

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

**This meeting  
may be filmed.\***



**please ask for** Maria Brooks  
**direct line** 0300 300 5783  
**date** 25/08/2017

## **NOTICE OF MEETING**

### **TRAFFIC MANAGEMENT MEETING**

Date & Time

**Tuesday, 5 September 2017 at 10.00 a.m.**

Venue at

**Council Chamber, Priory House, Monks Walk, Shefford**

Richard Carr  
**Chief Executive**

To: The Executive Member for Community Services:

Cllr I Dalgarno

[Named Substitutes:

Cllr J Nigel Young]

All other Members of the Council - on request

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

**\*Please note that phones and other equipment may be used to film, audio record, tweet or blog from this meeting. No part of the meeting room is exempt from public filming.**

**The use of arising images or recordings is not under the Council's control.**

# AGENDA

## 1. **Members' Interests**

To receive from Members any declarations of interest.

### Reports

| <b>Item</b> | <b>Subject</b>   | <b>Page Nos.</b> |
|-------------|--|------------------|
| 2           | <b>Cromer Way, Luton - Petition requesting various Highway Improvements</b><br><br>To note the receipt of a petition submitted to Central Bedfordshire Council and suggest a way forward.  | 5 - 14           |
| 3           | <b>Various Roads Woburn - Petition requesting action to address parking issues on various roads within the village.</b><br><br>To note the receipt of a petition submitted to Central Bedfordshire Council and to suggest a way forward. | 15 - 34          |
| 4           | <b>Heath Road (Junction with Plantation Road), Leighton Buzzard - Consider Objections to Proposed Parking Restrictions.</b><br><br>To seek the approval for the implementation of waiting restrictions in Heath Road, Leighton Buzzard.  | 35 - 42          |
| 5           | <b>Hockliffe Road, Leighton Buzzard - Consider Objections to Proposed Waiting Restrictions.</b><br><br>To seek the approval for the implementation of waiting restrictions in Hockliffe Road, Leighton Buzzard.                          | 43 - 52          |
| 6           | <b>Knaves Hill, Leighton Buzzard - Consider Objections to Proposed Waiting Restrictions.</b><br><br>To seek the approval for the implementation of waiting restrictions in Knaves Hill, Linslade.  | 53 - 62          |

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**Meeting:** Traffic Management Meeting  
**Date:** 5 September 2017  
**Subject:** Cromer Way, Luton – Petition requesting various highway Improvements  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report is to note the receipt of a petition submitted to Central Bedfordshire Council and to suggest a way forward.

**Recommendation(s):**

1. To note the petition, report and appendices.
2. To note that the issues raised by the petitioner will be considered by the highways officers when compiling the authority's rolling four year programme of integrated transport works, the process for which is set out in Central Bedfordshire Council's Local Transport Plan.

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**Contact Officer:** Steve Lakin  
[Steve.lakin@centralbedfordshire.gov.uk](mailto:Steve.lakin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Toddington Ward  
**Function of:** Council

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

None from this report.

**Sustainability:**

None from this report.

**Background and Information**

1. The authority has received a petition signed by over 500 people requesting that:  
*“traffic calming measures and enforcement are introduced on Cromer Way to address the immediate risk to public safety from speeding vehicles.”*  
  
*“action is taken to deter Cromer Way being used by traffic as a short cut (rat run) due to traffic congestion on the A6.”*  
  
*“the Highways authority ensure that there is sufficient road capacity to accommodate the increased traffic that will result from the building of homes to the north of Luton to ensure that this traffic is not encouraged to use Cromer Way due to poor planning.”*
2. Responsibility for Cromer Way falls jointly to Central Bedfordshire Council (Streatley parish) and Luton Borough Council as the road straddles the border between the two authorities.

**Officer comments**

3. Both Central Bedfordshire and Luton Borough Council will (re)assess highway improvement priorities during the autumn, making decisions at that time as to the specific schemes to be included in the following year’s programme of works. The lead petitioner has been advised that Cromer Way will feature in the next CBC review and that the data collected on speeds and collisions will be important considerations. However, as funding is constrained, road safety funding is directed to locations where collisions are most heavily clustered.
4. In their review, both authorities will pool available historic data to assess whether there is evidence that Cromer Way is being used as a diversion route to avoid localised congestion hotspots.
5. Both authorities are working in collaboration to ensure that the proposed development to the north of Luton is carefully planned and that the traffic impacts are modelled and understood.

**Appendices:**

- A Petition and accompanying correspondence
- B Location Map
- C Minutes of the meeting of Central Bedfordshire Council, Luton Borough Council and Bedfordshire Police officers on 20 June 2017

Appendix A

## Make Cromer Way Safe Signed Petition

  
Dovedale  
Bushmead  
Luton  
Bedfordshire  
LU2 7FQ

1 August 2017

To: Mr Trevor Holden Chief Executive of Luton Borough Council  
Mr Richard Carr Chief Executive of Central Bedfordshire Council

We the undersigned request that:

- Traffic calming measures and enforcement are introduced on Cromer Way to address the immediate risk to public safety from speeding vehicles.
- Action is taken to deter Cromer Way being used by traffic as a short cut (rat run) due to traffic congestion on the A6.
- The Highways authority ensure that there is sufficient road capacity to accommodate increased traffic that will result from the building of homes to the north of Luton to ensure that this traffic is not encouraged to use Cromer Way due to poor planning.

Please find attached a petition with 671 signatures in support of the above.

This petition is also supported by:

Ms Nadine Dorris (MP)  
Mr Kelvin Hopkins (MP)  
Streatley Parish Council  
Cllr Rachel Hopkins (LBC)  
Cllr David Franks (LBC)  
Cllr Jeff Petts (LBC)  
Cllr Michael Garrett (LBC)  
Cllr Norman Nicols (CBC)  
The Police

### Supporting Facts

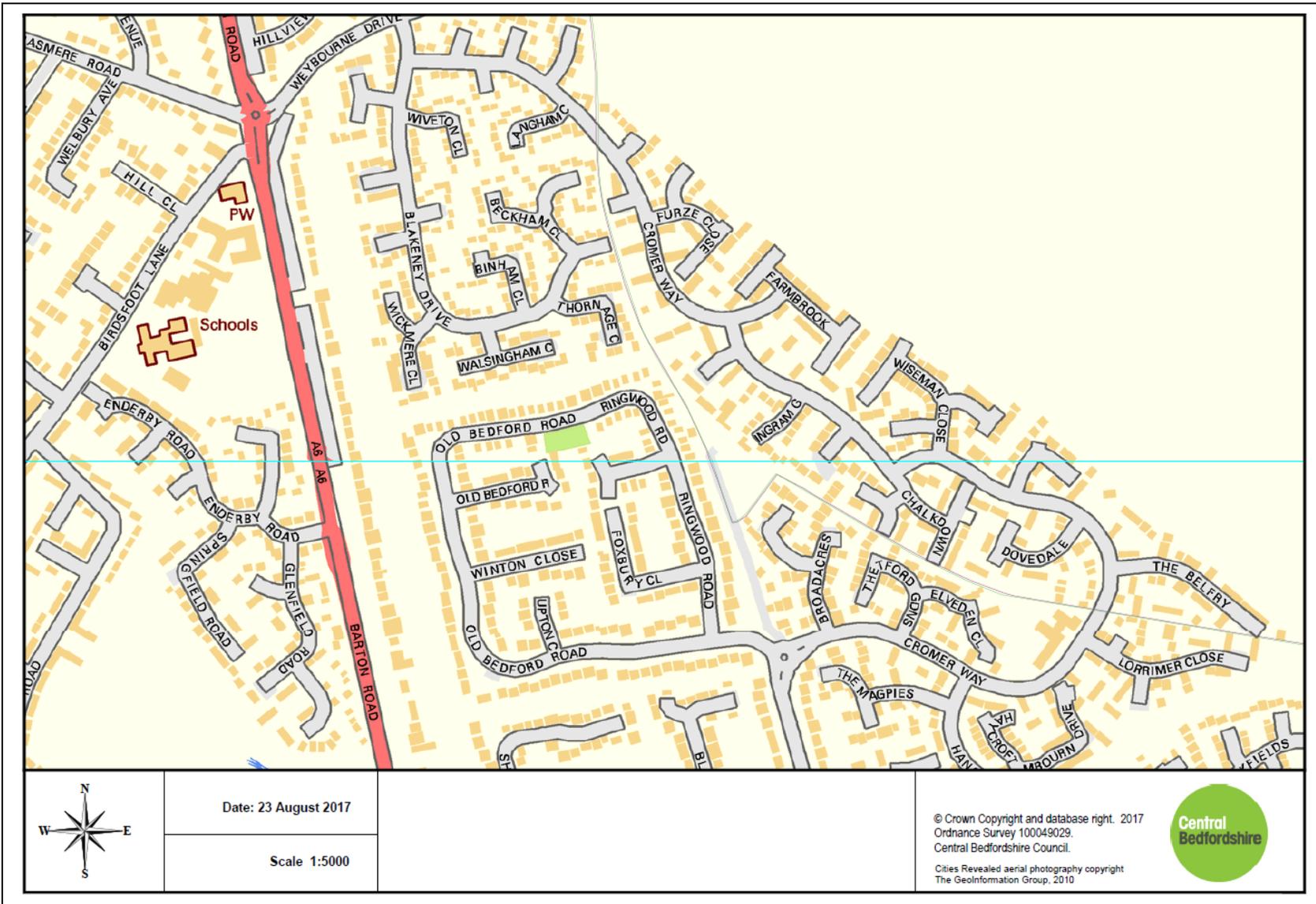
- 50,885 vehicles using road over 7 days – Police data May 2017.
- 5,545 Vehicles speeding over 7 days – Police data May 2017.

- 5,701 vehicles speeding over 7 days which equated to 18% of all traffic – Police data June 2017.
- The number of accidents and frequency. Corner of Chalkdown was closed last week due to an accident between a delivery vehicle and a car.
- Cromer Way is recognised as “one of the most dangerous roads in Luton” Cllr Franks and Cllr Costin.
- Especially vulnerable groups, 4 Schools in the area, senior residents of Bushmead Court Sheltered housing and Castletroy residential home.
- LBC had already approved traffic calming in 2011 to be completed by 2015. LBC documented 21 casualties in support of the planned traffic calming. This never took place.
- Review of Cromer Way by Mr Andrew Martin.
- Council’s statutory duty and common law duty to protect the public.

Yours sincerely

Mr [REDACTED]

# Appendix B - Location Map



**Appendix C**

**Cromer Way  
Meeting Notes for 30-6-17  
Meeting held at Central Bedfordshire Council offices**

| <b>Attendees</b>    |                              |
|---------------------|------------------------------|
| Steve Lakin (SL)    | Central Bedfordshire Council |
| Steve Welham (SW)   | Bedfordshire Police          |
| Christine Davy (CD) | Luton Borough Council        |

| <b>1</b>             | <b>Introduction</b>   |                    |                |                    |  |            |  |                   |         |      |      |      |        |                   |        |      |      |      |        |                      |        |      |    |    |        |  |
|----------------------|---|--------------------|----------------|--------------------|--|------------|--|-------------------|---------|------|------|------|--------|-------------------|--------|------|------|------|--------|----------------------|--------|------|----|----|--------|--|
|                      | <p>Meeting called due to a recent complaint received from a member of public regarding speeding issues in Cromer Way. Cromer Way is on Luton Borough Council's provisional programme of works for 2020/21. However, this was from a complaint from the Blackney Drive end of Cromer Way and therefore, the additional complaints and speed information will mean the priority is increased and is likely to bring the works forward.</p> <p>A check of Central Bedfordshire's system in January 2017 showed one complaint in 2014. There has been no representation from Streatley Parish Council or from CBC's Ward Councillors.</p> <p>Parish councils within Central Bedfordshire can apply through CBCs Rural Match Funding (RMF) process for a highways improvement scheme. The maximum value of such schemes is £50,000 and parish councils are expected to contribute half of the total design and construction cost. The RMF process increases the likelihood of a scheme that would otherwise not have been prioritised being included in Central Bedfordshire's programme of works.</p> |                    |                |                    |  |            |  |                   |         |      |      |      |        |                   |        |      |      |      |        |                      |        |      |    |    |        |  |
| <b>2</b>             | <b>Speed data</b>   |                    |                |                    |  |            |  |                   |         |      |      |      |        |                   |        |      |      |      |        |                      |        |      |    |    |        |  |
|                      | <p>SW stated that he had repeated the speed survey near Dovedale and found that there was a substantial reduction in the flow of traffic however; the speed of traffic had increased. He went through all the speed data available.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Location</th> <th style="text-align: left;">Date</th> <th style="text-align: left;">Average Daily Flow</th> <th style="text-align: left;">85 %tile (mph)</th> <th style="text-align: left;">Mean (mph)</th> <th style="text-align: left;">% exceeding police prosecutable levels</th> </tr> </thead> <tbody> <tr> <td>Opposite Dovedale</td> <td>June 17</td> <td>4515</td> <td>37.9</td> <td>31.5</td> <td>18.02%</td> </tr> <tr> <td>Opposite Dovedale</td> <td>May 17</td> <td>7269</td> <td>36.9</td> <td>29.3</td> <td>10.09%</td> </tr> <tr> <td>South Ingram Gardens</td> <td>Jan 11</td> <td>3939</td> <td>NA</td> <td>NA</td> <td>17.29%</td> </tr> </tbody> </table>  | Location           | Date           | Average Daily Flow | 85 %tile (mph)                         | Mean (mph) | % exceeding police prosecutable levels | Opposite Dovedale | June 17 | 4515 | 37.9 | 31.5 | 18.02% | Opposite Dovedale | May 17 | 7269 | 36.9 | 29.3 | 10.09% | South Ingram Gardens | Jan 11 | 3939 | NA | NA | 17.29% |  |
| Location             | Date  | Average Daily Flow | 85 %tile (mph) | Mean (mph)         | % exceeding police prosecutable levels |            |  |                   |         |      |      |      |        |                   |        |      |      |      |        |                      |        |      |    |    |        |  |
| Opposite Dovedale    | June 17   | 4515               | 37.9           | 31.5               | 18.02%                                 |            |  |                   |         |      |      |      |        |                   |        |      |      |      |        |                      |        |      |    |    |        |  |
| Opposite Dovedale    | May 17  | 7269               | 36.9           | 29.3               | 10.09%                                 |            |  |                   |         |      |      |      |        |                   |        |      |      |      |        |                      |        |      |    |    |        |  |
| South Ingram Gardens | Jan 11  | 3939               | NA             | NA                 | 17.29%                                 |            |  |                   |         |      |      |      |        |                   |        |      |      |      |        |                      |        |      |    |    |        |  |

|  |                          |   |                 |   |                |    |
|--|--------------------------|---|-----------------|---|----------------|----|
| o/s 35   | May 16                   | 3906  | 31.3            | 26.5  | 1.83%          | SW |
| o/s 35   | Dec 15                   | 4979  | 33.1            | 26.7  | 2.75%          |    |
| Between Hanworth Close and Blackney Drive (LC10) (survey taken by LBC)   | Mar 16                   | 4641  | 31              | 26.8  | 1.38% (<36mph) |    |
| <p>SL stated that he had arranged for speed survey between Wiseman Close and Troon Gardens, one of 43 sites across the authority where data is being collected to inform planned and potential future design works.</p> <p>Community Speedwatch have also carried out a number of speedwatch surveys. SW to look at the results and check whether the vehicles exceeding the speed limit were local or drivers the area.</p> <p><u>Post meeting note</u></p> <p><i>SW has checked the community speedwatch results and the majority are either company vehicles or vehicles on lease/finance with the registered address as the company or finance company. No private vehicle was registered to a Cromer way area resident.</i></p> |                          |   |                 |   |                |    |
| <b>3 Collision analysis</b>  |                          |   |                 |   |                |    |
| <p>Injury collision data for the last 5 calendar years (2012 to 2016) was reviewed. There were 10 injury accidents 2 classed as serious and the rest slight.</p>   |                          |   |                 |   |                |    |
| <b>Date</b>  | <b>Location</b>          | <b>Description</b>  | <b>Severity</b> | <b>Comment/contributory factors</b>   |                |    |
| 3/11/14  | o/s 35 Cromer Way        | V1 (Car) overtaking another car collides with near side of V2. Driver of V1                             | Slight          | Hit and run. Defective tyres (V1 very likely ), exceeding speed limit (V1 very likely), aggressive driving (V1 very likely), failed to judge speed of other vehicle (V1 very likely), vision obscured by road layout (V1 very likely) |                |    |
| 25/4/12  | Cromer Way jct Farmbrook | V1 (car) travelling at speed cut corner of bend and collides with V2 (car). Driver of V1 failed to stop | Slight          | Hit and run<br>Careless (V1 very likely)  |                |    |

|          |                                    |  |         |   |
|----------|------------------------------------|--|---------|---|
| 7/12/16  | Cromer Way jct<br>Chalkdown        | V1 (car) runs wide at bend into path of V2 (car)   | Slight  | Poor turn (V1 very likely), travelling too fast for conditions (V1 possible)                                  |
| 21/3/16  | Cromer Way jct<br>Thetford Gardens | V1 (van <3.5 tonne) stops at junction about to turn right out but restarts in path of V2 (motorcycle)  | Serious | Failed to look (v1 very likely), poor turn (V1 very likely), failed to judge speed (V1 very likely)           |
| 26/8/12  | Cromer Way jct<br>Wiseman Close    | Car on wrong side of road collides with oncoming car. Driver of V1 fails to stop   | Slight  | Hit and run   |
| 26/10/12 | Cromer Way jct<br>Hancock Drive    | Car turning right pulls out of Hancock Drive into path of car  | Slight  | Driver failed to look (V1 very likely)  |
| 14/11/16 | Cromer Way jct<br>Hancock Drive    | V2 (van <3.5 tonne) travelling along Cromer way as passes Hancock Drive V1 (car) pulls out to turn right into path V2 loses control and hits lamp column | Slight  | Failed to look (V1 very likely)   |
| 21/8/16  | Cromer Way jct<br>Hancock Drive    | V1 (car) waiting to turn right. As V2 (car) passes Hancock Drive V1 pulls out  | Slight  | Driver failed to look (V1 very likely), junction overshoot (V1 possible), failed to judge speed (V1 possible) |
| 6/3/15   | 25m east of<br>Hancock Drive       | Child pedestrian crossing road fails to judge speed of V1 (car)  | Serious | Pedestrian view obscured by parked car (very likely), pedestrian failed to judge speed (very likely)          |
| 3/8/14   | Cromer Way jct<br>Dovedale         | V2 (car) driving around bend. V1 (car) exits T junction turning right into path  | Slight  | Vision affected by layout of road (V1 very likely), failed to look (V1 possible), careless (V2 possible)      |

There is a small cluster at the junction of Hancock Drive however, this does not meet the Luton criteria for treatment of cluster accident sites which is 6 injury accidents within 50m in 3 calendar years and therefore, would not appear on the list.

Antisocial behaviour with motor vehicles appears to be an issue especially in the Central Bedfordshire area with 3 out of 4 injury accidents where the driver failed to remain at the scene.

|          |  |       |
|----------|--|-------|
|          | <p>Police call outs to Cromer Way between March 2013 and June 2017 were also reviewed. These included 8 calls regarding damage only accidents, 39 call regarding nuisance vehicles, 7 calls regarding injury accidents. SW stated that some of the damage only accidents involved stolen vehicles. Complaints have been made alleging erratic driving and high speed or unlawful use of motorcycles erratic driving and motorcycles. He also stated that vehicles also appear to hit the pedestrian refuge near Hancock Drive. CD to arrange for this issue to be checked.</p> <p>SW stated that the motorbikes were going into the fields at the back of Cromer Way. The riders were aware that the Police cannot chase them. This is an issue for police enforcement.</p>  | CD    |
| <b>4</b> | <b>Consideration of traffic calming measures</b>   |       |
|          | <p>Luton Council has carried out the following speed restraint measures in Cromer Way over the past few years.</p> <p>Priority narrowing at the borough boundary in 2014. Changes to the priority narrowing have been included in the programme of works. Design work is expected to start early in 2018.</p> <p>Road markings (hazard and slow marking) between Blakeney Drive and priority narrowing in 2016.</p> <p>Pedestrian refuge near Hancock Drive around 2003.</p> <p>Vehicle Actuated speed sign socket near Lorimer Close installed in 2009 as part of the mobile VA speed sign programme. The sign was last in Cromer Way in 2012. Programme cut in 2013 due to budget cuts. CD to get quote for moving a mobile VA sign to Cromer Way and to check whether this can be turned to point the other way.</p> <p>Central Bedfordshire have re-marked the white lines along Cromer Way in 2017.</p> <p>SW suggested a site visit and walk of the road however, everyone agreed that this would not provide any further information at this time and that once Cromer Way is included on the respective Councils programme of works Engineers will visit site and provide a design for appropriate traffic calming features.</p> | CD    |
| <b>5</b> | <b>Conclusions</b>   |       |
|          | Both Councils (re)assess priorities during the Autumn, making decisions at that time as to the specific schemes to be included in the following year's programme   | SL/CD |

|   |              |
|---|--------------|
| <p>of works.</p> <p>SL advised Cromer Way will feature in the next CBC review and that the data collected on speeds and collisions will be important considerations. The complainant was advised of this decision by email on 9 June 2017. However, it was stressed that, as funding is constrained, those roads where collisions are most heavily clustered receive priority and that Cromer Way does not currently feature at the top of the list. Hence, there is no guarantee that a safety scheme for Cromer Way will be bought forward for design next year.</p> <p>CD/SL to contact each other to see if works have been included in provisional programme of works for 2019/2020 to be put before respective Executives.</p> <p>Report to be submitted to respective Service Directors.</p> | <p>CD/SL</p> |
|---|--------------|

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**Meeting:** Traffic Management Meeting  
**Date:** 5 September 2017  
**Subject:** Woburn – Petition requesting action to address parking issues on various roads within the village  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report is to note the receipt of a petition submitted to Central Bedfordshire Council and to suggest a way forward

**Recommendation(s):**

1. To note the petition and report.
2. To request that the issues raised by the petitioners are considered by the highways officers when compiling the authority’s rolling four year programme of integrated transport works, the process for which is set out in the Local Transport Plan.

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**Contact Officer:** Paul Salmon, Team Leader Traffic Management  
Central Bedfordshire Highways  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)

**Public/Exempt:** Public  
**Wards Affected:** Aspley, Woburn  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The subject of the petition is relevant to the following objectives in the authority’s Local Transport Plan:

- (B) Reduce the impact of commuting trips on local communities.
- (J) Reduce the risk of people being killed.

**Financial:**

None from this report.

**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.

**Background and Information**

1. Central Bedfordshire Council has been petitioned by 17 residents of Woburn for assistance with problems relating to parking in the village, particularly in Bedford Street, Market Place and on yellow lines and zig zags.
2. The accompanying letter from Woburn Parish Council draws attention to similar parking-related problems in George Street and to the following specific issues:
  - a) Parking pressures on weekends and evenings, linked to the evening trade.
  - b) Vehicles parked either partly or wholly on the footway, creating a road safety hazard for pedestrians and other vulnerable users.
  - c) Parking that obstructs access to premises on Bedford Road.
  - d) Frequent abuse of existing restrictions including parking within bus stop cages and on the zig-zag lines marking the approach to pedestrian crossings.
3. The letter notes that work is underway to address similar parking issues in Leighton Street, following a bid to Central Bedfordshire Council's Rural Match Funding scheme. This scheme is currently in design and will address issues with obstructive and footway parking.

**Officer comments**

4. Residents are encouraged to use the council's on-line system to report parking-related issues, especially where these involve access issues. A review of reports received through this channel over the past three years shows:
  - George Street – 1 report in 2016
  - Bedford Street – 1 report in 2016
  - Leighton Street - no reports
5. The issues raised in respect of the enforcement of existing restrictions have been relayed Central Bedfordshire Council's parking enforcement team.

6. Central Bedfordshire Council introduced a legal order prohibiting vehicles from waiting and loading on verges and footways in March 2014. The process for enforcing the order is set out in Appendix F within this report.

**Appendices:**

- A Petition and accompanying correspondence
- B Location map
- C CBC correspondence acknowledging receipt of the petition
- D Customer service reports - parking issues in Bedford Street, George Street and Leighton Street Woburn
- E CBC parking enforcement policy
- F Procedure for enacting Central Bedfordshire Council Prohibition of Waiting and Loading on Verges and Footways Order 2014

Appendix A – Petition and accompanying correspondence



Mrs S Bottoms – Parish Clerk  
17 Willow Springs, Cranfield, Bedford MK43 0DS  
Tel: 01234 751300 Email: woburnpc@gmail.com

6<sup>th</sup> July 2017

Dear Steve,

**Parking Problems in Woburn**

Following your recent meeting with two of my parish councillors, I have been asked to forward further information to you.

Leighton Street: A case has already been put to the Traffic Management Committee at CBC concerning the parking in Leighton Street and we have paid money towards this being rectified. This continues to be a problem from George Street to Timber Lane and it is particularly bad at weekends and in the evenings.

George Street and Bedford Street: Problems regarding parking are being highlighted every day regarding these areas. It is impossible to walk on the path between Bedford House and the road when Fratelli's is open. Cars are parked on the path further up George Street necessitating walking in the road.

The parish council have done as suggested by Councillor Wells and arranged a petition about the parking in Bedford Street and George Street and have enough signatures to ask the Traffic Management Committee at CBC to consider this.

In Bedford Street there are particular concerns about parking in bus stops, on the zig zags and blocking residents access to their property.

I have enclosed with this letter:

- The petition
- An e-mail from a resident
- Photographs.

The parish council looks forward to hearing from you in due course.

Kind regards,

A handwritten signature in black ink that reads "S. Bottoms".

Mrs Sue Bottoms  
Clerk to Woburn PC

Appendix B – Location Map



## Appendix C – CBC Acknowledgement of petition

**Mrs Sue Bottoms**

Clerk, Woburn Parish Council  
17 Willow Springs  
Cranfield  
Bedford  
MK43 0DS

Your ref:

Our ref:

Date: 23/08/2017

**Dear Sue**

### **Parking problems in Woburn**

Thank you for your letter of 6 July 2017 that accompanied the petition from 17 of your parishioners requesting my authority takes action to address various parking issues within the village.

I can advise that the petition has been accepted as a valid petition and will be discussed at the Traffic Management Meeting on 5 September 2017. The meeting starts at 10am and will be held in the Council Chamber at Priory House. The Parish Council will shortly receive an invitation to attend and to speak in support of the petition.

I would like to take the opportunity to address a number of the points you raise in your letter.

#### Leighton Street

The design of a scheme to address parking issues on Leighton Street has commenced and I would expect that this 'first stage' will be complete by the middle of December. The design will address issues of obstructive and pavement parking.

#### George Street

I have observed the issue of pavement parking on George Street when travelling to/from Chicksands. In response to this problem in other towns and villages we have embarked on a 2-phase approach.

In the first instance we have posted local notices and written to householders and businesses within the vicinity. In this letter, a sample version of which is appended, we respectfully request drivers to park their vehicles wholly within the carriageway where there is sufficient width to do so. Most recently in Ampthill we have been assisted in this approach by the parish council who have posted the letters and who are monitoring and reporting levels of compliance.

If this approach is unsuccessful, we will look to introduce the signage necessary for the authority-wide legal order prohibiting pavement parking to be enforced. This order was 'sealed' in 2014 and makes it an offence to wait or load on verges and footways within Central Bedfordshire.

For the order to be brought into operation in a specified location, the following procedure must be completed before the prohibition is enforceable:

Stage 1:

For a street to be considered for verge and footway enforcement at least one of the following criteria must be met (streets meeting more than one criterion will be given a higher priority):

- i. The Central Bedfordshire Ward Councillor(s) support(s) the introduction of verge and footway enforcement at this location;
- ii. The Police, Fire Service, Ambulance Service or local Town/Parish Council have requested a prohibition;
- iii. Where the Council has clear evidence that verge or footway parking is affecting the safety of pedestrians.

Stage 2:

- i. Deliver letters to households and post leaflets on vehicles parking on the verge or footway advising them of the Council's intention to introduce the enforcement of verge and footway parking in that street.
- ii. Monitor parking activity over a three week period to determine whether the letters and leaflets have resulted in a satisfactory reduction in the level of verge and footway parking.
- iii. If the problem has been removed take no further action. If the problem has not been satisfactorily resolved or any previous notices have failed to maintain a sustained reduction in verge and footway parking proceed to stage 3.

Stage 3:

- i. Erect signs to enable enforcement to take place.
- ii. Undertake appropriate level of enforcement

Bedford Street

It is my understanding that parking issues within Bedford Street mostly relate to the enforcement. If this is not correct I would be pleased to receive specific requests and will ensure that these are registered via our on-line portal for highways issues.

Yours sincerely

*Steve Lakin*

Principal Highways Officer

**Direct telephone** 0300 300 4866

**Email** [steve.lakin@centralbedfordshire.gov.uk](mailto:steve.lakin@centralbedfordshire.gov.uk)

**Sample letter**

<Address>

Your ref:

Our ref:

Date:

**Dear Resident**

**Parking on Verges and Footways - <ADDRESS>**

In 2014 the Council sealed a legal order that makes parking on verges and footways an offence with Central Bedfordshire.

It has been brought to our attention that vehicles are frequently parked on the <footway / highway verge> within <address>. The action of driving onto the footway / verge causes unsightly damage and in severe cases can affect underground apparatus, such as water and gas pipes. Parking on the pavement can also be dangerous, putting pedestrians - especially those with disabilities or using pushchairs - in danger.

The parking within <address> is being monitored. Should pavement/verge parking continue, the Council can install signs and issue fixed penalty notices. However, we would much prefer to avoid this and are appealing to residents and visitors to park in designated parking areas or parallel to the kerb, where space allows.

Thank you for taking the time to read this letter and in anticipation of your co-operation. If you have any queries about this letter please contact the Council's highways helpdesk on 0300 300 8049.

**Paul Mason**

Assistant Director  
Central Bedfordshire Council - Highways

**Appendix D –Customer service reports relating to Bedford Street and George Street Woburn**

Insight Enterprise - Customer Service - Enquiry/Update

File Reports Tools Go to Help

Exit Desktop Database Map Create

Address Location Request Type Analysis Dates CRNo External Ref Index Group Customer File Ref Postcode Customer Address Web

Address: GEORGE STREET  
WOBURN

Gazetteer Unit Type Unit No Search

| Request Type & Description | Stage      | Highways Area           | Date Cleared | Description                                     |
|----------------------------|------------|-------------------------|--------------|---|
| V PR PARKING RESTRICTIONS  | RECORDED   | V T.M. & ROAD SAFETY    |              | Drivers asked on pavement outside my house      |
| Q SD SURFACE DEFECTIVE     | CLEARED    | Q FOOTWAY               | 28/06/2017   | 2-12 George Street there is a cobbled area th   |
| C OS OIL SPILLAGE          | CLEARED    | C CARRIAGEWAY           | 20/06/2017   | OIL SPILLAGE ON THE CW BY THE FIRE S            |
| LM O LIGHT OUT             | CLEARED    | LM LIGHTING MAINTENANCE | 17/10/2016   | Light out                                       |
| TH B FALLING BRANCHES      | CLEARED    | TH TREES HIGHWAY        | 30/06/2017   | George street a4012                             |
| C OB OBSTRUCTION ON CWAY   | CLEARED    | C CARRIAGEWAY           | 07/07/2016   | Near crosroads. RTC causing debris in the       |
| J VA VAS MAINT FAULT       | CLEARED    | V T.M. & ROAD SAFETY    | 15/03/2016   | Can we have the following VASs checked as       |
| P PO POT HOLE              | PROV.CLEAR | P POTHOLES              |              | Near 30mph sign entering from Hockcliffe dire   |
| LM O LIGHT OUT             | CLEARED    | LM LIGHTING MAINTENANCE | 20/11/2015   | Col P014 on A4012 George St junction of Du      |
| V SL SPEED LIMITS          | CLEARED    | V T.M. & ROAD SAFETY    | 03/09/2015   | To whom it may concern,                         |
| Q RM RENEW ROAD MARKINGS   | CLEARED    | Q ROAD LINES            | 16/06/2015   | A few months ago somebody (not sure who, i      |
| V PB DISABLED PARKING BAY  | CLEARED    | V T.M. & ROAD SAFETY    | 12/05/2015   | Disabled Bay App Recieved Attached to sys       |
| V PB DISABLED PARKING BAY  | RECORDED   | V T.M. & ROAD SAFETY    |              | customer requires a disabled parking bay I h    |
| D BD BLOCKED DITCH         | MAINT      | D DRAINAGE              |              | Resident has reported that blocked drainage     |
| C DA DEAD ANIMALS          | CLEARED    | C CARRIAGEWAY           | 05/09/2014   | Dead deer. Nothing found                        |
| INFO ENQUIRY/REQ FOR INFO  | CLEARED    | Q FOOTWAY               | 24/07/2014   | : A white letter H in a circle has been painted |
| D BG BLOCKED GULLY         | PROV.CLEAR | D DRAINAGE              | 06/06/2014   | The storm water gully outside 5 George St (a    |
| A FA DROPPED KERB/XXD      | RECORDED   | A ACCESS/DROPPED KERBS  |              | vxo application                                 |

SERV 23/08/17

Insight Enterprise - Customer Service - Enquiry/Update

File Reports Tools Go to Help

Exit Desktop Database Map Create

Address Location Request Type Analysis Dates CRNo External Ref Index Group Customer File Ref Postcode Customer Address Web

Address: BEDFORD STREET  
WOBURN

Gazetteer Unit Type Unit No Search

| Request Type & Description | Stage      | Highways Area          | Date Cleared | Description                                     |
|----------------------------|------------|------------------------|--------------|---|
| P PO POT HOLE              | CLEARED    | D DRAINAGE             | 01/06/2017   | Pothole next to gully cover, originally reporte |
| Q BS BROKEN SLABS          | CLEARED    | Q FOOTWAY              | 03/05/2017   | drain cover and kerb have been broken by p      |
| D BG BLOCKED GULLY         | CLEARED    | D DRAINAGE             | 09/01/2017   | causing flooding of the cellar of number 7      |
| Q SD SURFACE DEFECTIVE     | CLEARED    | Q FOOTWAY              | 29/11/2016   | a bollard outside Woburn School has been p      |
| Q RM RENEW ROAD MARKINGS   | CLEARED    | Q ROAD LINES           | 07/07/2016   | There is continual parking in the bus stop an   |
| C CR CLEAR RTA             | CLEARED    | C CARRIAGEWAY          | 05/07/2016   | 1 and half miles from hock-cliffe toward wobu   |
| K DB DAMAGED/BROKEN        | CLEARED    | K KERB                 | 24/06/2016   | Junction at woburn. Kerb damage made it dif     |
| J SB NON ILLUMINATED BOLL  | CLEARED    | J STREET FURNITURE     | 23/03/2016   | missing bollards ooh 150316-1600                |
| I NR NOISY OR RATTLING     | CLEARED    | I IRONWORKS            | 03/03/2016   | Dear Paul, Outside Nos 7 & 8 Bedford Street     |
| V NC NEW PEDESTRIAN XING   | CLEARED    | V T.M. & ROAD SAFETY   | 27/10/2015   | Customer says there is no school crossing ne    |
| Q OB OBSTRUCTION ON FWAY   | CLEARED    | Q FOOTWAY              | 17/09/2015   | There is a LARGE A board straddling the pav     |
| S DR DROPPED/TWISTED       | RECORDED   | S SIGNS                |              | The signs outside Staunton House, Woburn        |
| V PR PARKING RESTRICTIONS  | CLEARED    | V T.M. & ROAD SAFETY   | 12/12/2014   | I would like to inform you of a vehicle that we |
| D RC RAISED/SUNKEN COVER   | CLEARED    | D DRAINAGE             | 05/06/2014   | As you come out of Crawley road onto Bedfo      |
| P PO POT HOLE              | CLEARED    | P POTHOLES             | 21/05/2014   | customer is owner of the above hotel. she inf   |
| J SB NON ILLUMINATED BOLL  | PROV.CLEAR | J STREET FURNITURE     |              | Customer reports bollard on has been damag      |
| A PX DISABLED PRAM XING    | CLEARED    | A ACCESS/DROPPED KERBS | 14/04/2014   | Yesterday afternoon my wife was in a rush to    |
| W IS IMMEDIATE SALT REQUI  | CLEARED    | W WINTER MAINTENANCE   | 27/01/2014   | Ice on the road                                 |

SERV 23/08/17

## **Appendix E – CBC parking enforcement policy**

CBC enforcement approach is set out in its Annual Parking Report, published online at <http://www.centralbedfordshire.gov.uk/transport/parking-report/overview.aspx>.

Civil Enforcement Officers (CEOs) are deployed across Central Bedfordshire with patrols concentrated in those locations where parking related issues (road safety, congestion or accessibility to shops and services) are most prevalent. In addition, the team responds to specific concerns / requests received for parking enforcement, from members of the public, Local Councillors, Town and Parish Councils and other agencies such as the Police, Fire and Ambulance services.

All CEOs have been trained to the standards set out in Department for Transport guidance, including completing a City and Guilds or WAMITAB qualification in Civil Parking Enforcement or equivalent and a range of generic training (such as Personal Safety). All CEOs carry identification, wear recognisable uniform, and are issued with the appropriate equipment to carry out their duties, in accordance with statutory guidelines.

The main aims of the CEOs are to promote the free flow of traffic and encourage compliance with parking restrictions. This compliance plays an active role in maintaining road safety for drivers as well as pedestrians. As part of their role, CEOs issue Penalty Charge Notices (PCNs) to vehicles parked in contravention of parking restrictions, both on and off-street. The majority of their time is actually spent observing and advising members of the public. This advice includes local information in addition to parking related matters.

CEOs follow the procedure for issuing PCNs as set out in the Department for Transport Operating Guidance for Local Authorities and comply with the relevant sections of the Traffic Management Act 2004.

### **New restrictions**

Any new restrictions introduced by way of a legal traffic regulation order is added to the enforcement plan (beats) and covered whenever possible. Where resources allow, all new restrictions are enforced at a higher frequency initially, to encourage compliance.

### **Problem locations**

Where there is perceived to a particular problem with compliance, members of the public are invited to contact the Parking Team on 0300 300 8005. Resource permitting, the team will send a CEO to the location and issue PCNs as appropriate.

### **CEO visits to Leighton Street, George Street and Bedford Street Woburn**

The parking team advised that over the period 24 August 2016 to 25 August 2017 CEOs attended as follows:

Bedford Street – 42 visits / 0 PCN's issued  
George Street – 83 visits / 1 PCN issued  
Leighton Street – 63 visits / 0 PCNs issued

## Location Summary Report



Report produced on : 25/08/2017 08:19:10

Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches of this list WOBURN

| Date       | Group Name | Zone Name | Location Name           | No Tickets |
|------------|------------|-----------|-------------------------|------------|
| 26/08/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 27/08/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 26/09/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 11/10/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 13/10/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 28/10/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 15/11/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 19/12/2016 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 27/01/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 01/02/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 04/02/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 25/02/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 28/02/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 15/03/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 16/03/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 23/03/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 07/04/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 26/04/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 27/04/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 28/04/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 04/05/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 18/05/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 25/05/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 27/05/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 31/05/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 03/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 12/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 16/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 19/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 20/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 22/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 27/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 28/06/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 10/07/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 19/07/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 20/07/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 25/07/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 01/08/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 03/08/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 04/08/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 07/08/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 24/08/2017 | WOBURN     | WOBURN    | BEDFORD STREET - WOBURN | 0          |
| 27/08/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 31/08/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 21/09/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 26/09/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 28/09/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 04/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 05/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 08/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 11/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 12/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 13/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 17/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 20/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 28/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 31/10/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 01/11/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 05/11/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 09/11/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 14/11/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 15/11/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 01/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 05/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 08/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 09/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 13/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 17/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 19/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 22/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |
| 23/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN      | 0          |

## Location Summary Report

Report produced on : 25/08/2017 08:19:10



Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches of this list WOBURN

| Date       | Group Name | Zone Name | Location Name      | No Tickets |
|------------|------------|-----------|--------------------|------------|
| 24/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 28/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 31/12/2016 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 05/01/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 07/01/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 10/01/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 18/01/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 26/01/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 31/01/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 03/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 04/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 1          |
| 10/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 11/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 15/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 16/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 18/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 20/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 21/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 23/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 25/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 28/02/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 01/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 04/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 08/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 10/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 16/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 18/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 20/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 23/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 24/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 1          |
| 29/03/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 06/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 07/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 08/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 10/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 11/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 19/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 20/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 2          |
| 24/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 27/04/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 02/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 04/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 05/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 10/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 11/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 1          |
| 12/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 13/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 15/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 17/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 18/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 22/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 24/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 25/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 31/05/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 02/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 03/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 05/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 06/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 07/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 09/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 12/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 14/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 16/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 19/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 20/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 22/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 24/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 26/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 27/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 28/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |
| 29/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN | 0          |

## Location Summary Report



Report produced on : 25/08/2017 08:19:10

Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches one of the following  
this list WOBURN

| Date       | Group Name | Zone Name | Location Name          | No Tickets |
|------------|------------|-----------|------------------------|------------|
| 30/06/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 01/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 03/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 05/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 06/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 07/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 08/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 10/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 11/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 12/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 13/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 14/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 18/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 19/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 20/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 21/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 1          |
| 22/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 25/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 26/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 27/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 29/07/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 02/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 03/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 04/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 05/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 07/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 08/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 09/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 10/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 11/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 12/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 14/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 16/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 17/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 21/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 22/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 24/08/2017 | WOBURN     | WOBURN    | DUCK LANE - WOBURN     | 0          |
| 16/09/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 29/09/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 05/10/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 12/10/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 17/10/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 15/11/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 17/12/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 20/12/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 23/12/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 28/12/2016 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 05/01/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 07/01/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 31/01/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 02/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 04/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 09/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 10/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 11/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 16/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 21/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 25/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 28/02/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 1          |
| 04/03/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 10/03/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 16/03/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 18/03/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 23/03/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 24/03/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 30/03/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 08/04/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 10/04/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 24/04/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 02/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 04/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |

## Location Summary Report

Report produced on : 25/08/2017 08:19:10



Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches or this list WOBURN

| Date       | Group Name | Zone Name | Location Name          | No Tickets |
|------------|------------|-----------|------------------------|------------|
| 10/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 11/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 17/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 22/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 25/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 27/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 30/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 31/05/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 02/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 03/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 05/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 07/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 10/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 12/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 14/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 15/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 16/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 17/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 19/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 20/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 24/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 26/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 27/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 28/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 29/06/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 01/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 06/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 07/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 08/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 11/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 12/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 13/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 15/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 21/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 26/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 27/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 29/07/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 01/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 03/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 04/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 05/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 08/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 09/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 11/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 16/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 17/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 21/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 22/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 24/08/2017 | WOBURN     | WOBURN    | GEORGE STREET - WOBURN | 0          |
| 26/08/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 15/09/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 16/09/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 21/09/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 28/09/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 04/10/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 08/10/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 17/10/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 19/10/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 28/10/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 31/10/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 05/11/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 09/11/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 10/11/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 14/11/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 01/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 05/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 08/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 09/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 10/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 13/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |
| 17/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN   | 0          |

## Location Summary Report



Report produced on : 25/08/2017 08:19:10

Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches of this list WOBURN

| Date       | Group Name | Zone Name | Location Name        | No Tickets |
|------------|------------|-----------|----------------------|------------|
| 20/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 22/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 23/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 28/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 31/12/2016 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 05/01/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 07/01/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 10/01/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 18/01/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 26/01/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 31/01/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 02/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 03/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 09/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 11/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 15/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 17/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 18/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 20/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 21/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 23/02/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 01/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 04/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 08/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 10/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 17/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 18/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 20/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 24/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 30/03/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 06/04/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 08/04/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 10/04/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 19/04/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 20/04/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 24/04/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 2          |
| 25/04/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 05/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 10/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 11/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 12/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 13/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 15/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 17/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 22/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 24/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 30/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 31/05/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 02/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 05/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 07/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 09/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 12/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 14/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 15/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 1          |
| 17/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 22/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 24/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 26/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 29/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 30/06/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 01/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 03/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 04/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 05/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 06/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 07/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 08/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 10/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 11/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 13/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 1          |

## Location Summary Report

Report produced on : 25/08/2017 08:19:10

Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches of this list WOBURN



| Date       | Group Name | Zone Name | Location Name        | No Tickets |
|------------|------------|-----------|----------------------|------------|
| 14/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 21/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 22/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 26/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 27/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 29/07/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 01/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 02/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 05/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 07/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 08/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 09/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 11/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 12/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 14/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 17/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 22/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 23/08/2017 | WOBURN     | WOBURN    | HIGH STREET - WOBURN | 0          |
| 26/08/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 27/08/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 19/09/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 12/10/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 13/10/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 20/10/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 01/11/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 17/12/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 23/12/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 29/12/2016 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 07/01/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 18/01/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 31/01/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 02/02/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 16/02/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 18/02/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 21/02/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 25/02/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 28/02/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 04/03/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 20/03/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 23/03/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 24/03/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 29/03/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 07/04/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 10/04/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 11/04/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 19/04/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 25/04/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 04/05/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 11/05/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 22/05/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 25/05/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 27/05/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 31/05/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 05/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 06/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 09/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 12/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 15/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 16/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 19/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 20/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 29/06/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 07/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 08/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 10/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 12/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 15/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 18/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 25/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 29/07/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |
| 01/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN | 0          |

## Location Summary Report



Report produced on : 25/08/2017 08:19:10

Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches or is a subset of this list WOBURN

| Date       | Group Name | Zone Name | Location Name         | No Tickets |
|------------|------------|-----------|-----------------------|------------|
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| 07/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 08/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 09/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 10/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 14/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 17/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 21/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 24/08/2017 | WOBURN     | WOBURN    | LEIGHTON ST - WOBURN  | 0          |
| 19/10/2016 | WOBURN     | WOBURN    | MARKET PLACE - WOBURN | 0          |
| 16/02/2017 | WOBURN     | WOBURN    | MARKET PLACE - WOBURN | 0          |
| 01/08/2017 | WOBURN     | WOBURN    | MARKET PLACE - WOBURN | 0          |
| 03/08/2017 | WOBURN     | WOBURN    | MARKET PLACE - WOBURN | 1          |
| 26/08/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 27/08/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 15/09/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 19/09/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 29/09/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 05/10/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 08/10/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 12/10/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 13/10/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 1          |
| 17/10/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 20/10/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 1          |
| 01/11/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 10/11/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 01/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 05/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 08/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 09/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 10/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 17/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 19/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 20/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 23/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 28/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 29/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 31/12/2016 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 05/01/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 07/01/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 18/01/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 27/01/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 31/01/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 01/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 04/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 16/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 17/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 18/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 21/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 25/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 27/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 28/02/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 04/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 10/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 16/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 17/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 18/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 20/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 23/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 30/03/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 06/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 07/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 08/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 10/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 11/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 19/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 24/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 25/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 27/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |
| 28/04/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN  | 0          |

## Location Summary Report

Report produced on : 25/08/2017 08:19:10



Search criteria : Show all data where the Date Entered is between 26/08/2016 and 25/08/2017 and the Group Name matches of this list WOBURN

| Date       | Group Name | Zone Name | Location Name        | No Tickets |
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| 02/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 04/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 11/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 12/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 15/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 22/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 25/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 27/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 30/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 31/05/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 03/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 05/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 06/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 14/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 15/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 16/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 1          |
| 19/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 20/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 21/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 28/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 29/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 30/06/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 03/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 04/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 05/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 08/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 10/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 11/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 12/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 13/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 15/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 18/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 19/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 21/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 25/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 27/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 29/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 31/07/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 01/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 02/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 03/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 04/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 05/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 07/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 08/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 09/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 10/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 12/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 16/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 17/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 19/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 22/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 23/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |
| 24/08/2017 | WOBURN     | WOBURN    | PARK STREET - WOBURN | 0          |

## Appendix F – Prohibition of waiting and loading on verges and footways – process for introducing enforcement



### Statement of Reasons

The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road, preventing damage to the road and for facilitating the passage of traffic, including pedestrians.

Parking on verges and footways is a hazard and an inconvenience to other road users and causes damage to the highway and underground services.

The prohibition covers all of Central Bedfordshire, but is only enforceable when the necessary traffic signs have been installed. Residents would be consulted before any restrictions are made enforceable in their street.

Further details can be found on the attached draft Order and Public Notice.

If the proposed Order is brought into operation, the following procedure will be followed before the prohibition is made enforceable:-

#### Stage 1

For a street to be considered for verge and footway enforcement at least one of the following criteria must be met (streets meeting more than one criterion will be given a higher priority):-

1. The Central Bedfordshire Ward Councillor(s) support(s) the introduction of verge and footway enforcement at this location;
2. The Police, Fire Service, Ambulance Service or local Town/Parish Council have requested a prohibition;
3. Where the Council has clear evidence that verge or footway parking is affecting the safety of pedestrians.

#### Stage 2

1. Deliver letters to households and post leaflets on vehicles parking on the verge or footway advising them of the Council's intention to introduce the enforcement of verge and footway parking in that street.
2. Monitor parking activity over a three week period to determine whether the letters and leaflets have resulted in a satisfactory reduction in the level of verge and footway parking.
3. If the problem has been removed take no further action. If the problem has not been satisfactorily resolved or any previous notices have failed to maintain a sustained reduction in verge and footway parking proceed to stage 3.

#### Stage 3

1. Erect signs to enable enforcement to take place.
2. Undertake appropriate level of enforcement

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**Meeting:** Traffic Management Meeting  
**Date:** 5 September 2017  
**Subject:** Heath Road (junction with Plantation Road), Leighton Buzzard – consider objections to proposed parking restrictions  
**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 Heath Road, Leighton Buzzard.

**RECOMMENDATION(S):**

That the advertised scheme be modified so that parking on the sections of Plantation Road and Heath Road flanking the Stag Public House is restricted between the hours 8am to 6pm on weekdays.

---

**Contact Officer:** Paul Salmon  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Leighton Buzzard North Ward  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal supports the following Local Transport Plan objectives:

- (B) Reduce the impact of commuting trips on local communities
- (J) Reduce the risk of people being killed or seriously injured.

**Financial:**

None from this report

**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

|                               |                                     |
|-------------------------------|-------------------------------------|
| <b>Budget and Delivery:</b>   |                                     |
| Estimated cost: £2,000        | Budget: Highways Traffic Management |
| Expected delivery: March 2018 |                                     |

**Background and Information**

1. Concerns were expressed to Central Bedfordshire Council by Leighton-Linslade Town Council regarding the parking of cars on Heath Road in the vicinity of the Stag Public House, resulting in a lack of visibility for vehicles exiting Plantation Road.
2. In response to these concerns, Central Bedfordshire Council advertised proposals to restrict parking on sections of Heath Road. These proposals had the objective of facilitating the passage of traffic on Heath Road and improving safety for drivers when joining Heath Road from Talbot Court and Plantation Road.
3. The proposals were formally advertised by public notice in June 2017. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and the ward members. Residents and businesses located in the areas where restrictions are proposed were individually consulted by letter.

**Representations**

4. A total of 3 representations were received, one being a petition signed by 59 staff and customers of the Stag Public House. All representations raised objections to the proposals, specifically:
  - a) That the concern raised by the Town Council had not been sufficiently evidenced.
  - b) That the restrictions would have the effect of displacing demand for parking to other, equally inappropriate locations within the vicinity of the Stag Public House. The overall result could inconvenience local residents and create additional road safety hazards, resulting in a net dis-benefit.

- c) That the loss of parking would adversely impact the trading performance of the Stag Public House.
5. Officers note:
- a) In the previous 3 years there has been a single report of a collision on Heath Road close to the junction with Plantation Road that resulted in a personal injury.
  - b) The restrictions would have the effect of displacing demand and that their impact would need to be monitored, should the decision be taken to proceed with the scheme as advertised.
  - c) The Stag Public House does not benefit from off-street parking.

**Appendices:**

Appendix A – Public notice and proposal drawing.

Appendix B – Written representations.

Appendix A – Heath Road, Junction with Plantation Road

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN VARIOUS ROADS, LEIGHTON-LINSLADE**

Reason for proposal:- The waiting restrictions are intended to address indiscriminate parking and to ensure that the junctions are not obstructed by parked vehicles. The proposed restrictions will also improve visibility for drivers emerging from side roads.

Effect of the Order:

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

1. Heath Road, west side, from a point in line with the north flank of no.2 Heath Road extending in a southerly direction to its junction with Talbot Court.
2. Talbot Court, both sides, from its junction with Heath Road extending in an easterly direction to a point approximately 4 metres east of the front wall of no.2 Heath Road.
3. Heath Road, east side, from a point in line with the north flank of The Stag public house, Heath Road extending in a southerly direction to its junction with Plantation Road.
4. Plantation Road, east side, from its junction with Heath Road extending in a northerly direction to a point approximately 5 metres north of the north flank wall of The Stag public house, Heath Road.

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

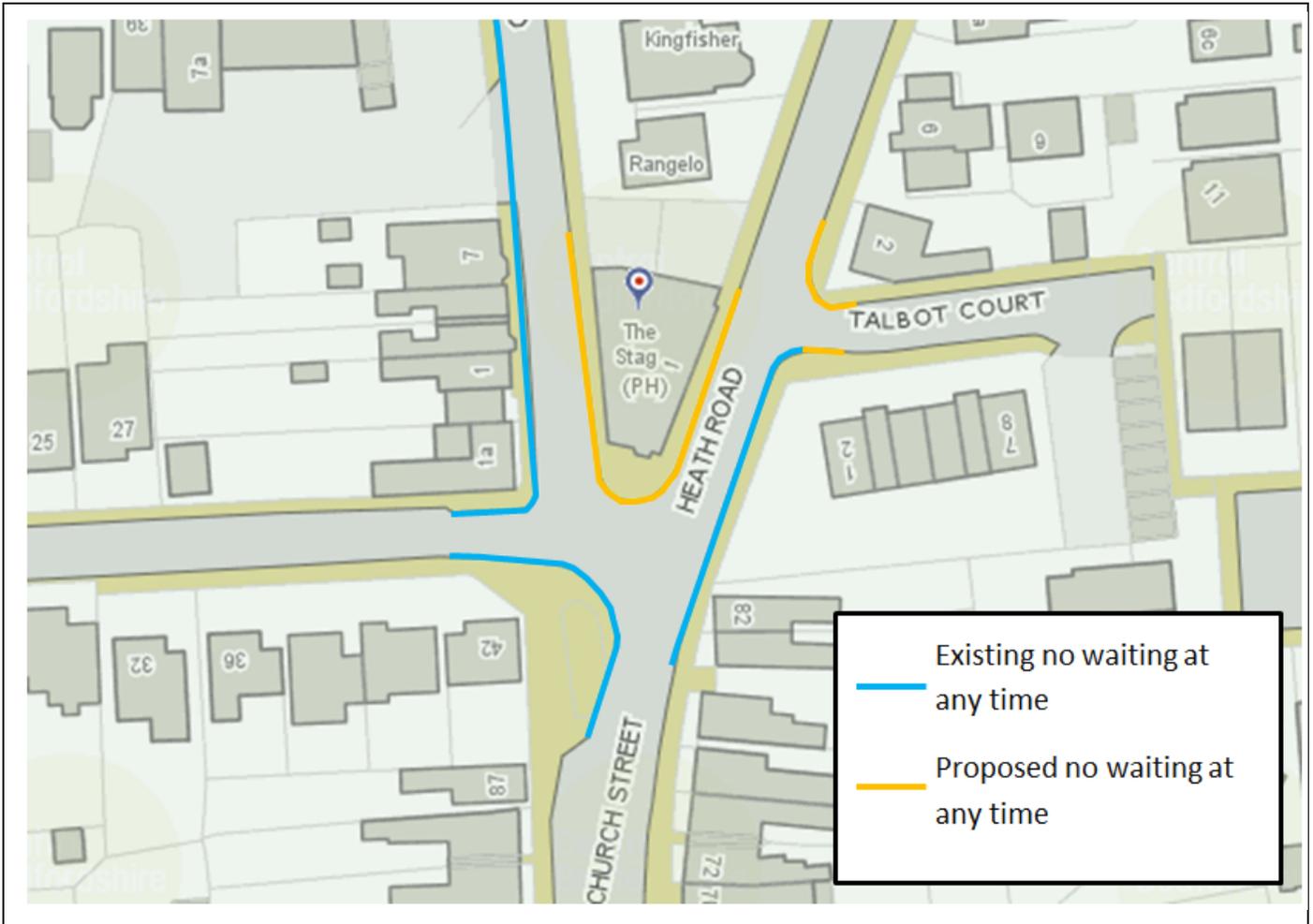
Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 14 July 2017. Any objections must state the grounds on which they are made.

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

20 June 2017



## Appendix B – Heath Road (Junction with Plantation Road)

We are home owners of [redacted] Plantation Road, [redacted] the Stag pub in Leighton Buzzard. Our house [redacted] and the section of King Street [redacted] [redacted] is already used as parking for locals and visitors to the Stag Pub on a regular basis. The section of road is already often fully occupied. The Stag does not have any parking facilities of it's own and is busy most evenings.

The eastern section of Plantation Road and the section of Heath Road next to the Stag are regularly occupied by up to 10 cars. This includes locals living in the terraced houses and flats on the western side of Plantation Road as well as visitors to The Stag pub. Our concern with the parking restrictions is that the vehicles which normally park next to the Stag will have to park elsewhere and there are few options available locally apart from outside our property. We believe this will encourage inconsiderate and potentially dangerous parking due to the limited space available. King Street is a regularly used cut-through for traffic into town and people drive relatively quickly down it. More parked cars will leave little pulling in space for cars to pass one another, besides the drives of residents properties, causing more problems. Has consideration been given to alternative parking for the west Plantation Road residents and The Stag pub customers? One alternative for The Stag would be to convert the walled area to the rear of the pub (currently used for seating) into a small parking area for customers. This would at least alleviate some pressure on surrounding residential areas. We would welcome the opportunity to discuss the planned changes and the impact they may have on residents, at your convenience

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We have lived at [redacted] Heath Road, the only property mentioned in the notice, for some 2 years. As such we are very aware of parking in the locality and changes over that period. We question why this matter is under consideration at all when, with one exception problems are non-existent and there are far greater priorities for the Councils time and money (such as potholes and excessive "sleeping policemen". The exception does not allow for consequent problems caused, as detailed below.

1. Proposed non parking in front of [redacted] Heath Road. The only parking ever on this stretch has been workman for Road and utility works, which would not be affected by the parking restriction. It would therefore be a complete waste.
2. Proposed non parking extension in front of Talbot Court flats. No one has parked in this area for 20 years. The extension would therefore be a complete waste.
3. Proposed non parking extension to the side of [redacted] Heath Road (to front door). Not clear how far this extension goes. Only extremely rare for a car to park on corner, caused by growth of parking demand in road as mentioned below. If extension reached our front door it would be VERY annoying and unhelpful.
4. Proposed non parking to Heath Road side of Stag Pub. There is often parking here in the evening. This is a bit of a nuisance. However if this proposal is carried out it will displace the cars, to the already overloaded residential Talbot Court, causing more problems than it solves.
5. Proposed non parking to Plantation Road side of Stag Pub. Not aware of problems with this side, but displacement would be unhelpful. The real parking problem in the area has been caused by changes to the residents of the Council Owned Talbot Court flats. These were OAP flats with residents who did not have cars. As such the garage block was let separately. Recently the residents have changed to younger people, sometimes couples with 2 vehicles. Most do not have garages. The total local demand for parking has therefore risen massively.

A solution would be to proceed with a previous plan to demolish the garages (perhaps leaving car ports) and allocate spaces to the residents. This would be a better use of money

than painting lines.

I have no objection to the introduction of No Waiting at any time on Heath Road, east side, from the junction with Plantation Road, extending 10m in a northerly direction as to oblige with Rule 243 of the Highway Code, and on Plantation Road, east side, from a point in line with the south flank of The Stag public house, extending south until the end of the drop down curb. I understand that the introduction of these will address indiscriminate parking and ensure that the junctions are not obstructed by parked vehicles, which will improve the visibility for emerging drivers. As an observation of the traffic around the said junction I believe it would be more beneficial to restrict the Plantation Road to a 20 mile per hour limit as the speed the traffic passes from Church Street to Plantation Road is far too excessive for any junction, let alone were three roads meet. I do however, object to the extension of the No Waiting at any time on Heath Road, east side, from a point in line with the north flank of The Stag public house, and Plantation Road, east side, approximately 5 meters north of the north flank wall of The Stag public house. My objections are based on the following reasons:

- The introduction of No Waiting at any time along Heath Road would deter passing trade from stopping, causing a loss of business. As Heath Road is a busy main road that allows for a large volume of passing trade, No Waiting at any time would not allow for passing trade to easily park, therefore forcing them to continue onto the next public house.
- As we are a very community based pub, we often have our locals stop in on the way home from work. By introducing the proposed parking restrictions, the lack of parking would cause a loss of business as it may discourage them from stopping.
- The people attending our various entertainment events come to the venue with designated drivers, which means our trade will be significantly affected by further restrictions. As you can see by the petition attached that the age group are quite elderly and they may struggle to walk a long distance, particularly in the winter months.
- The proposed restrictions would not only harm the business of the pub, but it would also affect our community. We hold lots of social events in which parking is a necessity. For example:
  - Every other Monday we host a darts match, in which our team and their team both require parking, which would be increasingly difficult with the proposed restrictions.
  - Every Tuesday night we hold our extremely popular quiz night, attracting customers from all across town, many of which require parking.
  - Every other Wednesday night we hold a bingo night which is a fantastic social event by many of the elderly locals. The proposed parking restrictions would negatively impact them as it is key that they are able to park next to the pub in order to attend.
  - We hold a charity race night every couple of months which brings in a large crowd and raises large amounts of money for local charities (February- 254.85 for Doverly Down Lower School, April - 356.40 for Buzzer Buses, June- 415.10 for Chiltern MS Centre). These nights require parking for our customers, a lack of which would negatively impact the amount raised on our charity nights.
- The proposed restrictions would only cause residents to park further down the road, meaning our customers and staff would have to park further away from the pub. Being as busy as we are, we often have staff leaving at late hours when it is dark. If these parking restrictions were imposed, it would compromise the safety of our staff and customers who have to walk a long distance to get to their cars. Please find attached the petition signed by our staff and customers showing their concern for the proposed. I trust the above explains our feelings and position with regard

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**Meeting:** Traffic Management Meeting  
**Date:** 5 September 2017  
**Subject:** Hockliffe Road, Leighton Buzzard – consider objections to proposed waiting restrictions  
**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 Hockliffe Road, Leighton Buzzard.

**RECOMMENDATION(S):**

1. That the scheme be implemented as published

---

**Contact Officer:** Paul Salmon, Team Leader Traffic Management  
Central Bedfordshire Highways  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)

**Public/Exempt:** Public

**Wards Affected:** Leighton Buzzard North and South

**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal supports the following Local Transport Plan objectives:

- (B) Reduce the impact of commuting trips on local communities
- (J) Reduce the risk of people being killed or seriously injured.

**Financial:**

The construction of these proposals will be funded from the Highway's Traffic Management budget. Maintenance will be funded from the Highways Maintenance 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

|                               |                                     |
|-------------------------------|-------------------------------------|
| <b>Budget and Delivery:</b>   |                                     |
| Estimated cost: £2,000        | Budget: Highways Traffic Management |
| Expected delivery: March 2018 |                                     |

**Background and Information**

1. Hockliffe Road is one of the main arterial roads serving Leighton Buzzard, is a designated freight route and part of the authority's resilient route network. On a weekday, between 700 and 800 vehicles use the road in the morning and evening peak hour, heading either toward or away from the town centre.
2. The road has an active frontage of residential properties for most of its length. As a result of infill development and increases in car ownership, demand for parking along the road has steadily increased. This has been supplemented by demand from residents of adjacent streets, including Regent Street and George Street, where demand for parking exceeds available kerb space.
3. As a consequence, Central Bedfordshire Council has received several complaints about obstructive parking on the westernmost section of Hockliffe Road. Issues are most prevalent during the morning and evening peak periods where on-street parking creates congestion as there is insufficient width within the carriageway for opposing vehicles to pass without interruption.
4. In an attempt to minimise the potential for conflict and to protect their vehicle, many drivers park their vehicles half on the footway. However, there is insufficient width within the footway to accommodate this behaviour. The result is to create an obstruction, requiring vulnerable users to cross and re-cross the carriageway to complete their journey. This presents a significant risk to their safety.
5. The advertised proposals are designed to address these issues and were formally advertised by public notice in June 2017. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Council and the Ward members.

## Representations

6. A total of 15 representations were received in response to the advertised waiting restrictions, of which 10 raised objections. Areas of contention included:
  - a) That the requirement for the restrictions had not been sufficiently evidenced.
  - b) That the introduction of waiting restrictions would remove the traffic calming effect of parked vehicles and facilitate an increase in vehicle speeds.
  - c) That the effect of the proposed restrictions would be to displace parking demand, adding to the already severe competition for spaces in adjacent streets.
  - d) That the effect would be an increase in the incidence of indiscriminate and obstructive parking within the locality.
  - e) That any restrictions should be accompanied by the creation of a Residents Parking Zone, prioritising the needs of local residents over other users of the highway.
  - f) That the restriction would be ineffectual without an effective enforcement regime.
  
7. Officers noted:
  - a) There is a clear case to act on traffic management and road safety grounds, including contravention of the authority's policy on verge and pavement parking.
  - b) Whilst it is likely that average vehicle speeds will increase on this section of Hockliffe Road, the net impact of the proposal on road safety would be expected to be positive.
  - c) There would be a displacement of parking demand into adjacent roads, which would increase the pressure for measures to address issues in Regent Street, George Street and the South Street areas (all of which have been the subject of recent informal consultation).
  - d) As with all new schemes, the impact of the proposals should be monitored and additional mitigating measures bought forward if required.
  - e) It is unlikely that the requirements for a Residents Parking Zone, set out Section 4 of the authority's 2012 Car Parking Strategy, could be met.
  - f) The requirement for enforcement is acknowledged.

## Appendices:

Appendix A – Public notice and proposal drawing.

Appendix B – Written representations.

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
NO WAITING AT ANY TIME IN VARIOUS ROADS, LEIGHTON-LINSLADE**

Reason for proposal:- The waiting restrictions are intended to address indiscriminate parking, prevent obstruction of the footways and remove conflict between opposing vehicles.

Effect of the Order:

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

1. Hockliffe Road, south side, from a point in line with the boundary of no.64 and no.66 Hockliffe Road extending in a westerly direction to a point in line with the boundary of no.28 and no.30 Hockliffe Road (existing double yellow lines).
2. Hockliffe Road, north side, from a point approximately 2 metres east from the east flank wall of no.63a Hockliffe Road extending in a easterly direction to a point approximately 3 metres east from the boundary of no.67 and no.69 Hockliffe Road.
3. George Street, east side, from its junction with Hockliffe Road extending in a northerly direction to a point approximately 3 metres north-east of the boundary of no.59 George Street and 65 Hockliffe Road.
4. George Street, west side, from its junction with Hockliffe Road extending in a northerly direction to a point in line with the boundary of no.57 and no.59 George Street.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://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](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 14 July 2017. 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

20 June 2017

### Statement of Reasons

The waiting restrictions are intended to address indiscriminate parking, prevent obstruction of the footways and remove conflict between opposing vehicles.



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- Proposed no waiting at any time
- Existing no waiting at any time
- Existing no waiting at certain times
- Zebra crossing
- Parking bays

**Appendix B – Hockliffe Road**

I am against the proposal for the following reasons:

1. The majority of the time there are only a few cars that park on the pavement in the proposed area. Please let me know if you would like me to send photos of the road from various stages of the day to show that there are only a few cars that park here. Most residents will agree although occasional inconvenient, the majority of the time there is no issue.
2. Cars that park in the proposed area help reduce the speed of cars and reduce the amount of larger vehicles using this route.
3. In addition to the above point this also results in less accidents and safer conditions.
4. The parking may become an issue for residents who will now need to park further away from their homes - which could make another area worse.
5. Some residents may result in parking across other resident's private land which will create further disputes.

Please note the following:

1. I live in [redacted] Langtry court (my property is on hockliffe road).
2. I have my own private parking space and I do NOT park in the proposed area for no waiting lines; my comments above are not because I want to park in this area.
3. I am the only car owner at my property. (The above statement is for my property not just me).
4. Cars occasionally parking outside my front home/front door do not bother me - they help prevent cars speeding.
5. My neighbours who often use a pram agree that there has not been an issue with space on the footpath.

My suggestions:

1. Only add lines of no waiting on road exit points to help with vision and safety. It would be beneficial for the exit point of the Langtry Court from my experience.
2. Leave the proposed area as is for now and review in 2 years time to discuss further with residence if street parking increases beyond the level it currently is. If this does need to change after this period then a restricted time (i.e. a single yellow line) may be a more suitable option.

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The Committee received a list from Central Bedfordshire Council proposing to introduce no waiting times in various roads, Leighton-Linslade. While it was recognised that proposals might result in displacement of parking issues, the proposals were welcomed as a means of addressing current problems within the town. The Committee expressed a hope that any proposals implemented would be adequately enforced. Further to a concern raised at a previous meeting in respect of the road surface at the junction of Heath Road and Shenley Hill Road, it was noted that repairs needed to be undertaken by Anglian Water before any resurfacing could take place.

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I live at [redacted] Hockliffe Road, Leighton Buzzard and I applaud your plans to restrict parking in Hockliffe Road which has become an ever increasing problem, and one that is a cause of a major accident in the waiting.

If this proposal goes ahead an important factor will be enforcement. There is a distinct lack of traffic enforcement generally in Leighton Buzzard which has incrementally led to people flouting the existing restrictions. When I have previously raised this with the police I was told it is no longer their responsibility which I found surprising. Can I please ask for one other matter to be enforced as part of this proposal. One the north side of Hockliffe Road outside of number 25 there is a

blocked paving extension of the pavement with a bollard on. People consistently (daily) park their cars to the inside of the bollard on the blocked paving area. This severely restricts the ability of people living in 37, 39, 41 and 43 Hockliffe Road to have clear visibility of oncoming traffic when trying to pull out onto Hockliffe Road from our rear access entrance way and has on a number of occasions resulted in near miss collisions with oncoming traffic

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I'd like to object to the proposed waiting restrictions that you wish to impose on Hockliffe Road. There is already a distinct lack in parking spaces on Hockliffe Road for the number of residents, therefore a restriction on being able to park on one side of the road will only increase the lack of available parking spots hugely. Residents struggle to park as it is, due to non-residents using the parking bays and walking into town. This happens regularly both during the week and on weekends.

I would not have any objections to the restrictions on parking on that side of the road if you were to make the parking bays for resident permit holders only?

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I live at [REDACTED] Hockliffe Road. Currently there are already waiting restrictions outside our house. Last year a neighbour knocked on my door and asked for a signature on a petition to lower the speed limit on the first stretch of Hockliffe Road to 20 mph which I happily signed. At this time there wasn't extensive parking on the south side of the road and residents used the parking bays on the north side. Whilst this petition was being talked about on social media, someone suggested that, as there were no parking restrictions on the south side of the road, residents should park there in order to slow traffic simply by ensuring that they had to stop and let other cars go past. There have been incidents of car owners in the parking bays losing wing mirrors and the woman who organised the petition had had her wing mirror knocked off her car whilst she was leaning into the car to secure one of her children into their car seat. Drivers on this stretch of road are usually passing through to get to somewhere else and so are often keen to keep going rather than take care on what is a residential street. As Hockliffe Road is a main route into and out of town it is natural that it is used by those who don't live on the street. However, extending the no parking further along the road will mean that traffic moves faster and it becomes more difficult to cross the road. Car drivers do not adhere to the 30 mph limit when there is nothing to restrict their driving. On the other hand there are difficult exchanges between car drivers on the road most days with drivers honking their horns as they feel they have right of way in one direction or another around the parked cars. Buses also find it difficult to get around the parked cars. The zebra crossing at the top of South Street/Hockliffe Road is most often ignored by drivers and makes crossing the road, even with this in place, difficult. I think that there needs to be further development of the measures for the traffic situation on the road. It would be good to have the 20mph proposal revisited so that traffic is moving freely but not speeding. This would also help those who live on the south side access the parking bays on the north side. I would also like the issue of the zebra crossing addressed, it might be worth considering moving this further up to help residents cross to get to the parking bays as well as make drivers more aware that they are supposed to give way. With the development of what used to be the police station into residential housing there will be more cars trying to park in this area, as well as more people pulling onto the road. This also needs to be considered.

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Thank you for giving us, the residents of Hockliffe Road the chance to voice our opinion. I am totally against this scheme on the bases that the road as it is today with the indiscriminate parking is safer than it has been over last 20 years I have [REDACTED] Hockliffe Road. It was about 18

months to 2 years ago that the residents started to park in numbers on the south side of the road and since then the number of minor accidents, i.e. door mirrors swiped off by cars passing too close to each other and too close to the parked cars in the parking area, trucks damaging parked cars in the parking area etc. Also before these last 2 years there were a number of major accidents with police and ambulance attendance. One of which was a car pushed off the road by a speeding HGV articulated sand bulker. The car mounted the pavement on the proposed parking restriction side, narrowly missing a young woman with a child in a pushchair. Another was two cars collided off side to off side, they did a dozy-doe in the road and severely damaged 3 parked cars just down from the police station.

I presume the council will put some traffic calming scheme in place at the same time they carry out the parking alterations. I would suggest a single lane chicane at both ends of this stretch of Hockliffe Road, a 20 miles per hour speed limit, speed bumps and a ban on all HGVs. This might just about do the same job as the indiscriminately parked vehicles. Safety along this stretch of road is my priority not the parking as I have a yard at the back of my house to park our cars in. I would urge the council to make a proper study of Hockliffe Road/ Hockliffe Street and realize that they are now almost totally residential and since the southern bypass and the improvements at Thorn Turn on the A5 are not needed as a through route. Traffic should be discouraged from using Leighton Buzzard's roads as a through route which would help the traffic jams on the inner ring road which have only got worse since the very expensive traffic scheme introduced by the council some years ago. I hope this scheme is not being driven by pressure from a large corporate sand and ballast mining company whose articulated bulk carriers still insist on coming right through Leighton Buzzard from the Woburn Road in Hockliffe to the roundabout on the bypass and then heading off towards Bletchley. Surely, they should be made to use the A5 and the bypass

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I write to express our full support for your proposals; we whole heartedly agree that the works are necessary for the reasons cited in your public notice. The road and pedestrian footway have both become increasingly difficult to navigate due to the indiscriminate parking at most times of the day. Cars even park here when there is space at the allocated parking bays opposite and further down the street. Furthermore, the conflict between opposing vehicles often results in anger and stress for drivers, coupled with noise nuisance for residents and neighbours in the form of car horns, revving of engines and aggressive acceleration noise. Also, cars often park directly opposite the off-road

access adjacent to 35 Hockliffe Road making it very difficult for residents of the six properties on the North side of the road to gain vehicular access and egress to their homes and their off street parking. I suspect other residents with similar arrangements also experience such difficulties. We sincerely hope that the proposals are approved and implemented as soon as possible to address the existing and growing problem.

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With regards to the proposed changes to the traffic scheme in this area, I am concerned that the extension of the no waiting zones will severely reduce the ability of residents to park along Hockliffe Road. If you see the road on any evening, there are not enough bays to facilitate all the households along the road as it stands, and these proposals will make it much more difficult to park. Many people are already forced to park in George Street and Regent Street if they arrive home beyond 6pm. By introducing these changes, these cars will merely be forced to park elsewhere, thereby increasing congestion in other areas such as George Street and Regent Street, which I know have raised issues with congestion in the past. There has never appeared to be a particular issue with the flow of traffic down Hockliffe Road, and occasionally a particular direction is held up outside houses 30 - 48. Usually this is for about 10/20 seconds, and never longer than this. Outside my house there is a piece of concrete that is off the pavement. I have

attached pictures. I have safely parked my car here for three years. Under your scheme I would not be able to do this. There is no obstruction to pavement, the road, nor visibility. You will be taking away two spaces here with this scheme. You also intend to do this to the corner of Hockliffe and George Street, yet again I can't understand who is being obstructed by cars parked here. My greatest concern is that I actually feel these measures will make the road MORE dangerous. The cars parked along Hockliffe Road slow the traffic down, and I feel there is already an issue with cars speeding (it is common to see cars do 40 if not 50mph down this road). By removing the cars the traffic speed will increase, which could lead to accidents. Overall I find the whole proposal unnecessary, and am not entirely sure what positive outcomes will be achieved

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Please find attached our letter in opposition to the proposed parking restrictions, plus supporting documents

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Thank you for today's correspondence with regard to your reference GPB/VRB. I completely concur with your proposals. However I have a couple of further issues which I would like you to consider if you would. I live at [REDACTED] hockliffe road which is at the front of the property unaffected by your improvements directly. That said one of the biggest issues here is parking by non residents. I am fortunate enough to have a drive and garage at the rear which fronts on to South street. most residents do not. So the issue here is with residents parking. Many people who who commute to town park on hockliffe road since it is free. I used to be part of a two car family and would often find myself with a ten minute walk home at 5.30, by 6pm there would be empty spaces outside my home. Weekends are exactly the same. To avoid parking charges in the ample car parks people park here and walk to town at the detriment of the residents who live here. It is impossible most days to get within several hundred yards of your home. Time restrictions or resident only parking would hugely help our problem at a fraction of the cost. In addition and on a personal note. South street has the very same issues. As said my garage and drive are at the rear of the property. I am protected by only a single yellow line. I regularly find my driveway blocked by people using the launderette and shops and takeaways on hockliffe road and hockliffe street. Several times I have returned home to find a car actually parked on my drive. Could you please look at protecting myself and my neighbours either side by changing the single yellow to white line. At least then I can report people blocking me in or restricting my access to the police and get them ticketed.

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Thank you for this info and our discussion on the south side of Hockliffe Road. With the correction of the double line limit to stop at 64/66, as you confirmed, rather than 72/74 as published, I am happy with this part of the proposal. However I am still concerned that this portion of the change will only move the problem farther out from the town centre. I believe that the best option would be to add double yellows all the way from the end of the current proposal to the Brook Street junction. Thus, the lining would run along the side of the road opposite the current marked parking boxes, ie on the north side from George Street to Regent Street, and the south side from Regent to Brook Streets. Beyond this point, Hockliffe Road is centre-hatched, so i understand that parking there is already a traffic offence and can be dealt with by the police. As an aside, this is a problem coming into town just beyond the Garden Centre entrance - I would appreciate your taking a look at this problem and assisting us by passing comment to Beds Police on your findings.

---

I have received a letter re traffic "proposed waiting restrictions" on Hockliffe Road. I have been in dialogue with several of your colleagues and am disappointed that this has been proposed

especially as I have fed back on it not being a viable option previously We do have issues with the parking and traffic and the measure proposed doesnt improve anything for the residents. It will mean that there will be a rush for spaces and those that come last will not have anywhere to park. The reason that people have to park on the other side of the road is because there are an excess of cars to space. Other alternative options must be explored, for example: -reducing the size of the curb on the far side of the road so there is space for both sides to park -reducing the traffic flow- there are too many lorries that come down our road and I understand from your colleagues this is flaunting regulations  
-introducing speed bumps and a 20 mph limit -signs saying lorry free zone Also what has been proposed is likely to mean that people drive faster rather than slower. To help calm traffic we should be directing traffic to what are intended to be the main roads.

---

I am a resident of hockliffe road and object strongly to the proposition of the parking restrictions proposed on hockliff road. At the moment the cars having to park on both sides are acting as a natural slowing down of the cars travelling along the road. Before this happened accidents were accuring. Plus people are having to park on both sides as there is no where else to park. The department proposing this obviously do not live here or know the town. WHERE DO YOU SUGGEST WE PARK, PERHAPS YOU COULD SPEND OUR MONEY ON PARKING FACILITIES.

The land along the road used to be a petrol garage, could be used to build double storey garage facilities. Come and live here for 2 weeks,I promise you would change your mind

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I am writing to object to the proposal to have a no parking zone on the east side of George St at the junction with Hockliffe Rd. I have lived in [REDACTED] Hockliffe Rd for 34 years and have always parked in George St. Let me explain why. [REDACTED] and [REDACTED] Hockliffe Rd are the only two houses on the North side of Hockliffe Rd between the police station and the vets to have no off road parking. I appreciate the need to improve access to George St and limit the parking but to remove it all together from both sides of George St on the area from no 57 George St to Hockliffe Rd seems too extreme and will only lead to several cars having to find somewhere else to park and no doubt causing the problem to move to another street. I wonder if it would be possible to allow resident only parking on one side of the road, namely the east side of George St in front of 57 and 59 George St. This is a stretch of road that has been used regularly for the last 34 years by 57 and 59 George St and also 67 and 69 Hockliffe Rd. With parking limited to only this east side there would still be adequate access for emergency and delivery vans. One other possibility is to allocate two residential parking bays in front of 65 and 67 Hockliffe Road, the pavement is wide enough here for this to be possible. Cars do regularly park on this bit of pavement without causing any obstruction to pedestrians, mothers with buggies or disabled people in wheelchairs or mobility scooters.

**Meeting:** Traffic Management Meeting  
**Date:** 5 September 2017  
**Subject:** Knaves Hill, Leighton Buzzard – Consider objections to proposed waiting restrictions  
**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 Knaves Hill, Linslade.

**RECOMMENDATION(S):**

1. That the scheme be modified so that:
  - There is no waiting at any time within the radius of the Knaves Hill / Soulbury Road, Knaves Hill / Chestnut Hill and Knaves Hill / Knaves Hill spur junctions.
  - Provision for parking on other sections of Knaves Hill is retained but formalised through a suitably timed restriction and/ or the lining of parking cages and H-bars.
2. That the scheme extents are widened to allow consideration of a progressive displacement of parking demand.

---

**Contact Officer:** Paul Salmon, Team Leader Traffic Management  
Central Bedfordshire Highways  
[paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Linslade  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal supports the following Local Transport Plan objectives:

- (B) Reduce the impact of commuting trips on local communities
- (J) Reduce the risk of people being killed or seriously injured.

**Financial:**

The construction of these proposals will be funded from the Highway's Traffic Management budget. Maintenance will be funded from the Highways Maintenance 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

|                               |                                     |
|-------------------------------|-------------------------------------|
| <b>Budget and Delivery:</b>   |                                     |
| Estimated cost: £2,000        | Budget: Highways Traffic Management |
| Expected delivery: March 2018 |                                     |

**Background**

1. Central Bedfordshire Council has received several complaints about obstructive commuter parking in areas of Knaves Hill with drivers leaving vehicles within the radii of various junctions, creating a road safety risk.
2. The demand for off-street parking in this part of Linslade has increased as a result of restrictions introduced elsewhere. Knaves Hill / Chestnut Hill are a 12 minute walk to the railway station and a 4 minute walk to Southcott Lower School. As a result, these roads are regularly used by commuters and parents.
3. The proposed restrictions have the objective of addressing indiscriminate parking and ensuring that the junctions are not obstructed by parked vehicles. The restrictions will also reduce conflicts between opposing vehicles caused by parked vehicles on Knaves Hill.
4. The proposals were formally advertised by public notice in June 2017. 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.

## **Representations**

5. A total of 15 representations were received, of which 11 objected to the proposals, specifically:
  - a) That the justification for introducing 'no parking at any time' restrictions beyond each junction radii had not been evidenced.
  - b) That the impact of the restrictions would be to displace parking demand to other sections of Knaves Hill and Chestnut Hill, creating conflicts for opposing traffic flows and issues for residents when accessing their properties.
  
6. Officers note:
  - a) There is universal support from respondents for restrictions designed to prevent parking within each junction radii.
  - b) There is no support from local residents for restrictions covering the sections of Knaves Hill that are not regularly parked by residents.
  - c) There is qualified support for restrictions that would allow parking for most of the day, which would have the effect of creating a parking area that could be used by parents when dropping or collecting pupils from Southcott School.

## **Appendices:**

Appendix A – Public notice and proposal drawing  
Appendix B – Written representations

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN VARIOUS ROADS , LEIGHTON-LINSLADE**

Reason for proposal:- The waiting restrictions are intended to address indiscriminate parking and to ensure that the junctions are not obstructed by parked vehicles. The yellow lines will also remove conflict between opposing vehicles created by parked vehicles on Knaves Hill.

Effect of the Order:

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

1. Soulbury Road, north-east side, from a point approximately 8 metres south-east of the boundary of no.1 and no.2 Chestnut Hill extending in a south-easterly direction to a point approximately 10 metres south-east of the centre of Knaves Hill / Soulbury Road roundabout.
2. Knaves Hill (main length), south-east side, from its junction with Soulbury Road extending in a north-easterly direction to a point approximately 4 metres west of the boundary of nos.187 and 189 Knaves Hill.
3. Knaves Hill (main length), north-west side, from its junction with Soulbury Road extending in a north-easterly direction to a point approximately 2 metres east of the front wall of no.48 Knaves Hill.
4. Knaves Hill (northern spur), east side, from its junction with Knaves Hill (main length) extending in a northerly direction to a point in line with the boundary of no.48 and no.50 Knaves Hill.
5. Knaves Hill (northern spur), west side, from its junction with Knaves Hill (main length) extending in a northerly direction to a point approximately 1 metre north of the boundary of no.52 and no.54 Knaves Hill.
6. Chestnut Hill, south side, from its junction with Knaves Hill extending in a north-westerly direction to a point approximately 4 metres south-east of the boundary of nos.1 and 2 Chestnut Hill.
7. Chestnut Hill, north side, from its junction with Knaves Hill extending in a north-westerly direction to a point approximately 6 metres south-east of the boundary of nos.45 and 46 Chestnut Hill.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://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](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 14 July 2017. 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

20 June 2017

## Statement of Reasons

The waiting restrictions are intended to address indiscriminate parking and to ensure that the junctions are not obstructed by parked vehicles. The yellow lines will also remove conflict between opposing vehicles created by parked vehicles on Knaves Hill.



Appendix B – Knaves Hill

I believe that your measures to introduce no waiting as you have set out will be counter productive. It is true that sometimes the junction (including the redway) is blocked. Therefore, it does make sense to put a couple of metres of lines at the bottom of Knaves Hill. However, to go further than that is a mistake. You are probably aware that commuters use this space to park and then walk to Leighton Buzzard station. Knaves Hill usually has about 8 cars parked on it (on the one side) each day. As the bottom of the hill is not a residential area, there is no problem with residents. If you put down the lines as you will suggest then you will simply move the parked traffic further up the road into the residential area. This would be a mistake. The health benefits of people walking to the station (parking 10 minutes away) should be encouraged. In short, your proposals I believe represent a sledgehammer to crack a nut and, more than that, will just cause the issue to move into a greater congested area (up the road to the place where the residential traffic is) thus increasing the risk to residents from having more cars around and parking outside their houses etc. As someone, who sees the cars parked on Knaves Hill every day, I would urge you to reconsider. Your proposal is short sighted.

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My wife and I read the planning notice today about the yellow line plans for Knaves Hill. Brilliant idea, very welcome as it had essentially become a dangerous one way street during the day as commuters parked up to 15 cars on that stretch of road. We have also had cars parked opposite our house some days in Chesnut Hill. That was extremely inconvenient, very difficult to exit our own driveway. One regular parker agreed with me not to park there in future when he came home and realised how difficult it was for us and our guests to leave our own driveway. The current plans for the new yellow lines will certainly force these commuters to park in Chestnut Hill, particularly opposite and outside numbers 2 and 5 as well as 43 to 44. Pushing the problem up the road is not a good solution from our prospective. The people that are willing already to walk to the station from here will not be averse to another few steps up Chestnut Hill. This would make life a real misery for those of us living at the bottom end of this road. I would truly appreciate your advice about how we can include some form of restrictions that ensure we do not have the commuters simply moving from Knaves Hill to Chestnut Hill. This is a very narrow but often busy road, with a tricky blind slope which makes any parking on road very dangerous. Over 32 years we have seen almost no on road parking since we are all aware of how dangerous this can be. All houses have double garages and most have driveway space for 2/3 cars. Yes, at week-ends and holidays you will see many more vehicles, of course, and we all share driveway space when a family event/party is held. We would be grateful for any help/advise that you can give us to avoid simply pushing this problem further up this road. Kind regards, Chestnut Hill Linslade

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My objection to the proposal is that these measures, while welcome in terms of the improved safety of traffic and pedestrians in this part of Knaves Hill, will simply move the problem of indiscriminate parking further up into Chestnut Hill. Commuters have already tried parking opposite no 4 and No 5 and so we are aware of the hazards that this causes. The section of Chestnut Hill from No1 to No 7 is a rising hill with a bend to the right: any vehicle parked on either side of the road dangerously obstructs the drivers view and will cause conflict between opposing vehicles. Currently the residents here take care not to park on the road for these very reasons of safety. Furthermore, parking along this stretch will obstruct the driveways of the residents - not a consequence I imagine your proposals intended. It must be possible to introduce some parking restriction for this stretch (single yellow lines/restricted parking times, as in St Mary's Way) that will resolve this issue

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We live at number [REDACTED] and are pleased with the yellow lines proposed. The parking in our area has become very dangerous. It is parking for the school, the station and also for the other side of the Knaves Hill road. We had our front paved with dropped kerb many years ago. At the time we were told a white line was not required. However we often have problems getting off the drive, due to parked cars, opposite and right up to our parking, leaving it very difficult. People sometimes park tightly either side. The road and the pavement are very broken up by cars and vans. The yellow lines will be a great help but could we also have a white line across our dropped kerb area please. I do worry that the yellow lines will make people park anywhere they can. I am disabled and we are both OAPs. As parking is a problem, maybe the council could encourage people to convert the small front gardens to parking, as some of us have? We do hope the plans go through smoothly

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Please can you comment on the following. I am well aware that you cannot put parking restrictions on every road. I would like to point out however that your plans to put restrictions on Knaves Hill with no such restriction on Chestnut Hill will push all the commuter traffic into our road. At present the parking on Knaves Hill is not outside people's properties and as such does not cause too many issues for residents. I am at number [REDACTED] Chestnut Hill and your proposals will no doubt have people dumping their cars outside my house and it is so easy to obstruct the drives to these properties if vehicles are left on the street. Please can you rethink this issue before putting the final plans into place. I do not want to live in a car park and I think you have a responsibility to protect the residents from this happening. Kind regards [REDACTED] Chestnut Hill Linslade

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We would like to strongly object to these proposals on the basis that they will simply create a much worse situation and a more dangerous hazard in Chestnut Hill and Knaves Hill. Currently the lower section of Knaves Hill (with no resident drive access) is used by commuters to the station and parents dropping off children to Southcott school. This has been the case for all of the ten years that we have lived here. In those ten years I have never encountered any problems accessing the Chestnut Hill junction or seen any dangerous situation occur at that junction. Please could you let me know of any accidents that you are aware of. With regard to the conflict between opposing vehicles this has occurred to a degree for the last ten years but has not caused any road safety issues or concerns. In fact this situation ensures that drivers are more careful and drive slower at the lower part of Knaves Hill. My children and many school children have to cross the road there and I believe cars coming down from Knaves Hill will be travelling at much greater speeds under these proposals and make that area much more dangerous. While the problem of commuter parking is a problem moving that parking further up Knaves Hill and into Chestnut Hill will move the conflict between opposing vehicles into these areas and not address the issue at all. I believe that the proposals will also create a more dangerous situation in Chestnut Hill. As a large residential road with many resident drive access points having all of the roadside parking full of commuter cars will make access to residents' driveways far more hazardous and difficult with driver views being almost completely restricted. Particularly for us at [REDACTED] where vehicles will have just come round a blind corner (at greater speeds under these proposals) and also vehicles coming down Chestnut Hill will be coming over a brow of a hill and not visible. There is also the strong possibility that at school pick up times our access will be blocked completely as has happened in Mowbray Drive and Leopold Road. If the junction access is deemed a problem then can a restriction be put just opposite the junction only? Another alternative would be the use of 1 hour restrictions at specific times during the day which seems to have been used elsewhere in Linslade. This could be applied to the whole area including further up Chestnut Hill and Knaves Hill and remove the commuter parking problem. With regards to the school pick up traffic I cannot see any proposals creating a better and safer situation than is currently the case. Having discussed these proposals with our neighbours we are all agreed in our objection to them. Unless there is more affordable, accessible train station parking available then more parking restrictions will move the problem on and create less desirable and safe result for all local residents.

I wish to record my objection to this proposal for the following reasons

1/ introducing this no waiting at any time arrangement for Knaves Hill and for nos 1 and 2 Chestnut Hill will just "export" the parking problem further up Chestnut Hill

2/ this is already happening and is dangerous as the first several houses on Chestnut Hill are on a hill with a bend and allowing vehicles to park from no 3 onwards will create a "blind situation" for cars coming down the hill or up the hill and negotiating the bend

3/ banning parking from Knaves Hill will only make the situation on this part of Chestnut Hill worse

I am writing to strongly oppose the proposed waiting restrictions on Knaves Hill, Linslade. This is one of the few roads left in Linslade where I am able to park my car. Practically every road now has waiting restrictions or resident-only parking. Knaves Hill is quiet, I hardly ever see cars moving up and down. The stretch I park in, immediately off the mini roundabout on Soulbury Road, is not directly in front of anyone's house, so it is not imposing to residents. I do not like parking directly in front of someone's house. I have two reasons for the objection. The first is personal, I simply cannot afford to pay for parking at the station. I am a musician in the British Army Reserves and travel to London for ceremonial engagements. Not everyone who travels to London is on a mega-salary. The second is on behalf of the parents at the Southcott Lower School and Linslade Lower School who also use this stretch for parking. I think parents have the right to be able to use their car if necessary, maybe they have appointments to get to, young babies, or for whatever reason they can't walk to school that day. I do understand that some people park too close to the junctions, and maybe a better approach would be to impose the restricted parking only for the areas immediately around junctions, and not for the entire stretch proposed on your map.

As a resident of Knaves Hill I am acutely aware of the poor parking at the junction of Knaves Hill and Soulbury Road. I suspect that many of the car owners use the road as free parking when using the Station. What I am concerned about though is that the introduction of no waiting in the proposed areas of Knaves Hill will just move these parked cars further on in Knaves Hill, meaning that residents, which includes me and my family, will find it hard to park next to or near to our houses. At least with the parking as it is, it means that no one really is inconvenienced, and it also slows cars down coming in to, out of, and along Knaves Hill. The stationary parked cars at the top of the hill provide a useful obstruction as cars otherwise whizz round the corner. As a consequence I can't support the proposal as it stands. What I would support is double yellow lines or similar to prevent cars from parking close to the roundabout at the junction, as it can be quite dangerous approaching the roundabout from Knaves Hill when cars entering the roundabout from Soulbury road can't see up Knaves Hill

We wish to object to this proposal, on the grounds that whilst your proposal solves the immediate problem in Knaves Hill, it does not address what happens after implementation. Beyond the yellow lines proposed for Chestnut Hill there is an uphill section of road followed by a bend and a dip in the road. On ascending the hill it is difficult to see on coming vehicles due to the bend. Vehicles displaced by your proposed restrictions will simply move a few yards into Chestnut Hill. Whilst adding only a few seconds to the walk the commuters parking most of the cars will have on their way to the railway station, but those parking in Chestnut Hill will cause an increased safety hazard on the hill and bend. The residents of nos. 1 to 7 and those residents opposite in nos. 44 to 46, currently make good use of their driveways to reduce the safety hazard. Only deliveries and occasional visitors to these houses park on the road. A solution to this situation could be to include in your proposals, yellow lines past the above houses with No Waiting between say 10:00 am to 11:00 am on one side of the road and 3:00pm to 4:00 pm on the other side of the road. This will cause minimum interference to residents but prevent a safety hazard being created by long staying commuters, many

currently park for over ten hours in Knaves Hill, sometimes longer. It would seem sensible to make waiting restrictions to solve the current problem but in such a way as not to create a another safety hazard elsewhere

Rather than introduce no waiting in Knaves Hill I would respectfully propose that you should address the managers of Leighton Buzzard station car park and arrange for them to reduce their extortionate parking charges. This would resolve any parking issues in Knaves Hill overnight

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I live in Alwins Field and pass that section of roads regularly, often several times a day. The section is often dangerous to navigate as cars are parked all the way down the left hand side (towards Soulbury Road) , from the bend (meaning you cannot see what is coming from the other direction) and sometimes right on top of the roundabout at the junction with Soulbury Road. Often, I have to drive on the “wrong side “ of the road to pass the parked car, which then creates problems with cars coming from the other direction which have either turned left or right off Soulbury Road,. Cars coming from the left cannot see cars on the wrong side of the road until they have turned in to Knaves Hill and when cars are parked right next to the roundabout, this causes some near misses with either car having to stop suddenly to avoid a collision. This is turn causes an issue with cars coming down Soulbury Road who are not expecting the car in front of them to brake! For me, this is an almost daily occurrence, made worse by the fact that some cars drive at speed. I have also encountered cars coming fast round the corner form Soulbury Road, and which have barged their way past, or refused to stop when I have been passing the parked cars....always very carefully!! I hope that the proposed changes to the road will relieve this issue completely and make that section of road much safer for everybody

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I write in respect to the proposed no waiting in Knaves Hill, Leighton Buzzard. In my opinion this is an unnecessary restriction. I do believe that cars should be restricted from parking too close to the junction between Knaves Hill and Soulbury Road in order not to create a hazard at the junction and too close to the corner at the top of the hill but the south east side of the road is straight for several metres and as this is a very low speed road I see no reason why parking should be restricted here. Further up the hill close to the northern spur (so near 48 Knaves Hill) is also a very slow piece of road and cars do pass through here without any great difficulty and having lived in Knaves Hill for many years I am not aware of any particular difficulties in negotiating this road. To me this seems like another restriction that further increases parking restrictions in the town.

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Your proposal to resolve the immediate problem in Knaves Hill and Chestnut Hill junction is a good idea. However it does not address what happens after its implementation. I suspect Vehicles will start to park in Chestnut Hill. The owner’s of these vehicles are commuters who travel by Train to London etc. Beyond the yellow lines proposed for Chestnut Hill there is an uphill section of road followed by a bend and a dip in the road. On ascending the hill it is difficult to see on coming vehicles due to the bend. Only deliveries and occasional visitors to houses in Chestnut Hill currently park on the road. The residents of nos. 1 to 7 and those residents opposite in nos. 44 to 46, currently make good use of their driveways, and therefore do not park on the road and do not create any safety hazard. A solution to this could be to include in your proposals, yellow lines past the above houses with No Waiting between say 10:00 am to 11:00 am on one side of the road and 3:00pm to 4:00 pm on the other side of the road. This will cause minimum interference to residents but prevent a safety hazard being created by long staying commuters, many currently park for over ten hours in Knaves Hill. I would also like to see a speed restriction on Knaves Hill and Chestnut Hill of 20MPH to avoid high speed drivers speeding down Knaves Hill towards Soulbury Road. I would also like to see the proposed double yellow lines in Soulbury Road from the Knaves hill junction extended to the traffic calming island

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