experienced difficulties with cars parking *over my driveway* and the Council kindly gave me an H-bar marking to help. However, The double yellow lines stop about four feet from this H-bar and cars often try and park in this gap. I was disappointed that whilst you were introducing No-Waiting at any time at the west end of the road, you were not planning to extend the lines at the east (Lake Street) end a little. Please consider this. Otherwise, I completely support your scheme: a great step forward.

Hi, thanks for the letter re Leighton Buzzard Grove Road residents parking scheme. I'm still "for" it please. However I note that Lake St 36-40 will have permits – seems a bit strange when they already have their own off-road parking spaces ;-). The short "no waiting any times" zones seem pretty reasonable – maintains safe access to Parsons Close park for emergency vehicles etc, and also protects our nice yellow pavement bricks as a bonus 😊.

I have been a resident of Leighton Buzzard for twenty five years, living at 38 lake street Leighton Buzzard, I have also been out of the country for a few months, so you can imagine my surprise when on my return I found out there is a proposal to impose parking permits for residents of Grove Road.

Although the front of my house is on Lake Street the rear leads directly onto Grove Road, for the past 25 years I have parked in the street, I ve paid my rates on time , my children attended local schools and I would like to class myself as a respected community member.

Obviously there are houses on the street that have parking facilities at the rear of the their properties, yet these residents will have allocated further parking at the front of their buildings as well, surely as a long term resident I should be allocated one space.

Could someone please advise me of any options that I have on appealing for a parking space.

Would you recommend that I get legal advice on this? As I'm sure I have some rights and that a decision of this nature cannot be put through without taking into account the historical fact that when I purchased the property all those years ago, parking was not an issue? And now what was allowed for 25 years can be taken away without an appeal process in place.

I would appreciate a response ASAP as you can imagine how worried I am with regards to this matter.

Appendix H – Grasmere Way

These are my concerns for the impending Parking Restrictions.

We live at xx Grasmere Way, Linslade.

1. We do not currently have a driveway.
 2. We quite often leave the car outside the house all day so will not be able to move it to avoid a parking ticket (do you have a solution for this?)
 3. We have a young child at home so my wife would find it difficult to move the car even if we were at home.
 4. There is currently no issue with commuters parking on our section of Grasmere way.
 5. Most people have driveways so the majority would have voted for this type of parking restrictions.
 6. Parking permits would be a much better idea.
-

I have lived here 9 happy years and now there's something to make me want to move.

The Restrictions Proposed will not make a difference whatsoever.

1. You cannot park either side of Grasmere Way anyway because there is not enough room.
 2. I agree with the yellow parking restrictions of No Waiting at any time, because one end a) there is a safety issue to take into consideration, b) the bus should have enough room to manoeuvre.
 3. The Proposed Red broken line and Blue line will not stop the school put-down and pick-up i.e. 8.30-9.00am and 3.00-3.30pm, and they only park on the Red broken line side anyway. Why not create 'school' drop-off spaces further down by the pond or here and there, where it does not affect residents - hence no clashes.
 4. Why not address the reason why people are parking in the Road and Increase parking spaces down at the station - mark up anywhere that can accommodate a car and reduce the parking fees!! In other words, why not address the reason people from the station are parking in Grasmere Way in the first place?
 5. Why not make Leighton Buzzard a 'Free Parking' Town - people would be less inclined to go to MK or Bletchley where parking is free. More money will come to local shops and less shops will close down from lack of business.
If they could stop 'greedy' landlords charging too much rent that would help too and there would be more small businesses able to trade.
 6. In summary, Residents will have to pay permits to park, and those who have second and third cars can obviously afford to pay for 2nd and 3rd Permits!! so nothing will change there!! Plus it will probably make Central Bedfordshire some money, but that's about it really. I honestly cannot see the purpose of your changes!!
-

Thank you for the document regarding the parking proposal for Grasmere Way. We are pleased that serious consideration has been given to this developing problem.

The proposal you are making would seem fair and reasonable.

Thank you for sending me details of the proposed parking restrictions.

In general I agree with them, especially as there is an urgent need to control the irresponsible 'commuter-parking' adjacent to the Grasmere Way/Himley Green junction.

May I, however, make some observations;

1. The original 'commuter-parking' was in an area adjacent to the footpath/s leading from Grasmere Way to Rock Lane and the station. Although I do not live in that area I would have thought that parking could still be permitted in this short stretch as it is not outside any property – subject to the agreement of the nearest local residents.
2. The section of Grasmere Way leading up to Hanover House has morning restrictions up to (presumably,) the entrance to the Hanover House site, but the afternoon restrictions seem to stop short at the entrance to the garage block behind house 72. Recently this section of road has seen the parking of a long 'car-carrier' vehicle which seems to contravene the Highway Code in that it is often too close to the corner, is on the 'wrong' side of the road and is unlit at night.
3. The flats, 43-131 G.W. have a short approach road which is a public road and you have shown restrictions to each side, but the end section has been left unrestricted. Cars do sometimes park in this end area and, I would suggest, it should be included in your scheme to prevent us from being trapped within our courtyard.
4. A considerable number of cars use Grasmere Way on the school-run. Is 3.00pm end of the restriction likely to impinge on these journeys or should the restriction, perhaps, be 1.30pm till 2.30pm? I appreciate that school closes at 3.30.
5. Having seen the growth of parking in Grasmere Way as a result of your earlier parking restriction in streets closer to the station, I am concerned that people might decide to park in the courtyard of flats 43-131 when restricted by your new proposals. I appreciate that the courtyards are private property but is there any way in which, we the owners, could prevent this misuse? We have little enough space as it is.
6. What is the status of 'blue-badge' (disabled driver) parking within the new scheme?
7. Will you have 'parking wardens' to monitor the situation adequately?

Thank you for your consideration of these points.

I received a letter on the 20th June 2016 which informed me that the Grasmere Way parking proposal is set to proceed. I have previously highlighted my concerns to the council on my original feedback form in Oct / Nov 2015 and via email on the 29th March 2016.

I am extremely concerned about this proposal which, if approved, would place parking restrictions on the road outside my flat; the restrictions would be Mon-Fri 10-11am on one side of the road, 2-3pm on the other side of the road.

These restrictions would affect me greatly as there is no off-road parking accessible to me. Moving my car during the day is not feasible given that I take the train to London for work; I would have to take a three hour round trip in order to move my car during the middle of the day, which is impossible given that I am expected to be at the office. Additionally, I cannot afford to park my car at the station and, given that I live a 5-10 minute walk from the station, it seems ridiculous to park my car here.

To my knowledge, there is no free off-road parking near to my home. Therefore, should the parking proposal go ahead, I would have no choice but to sell my car as I am unable to park it outside my home. Having no access to a car would result in a huge lifestyle change for me, the impact of which needs no explanation.

I have looked at the results of the survey that was undertaken and, while I can see that the majority of residents favour the yellow-line proposal, I also note that the majority of those surveyed have access to off-road parking. It is highly likely that those who favoured the yellow-line scheme are the ones with access to off-road parking. I suggest that more weight should be given to the views of those who do not have access to off-road parking as they will be directly affected by the proposal. I would even go further and suggest that, if a new survey takes place, only those without access to off-road parking should be consulted as they will be the ones whose lives

will be impacted. Whilst I can understand that commuters parking outside the homes of residents is an annoyance, it is incomparable to changes which would result in some residents having no choice but to give up access to their vehicles.

I am willing to work with other residents to seek a compromise, such as implementing the parking restrictions but only on the proviso that residents without access to off-road parking are given parking permits for their vehicles as well as temporary permits for guests. However, I would prefer no parking restrictions as purchasing parking permits is another financial burden.

Compliments on the presentation and details regarding the proposed changes to Himley Green and Grasmere Way, Leighton Buzzard.

My only observation is with regard to the junction between Himley Green and Grasmere Way. Generally speaking and with particular emphasis on vehicles turning left into Grasmere Way, this junction would benefit from No Waiting in Grasmere Way from the junction with Himley Green to a point in line with the boundaries of nos 197 and 199 Grasmere Way rather than nos 199 - 201 Grasmere Way.

I wish to object to the Proposed Parking Restrictions dated 21/6/16, Ref.no GPB/001/GW.

As a home owner at xxx Grasmere way, this restriction would cause me a lot of problems as with my working hours i would need to be able to park outside my property, to keep having to move my car from one side of the street to the other is very inconvenience. Means having to wake up early after a late shift to move the car, i offered to pay for a car permit, thinking if there was a restricted parking time this would still allow home owners to park in bays outside their property, as i stated there are not enough car parking bays behind the property to be able to park and my garage is too small for parking my car..

I propose to be offered car parking permit, like other residents in other parts of Leighton Buzzard who can park with a permit on a parking restricted road.

I am a site manager at a school and need to park outside my property at all times, due to emergency call outs i dont want to be struggling to find a parking bay and like walking a distance.

I am willing to pay for a permit.

Just received your letter and formal notice to proceed to the next stage in regards to parking in Grasmere Way Linslade. I have only been living in Grasmere Way a few weeks, moving in to a bungalow at the western end of Grasmere at the end of May. Having missed the first stages of this scheme last year. I just wish to add my support to the proposed single yellow line. I think it is the best solution in dealing with the present non resident parking.

I received the letter regarding parking restrictions due to be imposed on my road, yesterday.

I am in full support of this I just wondered why the part of Grasmere Way where I live will not be part of the restrictions?

I am at no.xx. It is a small group of houses with a little green to the front. I'm just a bit worried that the restrictions would just push people up the road to park outside my house and cause more obstructions. I look forward to hearing from you.

Thank you Gary. I think it could be beneficial to put lines on the small green side of the road and leave it without in the housing side?

It's just an idea obviously. Many thanks for getting back to me.

We live at number x Grasmere Way and we are concerned about the application of your proposals to our particular circumstances.

My husband is totally wheelchair bound and uses an adapted vehicle. At present our vehicle is parked on the road in such a way that he is able to enter the vehicle in his wheelchair by means of a side lift. As we interpret your proposals he would be unable to enter the vehicle for half of the time because the side lift is on the right side of the vehicle and would have to be parked on the wrong side of the road for the other half of the time. Furthermore he is unable to move the vehicle from one side to the other to maintain a legal parking position. As you will see from your map, there is no space on the shared drive in front of the house either to park or enter the vehicle.

We believe that the solution to the problem would be the creation of a designated disabled parking space available only to Blue Badge holders. This would be placed on the left hand side of the road facing the Tesco car park between the top of our drive and the bus turning point.

Your comments on this suggestion, supported we believe by our neighbours, would be welcome.

Thank you for your letter of 21st June.

I wholeheartedly approve of your plan.

Just a note to support your plan for restricting non-resident parking on Grasmere Way in Linslade.

I feel sorry for all the London workers who must find another place to park near the station. But your plan will surely be an improvement to our neighborhood.

May I please ask when the striping will begin?

I have just read your letter regarding proposed parking restrictions for Grasmere Way. This has been a longstanding problem and the proposed restrictions seem mainly sensible. However, my main concern is regarding those houses without a driveway who have to park on the road. I live at xxx Grasmere Way (western spur, north side) where there are no driveways. As a nurse, I work nightshifts so when I park my car in the morning, I don't want to have to get up to move it! There are 12 houses in this cul-de-sac as well as Hanover Court, so I do not see how the no waiting scheme would work well here. Would you consider a permit scheme in this situation? To be honest, our area is not affected by commuter parking anyway.

I am in favour of the measures outlined in the public notice, but most of the problems I face are caused by parents dropping off their children at school. Could the restrictions be retimed to between 0800 and 0900 and 1500 to 1600? This would then take care of both school run and commuters. The numbers affected most by school run parking are numbers 24 to 90.

Appendix I – Old Road

I am writing to give my views on the proposed modifications to the parking restrictions as requested by 15 July 2016.

I have no objection to the allocation of bays adjacent to properties at 32 - 90 Old Road as the pavement area has been used for parking for many years. Permits to utilise these bays must be enforced as otherwise commuters to the nearby railway station will abuse it.

I do however OBJECT to residents from the whole of the north side of Old Road being allowed to apply for permits to use both these bays and those in Stoke Road and Faulkners Way which I believe come under the "Central Linslade Area Parking Zone"

These latter bays may have space available during the day but at weekends and evenings are already full to overflowing. This results in cars (including resident's second cars) being parked further along Stoke Road where there are no yellow line restrictions and usually half on the pavement. Because of the slight bend in the road cars parked on either side of my drive and those of my neighbours (sometimes two or three in a row), severely reduces visibility when exiting the drive.

IF the above is to go ahead I again ask that you extend the "yellow line" restrictions on the south side of Stoke Road west to beyond the central bollards close to the Nursing Home. This will improve safety but also the flow of traffic west which has to negotiate between these parked cars and oncoming traffic or those backed up in queues from the traffic lights.

As a final plea please ensure that new housing developments to the east / northeast of Leighton Buzzard fully take into consideration the impact on parking in Linslade. This is very much a commuter area and increasing numbers of houses one side of town MUST impact on unrestricted parking near the station.

Please listen to my objection or explain why I am wrong in my assumptions.

Further to your letter dated 21 June, 2016 in relation to the proposed on street parking changes on Old Road, Linslade we would like to make the following objections:

- It is already impossible to park outside of the houses numbered 27 – 45 Old Road most nights, and those that have already brought and paid for permits for the area have to park elsewhere the addition of other houses would cause too much pressure in the already congested area.
- The introduction of 8 parking bays will in no way account for the 70 or so permits which could be added to the scheme
- The scheme should only be open to those that have no other alternative and should not therefore include those properties that have access to hard standings for vehicles to the rear of their properties or garages.

In addition to the above we feel that little thought has been given to the proposals issued and a number of additional points could have been considered which may have allayed some of our concerns:

- Double the amount of spaces that are included in the proposal could have been made available if the council would invest money, remove bollards and create hard standings on that North of the road alongside those that are already in situ.
- The permit area should be limited to loading and permit holders only with the 2 hour time limit for non permit holders reduced to half an hour so as not to affect the commercial units.

- The area should be controlled to prevent those without permits from leaving their cars there, I cannot remember the last time I saw a ticket issued and it is clear from newspaper reports that those residents with issues have continued to park there.
- Lines could be drawn to assist those that struggle to park reasonably and prevent them from using 2 spaces for one car which happens very often
- Roseberry Avenue could be added in to the scheme or the restrictions from 10-11 and 2-3 in place removed for permit holders in the Old Linslade scheme which would still prevent commuters from using the spaces but would create more space for residents.

I would like to take this opportunity to add that whilst we do understand the frustrations of the other residents it is not fair that at the current time we pay for permits to park outside of our property but are prevented from doing so by residents parking there that currently have no right to do so and we cannot see how the handing out of more permits will do anymore than cause even more issues.

Finally we would support the inclusion of the other 34 other properties if more spaces were added to the scheme to account for the increased usage we cannot however agree that it is feasible that this will work in its current format.

I am resident at ☐ Old Road, where I live in a ground floor flat. I am severely physically disabled following a serious car accident in 1990. My left leg was severely damaged in the accident and I can walk only very limited distances, with the aid of a crutch. I also suffered injury to my neck and my hearing is severely impaired. I am concerned that if the parking space outside 78 Old Road (please see annotated copy of your plan enclosed) is 'opened up' to all residents of the 'Central Linslade Area parking zone', I will frequently be unable to park in this bay. This would severely limit my everyday life and my ability to live independently in my flat.

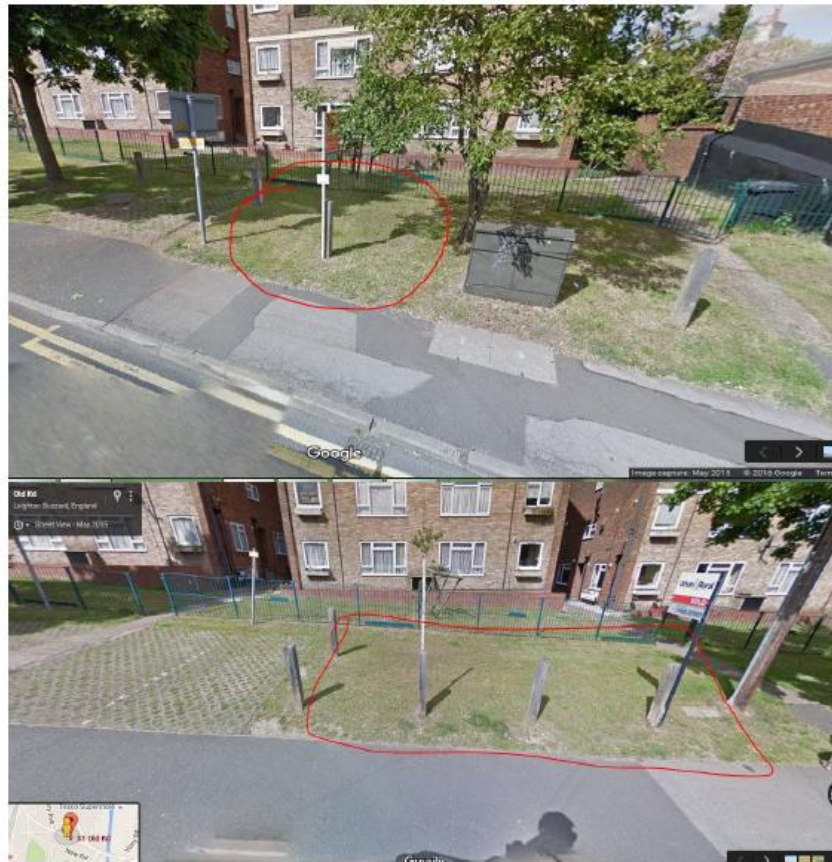
I am writing to ask if you will please consider levelling and designating the space outside 78 Old Road as for my use as a disabled resident or, failing that, to designate the space as being for Disabled 'Blue Badge' residents' use only.

I am writing in response to the letter GPB/001/OR received last week in relation to the proposed on-street parking changes in Leighton-Linslade.

I am the owner of property number ☐ Old Road for the last 3 years and experience first hand the difficulties with parking space. Although the idea is great, it raises one concern that would be good to have some clarifications:

Will the residents of the apartments Nos 32 to 90 also be allowed to park in the new park bays? I understand they have their own car park at the back but also use the front bays. If they are to be allowed to park at the parking bays together with other residents that currently can't apply for permit (I believe Nos 30 to 20 Old Rd) it will mean 36 additional households for only 7 bays. And this without mentioning the residents from nearby streets and local business (owners and customers) that also use compete for parking space.

Suggestion 1 - to add more bays in between the existing ones as there are clear unused spaces that could be used for that purpose (see images below). This could easily open an additional 7-8 parking bays.



Suggestion 2 – Consider reviewing parking restrictions at New Road, where despite the majority of the parking spaces have “except for permit holders” there are a few parking spaces (2 or 3) that this does not apply and are “no return within x hours” only. If they were all allowed for permit holders it could ease the need from residents from New Road to park their cars at Old Road and vice-versa.

IMPORTANT:

On the topic of traffic at Old Road, I tried at least 3 times to contact the council over the last 10 months without one single response. The speed limit is 30 mph, reducing to 20 mph nearing Stoke Road. However it is common to have cars driving at higher speeds throughout the day. In one occasion (Sep 2015) someone was driving so fast that it the car in front and it turned upside-down, severely hitting a girl on her way back from school. The extent of the injuries was such that air ambulance (piloted by Prince Williams) had to come and rescue her. It was reported on [BBC news](#) and you can see from the picture how close to the 20 mph speed limit it was - never a car would flip that way if it was hit by someone driving at either 20 or even 30 mph.



So we desperately need some ways of speed control (speed cameras, speed bumps, etc) as Old Road is one of the main access into town and to the train station, but it is a residential area nonetheless. From the Stoke Rd roundabout towards Old Road/Soulbury Road, the only measures in place to calm traffic are one pelican cross (near St Mary's Way), another pelican cross with a mini roundabout Kraves Hill and the only speed cameras available is right at the end of town where ironically there are not many houses next to the road.

I would hugely appreciate your feedback on these matters

I have just had a meeting with several of my fellow residents of Old Road Flats & Matthew Howe, Home Ownership Officer, Central Bedfordshire Council. These meetings are related to issues originally arising from a big increase in service charges & the parking problem is one of the major concerns.

I produced your letter & public notice regarding the proposed parking changes for Old Road. Worryingly, two of the residents had not had a copy delivered to their address and even more concerning, Matthew Howe had not even heard of the proposed changes, let alone seen copies of the letter & notice.

As there seems to be an information gap, with local residents not receiving the letter & public notice & CBC staff members completely in the dark, I would suggest that it might be an idea to extend the consultation period to ensure that everyone concerned has had access to the information & has a chance to express their opinions.

I have lived in Old Road and I understand there should be convenient parking for residents on the north side of Old Road. I live on the south side and there is parking on my side. However it is very rare I can park there. I have noticed since the start of the year the limited amount of parking especially in the evenings. For the first time in 16 years I have to use the bays opposite. Tonight I have had to do it as I was late home 20.30. I feel that you are correct to open these bays to all day, but this will not solve the problem.

There is not enough parking and losing the bays or opening them up to more users will affect me. Last week it took me nearly 30 minutes to park. This included searching New Road. Usually all the bays are used before 19.00 each night.

I have commented to the council about the parking and I feel there is a lack of support from the council, I believe you could do more to police the residential scheme:

- 1) More parking tickets for non-residents, except quest passes. Please note I have never seen a ticket on the windscreen apart from my car in error.
 - 2) Increase the existing on-road parking on the south side to 19 Old Road. This will slow the traffic. Currently cars are parking here already. I have noticed when parking further up, that on-coming cars are speeding up passing the parked cars. This makes reversing in difficult, also this maybe an issue when the berths are open. Please could you explain why the 20 mile speed limit finishes before the parked cars.
 - 3) In considerate parking - there are a lot of cars seem to park in way that take up two spaces. Would it good to have clear parking berths painted.
 - 4) Why are there branded delivery vans parked in Old and New Road, this evening. I thought the parking scheme was for residential parking. They can not be all staying in the White Horse.
 - 5) There should be more bays outside 32-90 Old Road.
 - 6) Better traffic flow, as already highlighted, it is difficult to park currently in Old Road, is there anything you could do about the congestion. I hate reversing out of the bays on the 32-90 Old Road. I can see a lot of road rage especially in the evenings and Saturday morning. Please urgently look at this.
- Finally my main concern is where are the residents of the new houses in the former Bedford pub development going to park their cars. Have these people been factored in the proposal. Why have you allowed houses to be built when there were parking issues. Will anyone be held accountable for this dreadful error.
-

I am writing further to your letter received on 20 June, 2016 in relation to the proposed on street parking changes in Old Road, Leighton Buzzard.

I currently have 2 permits for the available on street parking to the front of our property and have thus far struggled to park for the last 3 years in which I have owned the property. I often have to park in the surrounding streets which do not form part of the permit scheme or in the bays which you are proposing will shortly form part of the parking scheme.

Before submitting my observations in relation to your proposal I would be grateful if you could confirm the following for me;

1. Please confirm exactly how many further properties will be offered the chance to join the parking scheme?
2. You appear to be bringing 8 further spaces in to the existing permit scheme which is positive, but those spaces are full every night already. You also however appear to be proposing to include a further estimated 50 residential properties in to the scheme for the sake of 8 spaces, is that correct?
3. Worst case scenario - If 50 residential properties are being included in the scheme and each can have 3 permits that is potentially a further 150 vehicles (plus visitors) with only 8 spaces being provided, is that correct?
4. Of the houses and flats opposite our property I am aware that some already have off street parking i.e. flats have spaces and garages, and newer houses have parking at rear, why are they being included within this scheme surely it should be only for residents like us that have no

other alternative? i.e. the 5 residential houses on the north of Old Road between Dillimores and the flats

5. There was recently an article in the LBO in which the council made a statement that “we understand the frustrations of the resident but numbers 16 to 90 Old Road are not eligible for a permit. We could amend the legal Order to include those properties, but the Central Linslade zone is already heavily parked up, so allowing a significant number of extra cars to park there would put a lot of pressure on parking in that area”. What has changed since this statement was made?

Finally could you please confirm the position regarding comments, you have requested that we let you have our thoughts so that you know there is strong local support for the changes however it is not clear what you do with the objections, do you have to receive more objections to agreements in order to go ahead or do you just make the decision?

I would be very grateful if you could clarify these points, at which time we will consider our position and send them to the address given on the notice.

Appendix J – Grange Close

Thank you for your note of 21 June advising of a proposal to vary the waiting restrictions on part of Grange Close. It is suggested that the current restriction “creates some inconvenience to local people”.

I wish to make the following observations:-

- a) Since the introduction of the waiting restrictions the amenity of the area has been significantly improved by the absence of commuter parking. Any easement of the restrictions will inevitably result in the return of the commuters with their cars parked from early until late and with a negative impact on the amenity.
- b) There is a health and safety issue with this road being a regular walking route for local children to and from school.
- c) All the houses on the stretch of road in question are equipped with gardens where wheelie bins can be stored and with both driveways and garages for the residents to keep their vehicles off the road. Residents need not feel in any way inconvenienced.
- d) For the residents of the Grange Close estate in general, the introduction of the waiting restrictions has been definitely positive and significantly enhanced the amenity of the area. I would be saddened to see the proposed variation brought into effect.

I was horrified, astonished and disappointed to receive your letter of 21 June 2016 regarding the proposed removal of yellow lines on a small stretch of Grange Close.

Since the yellow lines were introduced in 2013 the amenity of the area has been vastly improved and it is a pleasure to walk and drive safely in the area. Visitors can park close by. Any inconvenience is minimal. Every house in Grange Close has a driveway.

You are fully aware of the many years of negotiations with councillors, CBC, Amey and consultations with local residents leading up to the parking restrictions.

To do a U turn now, in this short stretch, only sets a precedent for the future.

I wrote to you at the time when you were part of Amey and can only reiterate the residents' frustrations prior to the restrictions.

Health and Safety was the major factor.

- Commuter parking on both sides of the road meant emergency vehicles had access problems.
- Parking on corners gave drivers problems with visibility.
- Pedestrians, and there are 3 schools close by, had to take extra care.
- Driveways were difficult to access with adjacent parked cars
- Some commuters parked not just a few hours but for several days at a time.

With regard to the proposal to remove the parking restrictions in part of Grange Close, Leighton Buzzard.

I would like to express my **support** for the proposal. As you can see by the attached pictures the difficulty experienced by the residents parking on their drives in the area under review. I live at xx

Grange Close, the above pictures were of a courtesy car I had. It was impossible to park it on the drive without damaging the underside. My current car only just clears the drive when parking. It means that currently I am restricted on the type of car I can own. As I work locally, I cycle to work most days so moving a car from one side of the road to the other is not an option, should I not be able to park on the drive for whatever reason. I have a neighbour, who fortunately is retired, he has to move his car from one side of the road to the other, day in day out, because he cannot get his car on the drive without damaging the underside.

When these parking measures were implemented it was pointed out to the council the problems a few of us in Grange Close may experience due to the steepness of our drives.

I commend this proposal and trust it will be passed

Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 13 September 2016
Subject: Sharpenhoe Road, Barton-le-Clay – Consideration of Petition for Speed Reducing Measures
Report of: Paul Mason, Assistant Director Highways
Summary: This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward

RECOMMENDATION(S):-

That the contents of the petition be noted and that the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Barton-le-Clay
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The petition is in relation to the safe and efficient use of the highway network</p> <p>Financial: None from this report</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p> <p>Equalities/Human Rights: None from this report</p>

Community Safety:

None from this report

Sustainability:

None from this report

Background and Information

1. A petition has been received, signed by 77 people, requesting the Council to install traffic calming measures to help address their concerns about road safety and excessive speed in Sharpenhoe Road.
2. The petition highlights a number of traffic collisions that have occurred in recent years and seeks to reduce this number. The Barton bypass substantially reduced the number of vehicles passing through the village on the A6, i.e. in a north-south direction, but did nothing to address the movement of traffic traveling east-west and vice versa. The petition's supporting letter points out Sharpenhoe Road has no physical traffic calming measures and it is often only parked cars that restrain traffic speeds. Several solutions are put forward; one involving a new link to the A6 and the other some traffic calming features.
3. The collision data for that length of Sharpenhoe Road for that length of road from the start of the 30mph speed limit to Bedford Road/Luton Road from 1 April 2011 to 31 March 2016 shows the following:-
 - July 2011 – Slight injury collision outside no.36 Sharpenhoe Road. This involved a vehicle heading westwards, overtaking parked vehicles, failing to see an oncoming vehicle and colliding with it.
 - May 2015 – Slight injury collision at the Sharpenhoe Road/Bedford Road/Luton Road mini-roundabout. This involved a motorcycle heading south failing to give way to a vehicle entering the roundabout from the right.
 - October 2015 – Slight injury collision outside no.24 Sharpenhoe Road. A total of five occupants in two vehicles sustained injuries. The Police report states that the driver of a car travelling west is believed to have fallen asleep and collided with a parked vehicle. The vehicle then collided with an oncoming van which itself hit a parked vehicle.
4. These incidents are regrettable, but not excessive for a road of this type. There is nothing to indicate that excessive speed was a major contributory factor in any of these incidents. It is acknowledged that a number of damage only collisions might have occurred along this length of road over a number of years, but these are not recorded by the Police.

5. It is accepted that Sharpenhoe Road is used as a through-route by traffic heading in an east-west direction, but directional signing does not positively encourage this movement. For those drivers heading westwards following the B655 from Luton will naturally use Sharpenhoe Road as a continuation of that route. The number of HGVs using this route is relatively low as it has a 7.5 tonnes weight restriction.
6. The Council does have some speed data that was collected in May 2015. This shows average speeds are 29.25mph and 85th percentile speeds were 32.25mph. These indicate reasonably good compliance with the speed limit, although they do suggest that a small percentage of drivers are travelling at inappropriate speeds.
7. The possible solutions put forward are appreciated. The idea of adding slip roads to the A6 would involve significant engineering works and possibly land acquisition. The costs involved in this could not be justified to address the relatively localised issues that exist in Sharpenhoe Road. The traffic calming proposals put forward are reasonable and are the types of features we would probably employ if traffic calming was considered for this road.
8. There are already some measures in place to moderate traffic speeds, such as gateway treatments and a vehicle activated sign.
9. The funding we have for safety improvements has to be targeted at locations that have a poor injury collision record, so that we can reduce the number of people killed and injured on our roads. The aforementioned collision data and speed measurements indicate that the installation of engineering measures is currently not a high priority for this Council.
10. It is recommended that the petition organiser brings this to the attention of Barton Parish Council who may wish to consider using Central Bedfordshire Council's Rural Match Funding scheme to promote road safety improvements in Sharpenhoe Road.

Appendices:

Appendix A – Petition and accompanying correspondence

Appendix B – Location plan

Appendix A

Dear Sirs

Traffic Calming to Sharpenhoe Road, Barton le Clay

Please find attached letter and signed petition from the residents of Sharpenhoe Road to request urgent implementation of traffic calming to reduce or prevent the steadily increasing appalling traffic situation on this road. Please note that we have deliberately not used electronic social media or extended the radius of addresses to falsely boost the numbers of petitioners. All have been gained by discussion & foot slogging and we trust this will add some weight to our cries for help.

Please contact me should you require any further clarification to any of the points raised.

We need traffic calming in Sharpenhoe Road now!

Signature	Name	Address	I have previously had my vehicle damaged by passing traffic in Sharpenhoe Road

Traffic Calming for Sharpenhoe Road, Barton-le-Clay required NOW!



This was the situation at 7:15am Thursday 22nd October 2015. The speeding Fiesta traveling west out of the village trying to squeeze through a non-existent gap, struck the parked Alfa ripping off the rear wheel and suspension, moving it over a metre and then flipping and colliding with a Peugeot van carrying 4 people on the opposite carriage way. All 3 emergency services were involved, injured parties were cut from their vehicles and hospitalised and 3 cars removed with recovery vehicles. The Alfa was subsequently written off. This is but the latest in a series of accidents that have occurred in our over 30 years of living on Sharpenhoe Road. The current speed of vehicles is a hell for the residents and we can be silent no longer. We refuse to wait for someone to die before this issue is tackled!

History – Pre bypass

Before the 1990 bypass the A6 through the village was a bumper to bumper crawl commonly back to the Gravenhurst turning for traffic going south into Luton. This dissuaded crossing traffic which would routinely back up the length of the built part of Sharpenhoe Road during peak times. Similarly the Hexton Road could be stationary to Arnold School.

The Bypass removed the blockage from North South traffic through Barton but with no consideration to the fact that this also removed any constraint to east west traffic flow and as many residents predicted at the original consultation the Sharpenhoe Road rapidly became a rat run between M1 junction 12 and the A1M junction 7 at Stevenage North.

Subsequently

Removal of the old direction signage to Toddington & Harlington has had no affect on chosen routes as the wholesale use of sat nav devices is now the determining factor for chosen routes of non-local traffic. The 7.5 tonne limit however has made some difference and has removed substantial amounts of HGV traffic from the road, although it is still used at night and early hours of the morning by Lorries willing to try their luck.

It is no surprise that extending the 30 speed limit zone to west of the bypass some 4 years ago has made not an iota of difference to speeds in or out of the village.

Warning signage does not work. The vehicle activated speed warning sign erected on Sharpenhoe road around 5 years ago at the position of the old 30 mph sign has been knocked down by vehicles leaving the road on at least two occasions since installed. It does not give the driver their speed but just flashes "slow down " when 30mph is exceeded Subjective viewing gives the impression it is used almost as a game to make it flash!

This latest carnage shown in the initial photographs is but the latest in a string of major accidents that have occurred due to excessive speed on Sharpenhoe Road resulting in complete write-off of resident's parked cars, damage to boundary walls by impact and injury to people over the last 20 years.

The major ones are these:-

In 2013 a sports car speeding over the bridge, lost control and left the road 200m inside the 30 mph zone by no.36, causing major damage to a vehicle parked in its own drive 3ft from the kerb!

In 2010 a car again travelling east into the village left the road and went through the hedge of no. 40 and over 2 children walking back to their home at no.44 in the middle of the afternoon after their school-bus drop off. Miraculously for themselves but not for any statistics they were both uninjured and thus no record of the incident appears to have been made in any official records that we could find? Such was their trauma it was not surprising that the family sold their house and left Sharpenhoe Road very shortly afterwards

in 2011, for it could so very easily resulted in 2 child deaths. We refuse to let this happen before something is done about the ludicrous traffic situation!

Below is a further illustration of an earlier incident outside no. 38



In the Hansard of 8th November 1972 David Maddel the then MP for Bedfordshire South noted

"Traffic uses Barton to get from the A1 to the M1, and that means a large number of heavy vehicles on the Sharpenhoe Road."

18 years after that original statement we got half a bypass, 43 years later the heavy vehicle problems is largely gone but the east west issue hasn't changed a jot except that the hgv's have been replaced by a vastly greater numbers of faster accelerating cars - how many more years do we have to wait?

Today

Cars now accelerate & brake far faster than 30 years ago and the random nature of UK speed limits mean that the majority of car drivers drive at the maximum that road conditions, layout and visibility allow.

Approaching west from Harlington vehicles commonly drive below the 40 mph limit through Sharpenhoe village itself due to that roads constant curve and consequent limit on forward visibility. In constructing the bridge crossing over the bypass in 1990 the old bend where speeding cars previously ended up in a ditch damaging only themselves, was remodelled and the road straightened. The result is cars now accelerate as they enter the bridge on Sharpenhoe Road and down the half kilometre straight into Barton.

A check on internet route planners for the shortest route between Stevenage and Milton Keynes will send you straight down Sharpenhoe Road. The only possible deterrent is to introduce measures to delay and deter motorists so that the alternatives of the A507 Shefford and Ampthill bypasses or the A421 Bedford bypass to M1-J13 become the preferred routes that the road planners originally intended?

Unlike virtually all the villages surrounding it, Barton does not have a single physical traffic calming installation anywhere in the village. There is absolutely nothing outside Arnold Middle school to slow those vehicles using the derestricted B655 from Hitchin & the A1 as they enter the village? Why has Barton been allowed to become a free for all for speeding drivers?

The only current constraint to users of Sharpenhoe road is the almost sacrificial parking of resident's cars on the southern side. This is at the cost of constant damage to bodywork and particularly mirrors of those parked. We have personally suffered 3 major body damage incidents and at least 10 wrecked mirrors over 30 years of being a resident, concluding in the carnage that introduces this petition.

Attempting to enter or exit your parked car on Sharpenhoe Road is a danger in itself. Passing drivers seem incredulous that you might possibly want to stop and park let alone get in or out of your car? Blaring horns, hand "signals" and even verbal abuse are the common result of stopping them for 10 seconds of their journeys!

Drivers travelling west out of Barton commonly have to use the north carriageway due to parked cars on the south side of Sharpenhoe Road. A large percentage of them recreate the Santa Pod drag strip to accelerate and avoid any possibility of stopping or having to give way to oncoming traffic

The kerb on the north side of Sharpenhoe Rd between no's 32 and 26 for a length of some 100-150m is virtually flush with the pavement. Without the constraint of any kerb, car drivers will drive along the pavement rather than suffer the ignominy of stopping.

See photo below of tracks taken during a previous winter illustrating the typical driving of east traffic on a daily basis



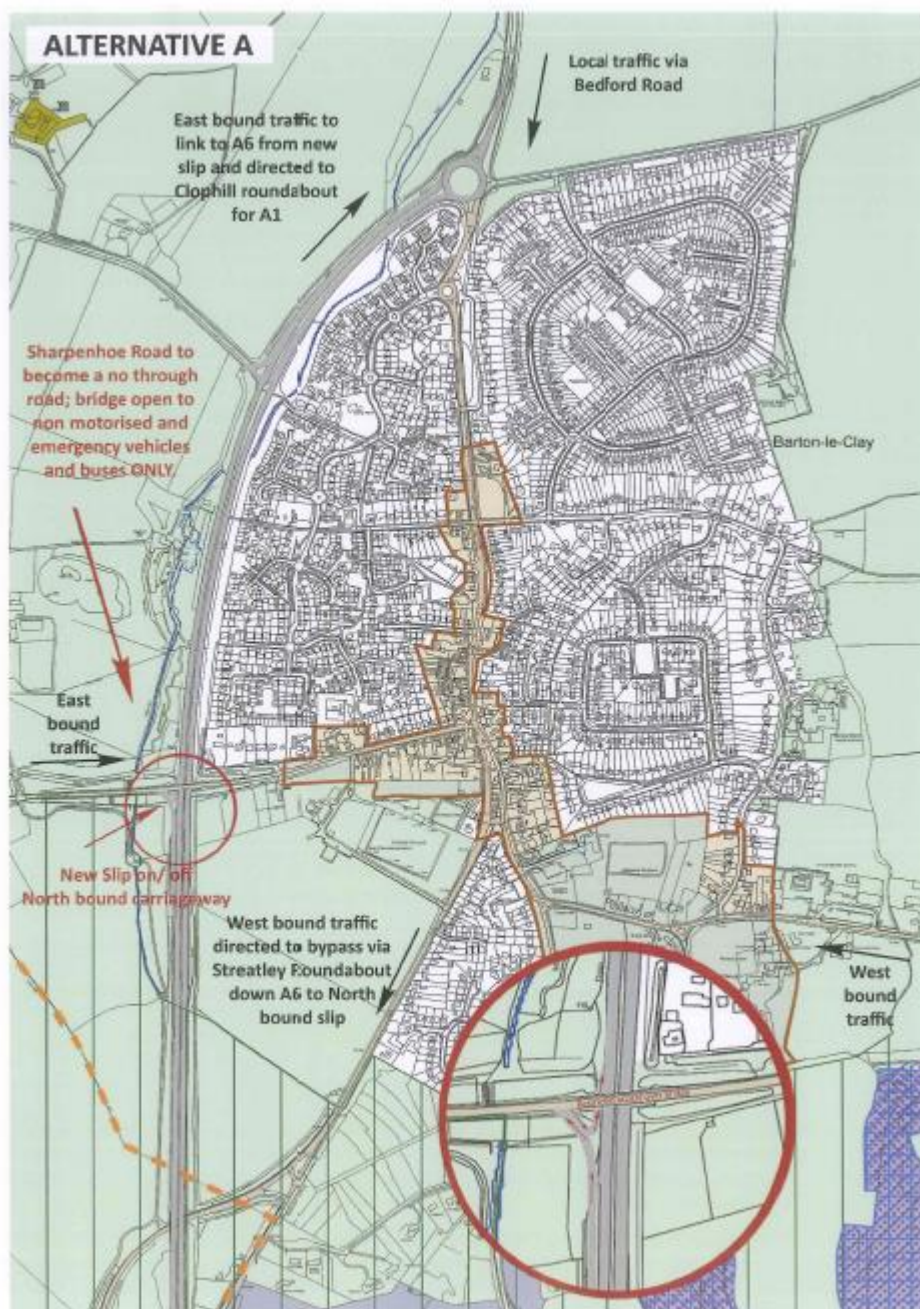
When the last bout of road maintenance took place in December 2010 -11 we were told that these kerbs were to be raised along that stretch. But it snowed for 2 weeks; the works were cancelled and have never been done since!

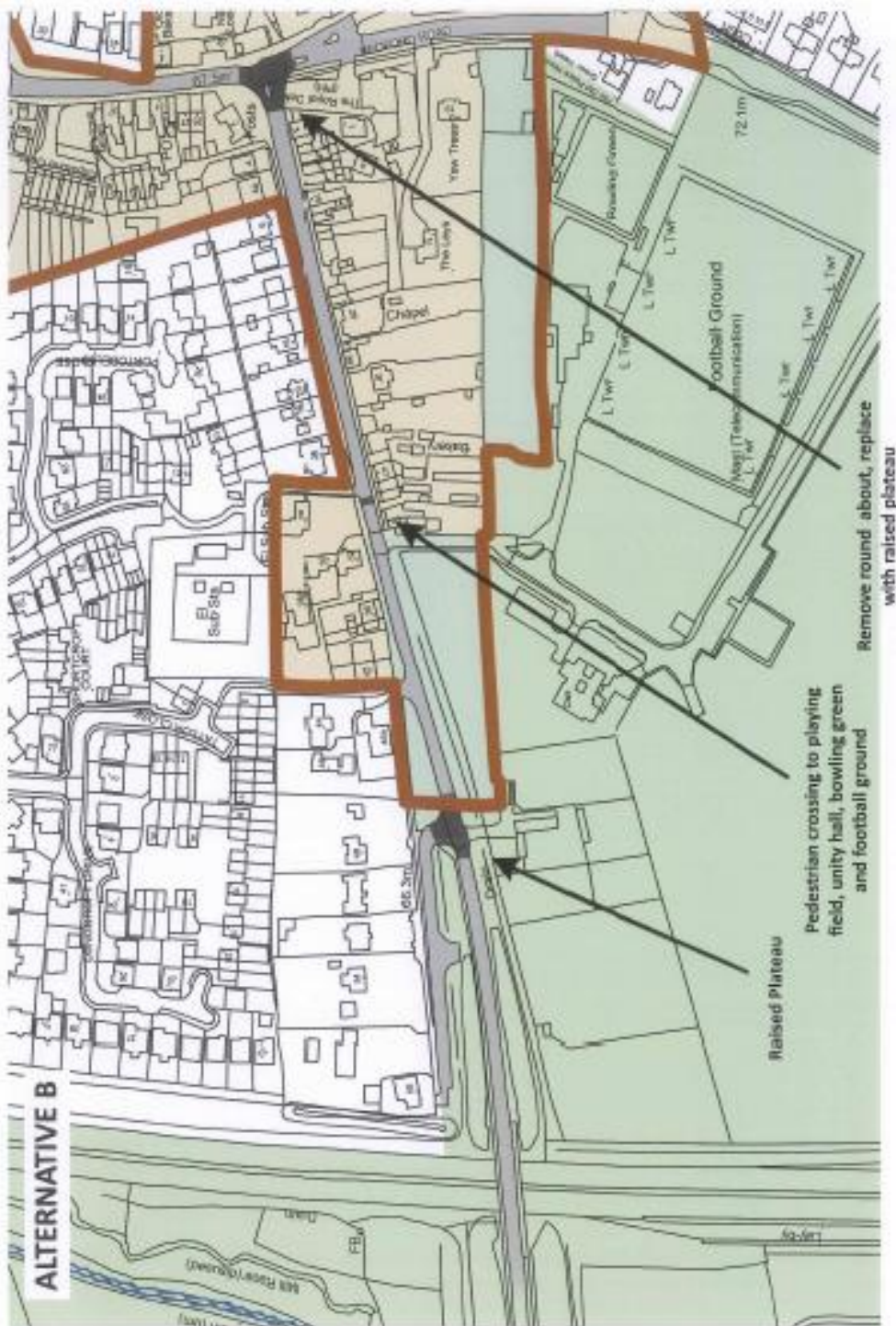
seen not a penny of any of any S106 agreement monies has been spent to improve Barton's roads for any of its residents.

This letter is sent directly to Central Beds Council with a copy to Barton Parish Council. Unfortunately the years of inertia on the issue of both Sharpenhoe Road and indeed the rest of Barton to prevent it being destroyed by traffic leaves me with little confidence in the Parish Council acting to achieve the required calming, however I would request that the Parish Council please now backs the proposals detailed in this letter.

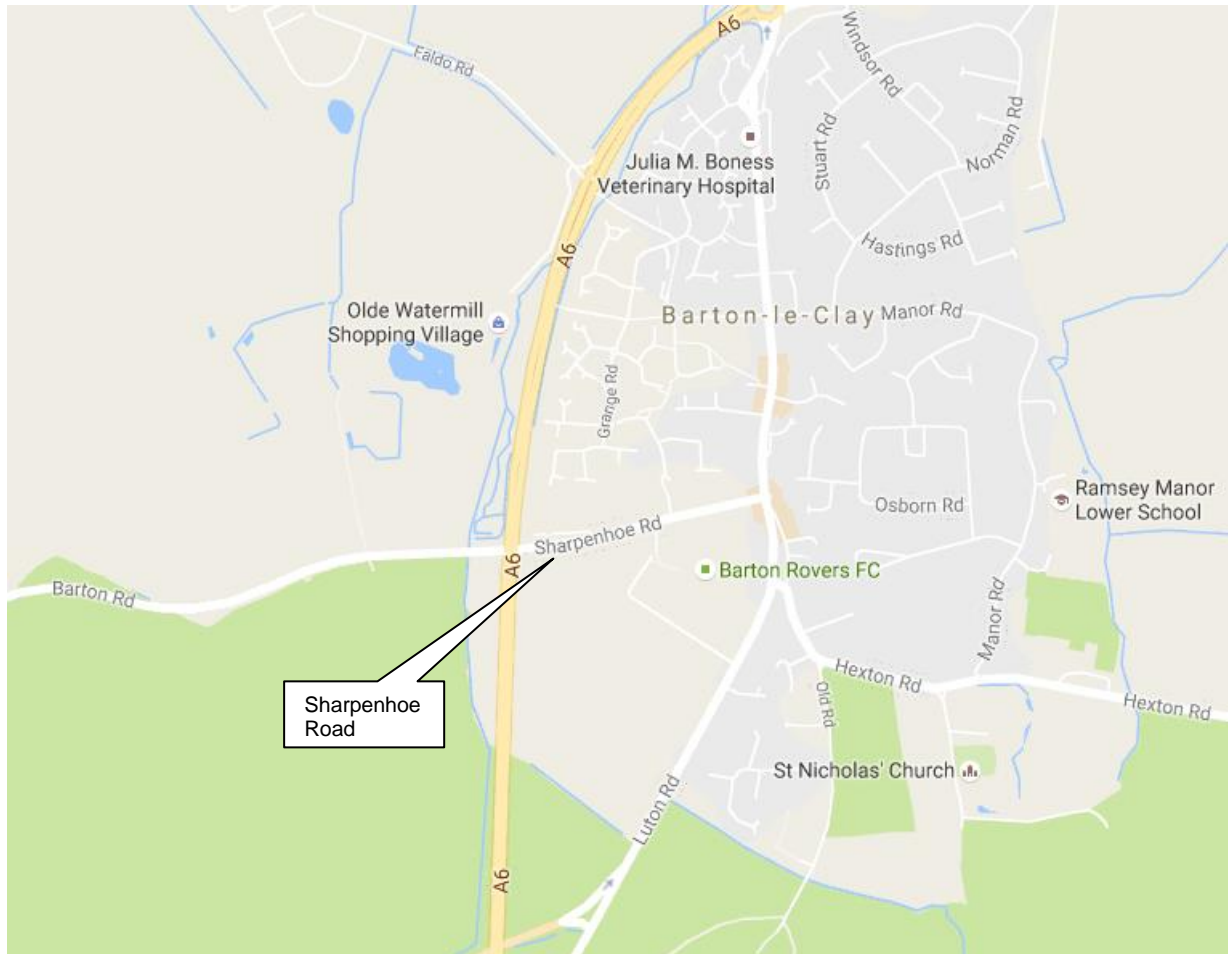
Attached are the signatures of the residents of Sharpenhoe Road who agree with the proposal to introduce traffic calming to Sharpenhoe Road.

I trust that this petition and proposal will be taken up by Central Beds and implemented as a matter of urgency.





Appendix B



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Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 13 September 2016
Subject: Eyeworth – Petition to lower the Speed Limit from 40mph to 30mph
Report of: Paul Mason, Assistant Director Highways
Summary: This report is to note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward

RECOMMENDATION(S):-

That the contents of the petition be noted and that the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Paul Salmon
paul.salmon@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Potton
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The petition is in relation to the safe and efficient use of the highway network</p> <p>Financial: None from this report</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p> <p>Equalities/Human Rights: None from this report</p>

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: n/a	Budget: n/a
Expected delivery: n/a	

Background and Information

1. A petition has been received, signed by 41 people, requesting the Council to lower the existing 40mph speed limit to 30mph in Eyeworth in line with Central Government guidance.
2. Speed limit advice issued by the Department for Transport does suggest that local authorities should treat 30mph as the default speed limit for villages. For the most part, Central Bedfordshire Council has adopted that principle, but we have to consider the individual circumstances to determine if a 30mph speed limit is reasonable and there will be a reasonable level of compliance. If drivers see speed limits as unrealistically low, compliance will be poor and regular police enforcement will be required. Eyeworth is a relatively sparsely developed community with significant lengths of road fronted by open fields. This tends to encourage higher speeds and a 40mph limit feels compatible with the overall road environment.
3. Traffic speed data was obtained for the main road through Eyeworth by Bedfordshire Police in September 2014. The average speed of traffic was 39.8mph and the 85th percentile speed was 47.8mph. Approximately 15% of drivers exceeded the existing 40mph limit and were liable to prosecution.
4. These speeds would suggest that compliance with a 30mph speed limit would be low without significant engineering measures to effectively force drivers to proceed at lower speeds. Traffic calming measures of this type, such as road humps, are often not compatible with a rural environment due to the severity of speed reduction and their “urbanising” effect.
5. The police have suggested that they would prefer to see measures implemented that would improve compliance with the existing 40mph speed limit. They have concerns about poor compliance with a 30mph limit and unrealistic expectations of regular enforcement. Regrettably, enforcement of any speed limits is unlikely to be a police priority, exacerbated by Eyeworth’s relatively remote location.
6. There are already some measures in place to moderate traffic speeds, such as gateway treatments and vehicle activated signs.

7. The funding that the Council allocates for safety improvements has to be targeted at locations that have a poor injury collision record, so that we can reduce the number of people killed and injured on our roads. The collision data for the whole of Eyeworth covered by the existing 40mph speed limit from 01/04/2011 to 31/03/2016 shows that there have no injury accidents. Regrettably, on that basis, the implementation of further speed reduction measures in Eyeworth is not currently a priority for this Council.
8. It is recommended that the petition organiser brings this to the attention of Eyeworth Parish Meeting who may wish to consider using Central Bedfordshire Council's Rural Match Funding scheme to promote road safety improvements.

Appendices:

Appendix A – Petition and accompanying correspondence
Appendix B – Location plan

Appendix A



This is a petition from the residents of Eyeworth asking Central Bedfordshire Council to replace the current 40 mph speed limit on the village roads with a 30 mph speed limit, in line with current Government guidance as contained in circular DfT 01-13.

Appendix B

