
Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Old Road, Leighton-Linslade – Consider Objections to Parking Restriction Proposals
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Old Road, Leighton-Linslade.

RECOMMENDATION:-

that the proposal to add Parking for Resident Permit Holders only on the north side of Old Road, Leighton-Linslade and to add additional residencies to be eligible to apply for a permit to park in the area be implemented as published.

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety, traffic management and the amenity in the affected roads.

Financial:

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

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £5,000	Budget: Minor Traffic Management
Expected delivery: Mar 2017	

Background and Information

1. This matter was reported the meeting on 13 September 2016, but the Executive Member deferred a decision and asked for information to be obtained from the parking enforcement service. The representations that were considered at the previous meeting have been included in this report for completeness.
2. There are ongoing parking pressures in many streets in Leighton-Linslade, which are caused by the general increase in car ownership and commuter parking associated with the railway station.
3. There have been complaints from some residents about a lack of parking available to them in the Old Road area. This is mainly as a result of previously introduced parking restrictions that have taken away potential spaces for those without off-street parking. This proposal is to allocate some additional spaces for resident permit holders and allow more households to be eligible to apply for a permit.
4. The proposals were formally advertised by public notice in June 2016. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Council and the Ward Members. Residents and businesses located in the area were individually consulted by letter.

Objections and Officer Responses

5. As reported at the 13 September 2016 meeting; a total of 7 representations were received in response to the proposed amendments, all of which either object to the proposals or have expressed concerns. The main issues raised were as follows:-
 - a) An additional 7 spaces will be incorporated into the existing Central Linslade Permit parking area, but a large number of additional households will be eligible to apply for a permit, so this change will have a negative impact on parking in the wider area.

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

6. Officer response to the above points:-

- a) At present the constructed parking spaces at the front of the flats are restricted to No Waiting 7am-7pm because they are within the highway and hence covered by the restriction on to the adjacent road. Hence, they are not available for parking during the day. This seems unreasonable since they provide valuable parking capacity. To overcome this they need to be designated as parking places, but they need to be restricted or anyone, including commuters could park there. Hence, it seems sensible to include them in the nearby Central Linlade permit parking zone. The earlier complaints about parking in the area have mainly been received from those living in nos.22-30 Old Road who effectively have nowhere to park. Hence, they have been included in the permit eligibility for the whole zone, including the spaces outside the flats. The proposal would mean an additional 35 dwellings would be added to the permit scheme. It is difficult to estimate the take-up of permits, but it is unlikely to be more than 20.
- b) Permit eligibility could have been limited to just nos.22-30 Old Road, but it would appear unfair to allocate permit holder spaces outside the flats (nos.32-90), but exclude flat owners/occupiers from parking there. It is acknowledged that there is parking to the rear of the flats, but it is unclear whether there is space for everyone.
- c) These proposals will not affect Faulkner's Way or Stoke Road, which is part of a separate zone.
- d) It is acknowledged that the existing permit holder spaces on the south side are well used and adding to the permit eligibility will place extra pressure on use of those. If a significant number of the additional households apply for multiple permits this could also increase pressure on the rest of the parking zone, which covers Church Road, Station Road, etc.
- e) Residents permits are only available for those households who have no off-street parking, so this is likely to limit the number of permits that are actually issued.

- f) The construction of more spaces to the front of the flats would be costly and would involve the re-location or removal of items, such as mature trees and lamp columns. There is also a possibility that underground services might be affected which may increase costs substantially. It is recommended that the likely high cost of providing relatively few extra spaces, possibly 5 or 6, is not financially justifiable. The priority is to make better use of the existing spaces and removing what appears to be an unreasonable restriction on their use.
 - g) There are already single yellow line restrictions in Rosebery Avenue aimed at addressing commuter parking. They appear to work well and any proposal to allow non-residents of Rosebery Avenue to park there would probably be met with opposition.
 - h) Off-road disabled parking could be explored, such as allocating a space at the rear of the flats. In residential areas, the Council has an agreed policy and application process for on-road spaces.
 - i) It is accepted that parking pressures are increasing and some of these are as a result of the Council's own actions. For example, as more on-street parking restrictions are introduced, this reduces opportunities for those without off-street parking and leads to a migration of parking to roads that have not previously experienced problems.
7. An additional item of correspondence has been received since the meeting on 13 September 2016 and a copy is included in Appendix D. This points out that there are only two signs for the existing permit holder parking space in Old Road and one of them is twisted to face away from the road. In addition, it is reported that a non-permit holder vehicle has been parked there for 10 days and has not moved, which suggests that the street has not been visited by enforcement officers during that time.
8. The Council's parking enforcement team have been asked to provide information about the number of permits issued and any ongoing enforcement issues.

For the whole of the Central Linslade permit parking zone (encompasses that area bounded by Wing Road, Old Road and the railway line) there are 156 active permits. There are approximately 390 homes in that zone, although those with off-road parking would not be eligible to apply for a permit. All of Old Road is included in the Central Linslade zone, except those properties on the north side between Stoke Road and Soulbury Road. For Old Road itself there are 16 active permits from approximately 46 homes. Therefore, the number of residents' permits is relatively low given that many dwellings have no off-street parking. On the south side of Old Road there is space for approximately 12 parked cars

In terms of enforcement, the Council does not enforce the No Waiting 7am-7pm in the parking spaces in front of the flats. This was because they are off-road and have been made to look like parking spaces with hard standing. It is deemed to be unclear and confusing to the motorist as to the restriction and thus they are not enforced.

Enforcement officers have made 112 visits to Old Road Linslade between April 2015 and September 2016 and 86 PCN's have been issued. This covers the whole of Old Road and not just the length near to the proposed restrictions.

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

Appendices:

Appendix A – Public notice of Old Road proposals

Appendix B – Drawing of Old Road proposals

Appendix C – Original written representations on Old Road proposals

Appendix D – Additional written representation received since 13 September meeting

PUBLIC NOTICE



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

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

Effect of the Order:

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

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

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

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

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

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

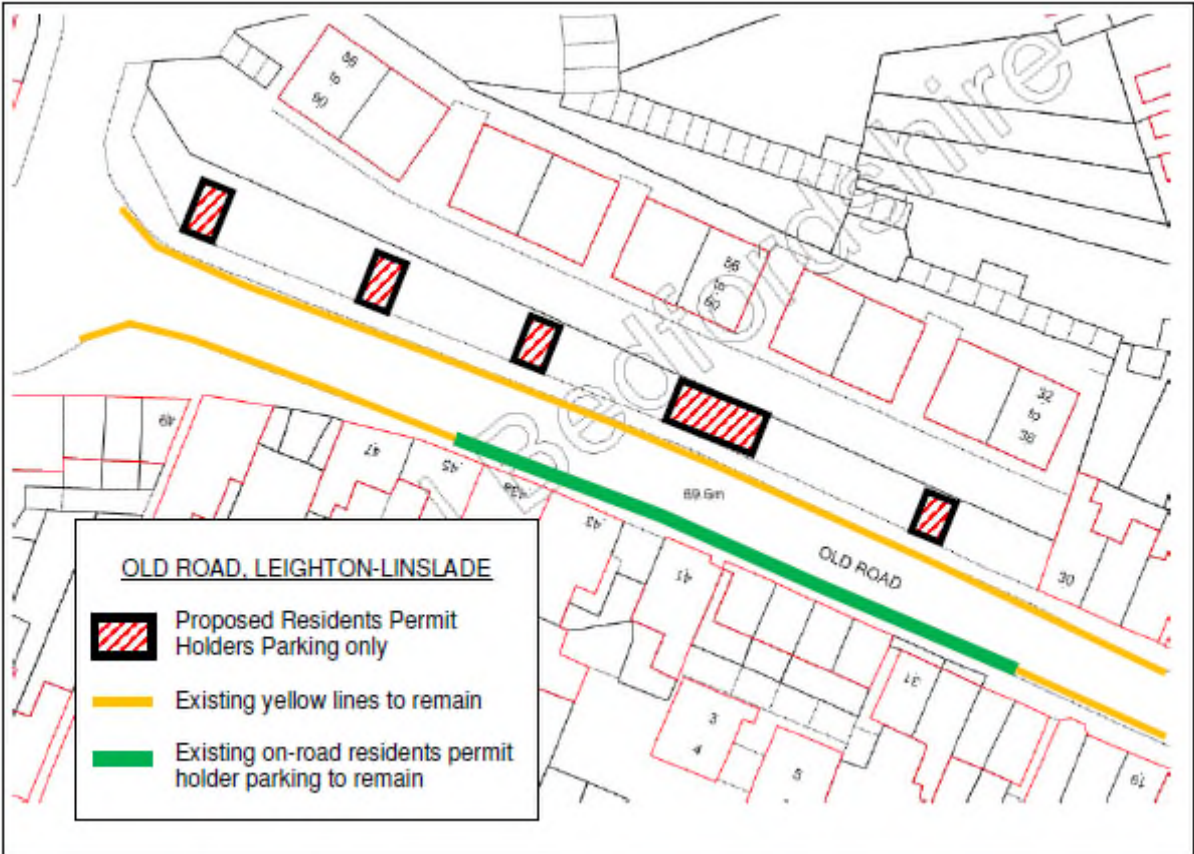
Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

21 June 2016

Appendix B



Appendix C

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

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

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

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

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

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

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

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

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

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

- Double the amount of spaces that are included in the proposal could have been made available if the council would invest money, remove bollards and create hard standings on that North of the road alongside those that are already in situ.
- The permit area should be limited to loading and permit holders only with the 2 hour time limit for non permit holders reduced to half an hour so as not to affect the commercial units.
- The area should be controlled to prevent those without permits from leaving their cars there, I cannot remember the last time I saw a ticket issued and it is clear from newspaper reports that those residents with issues have continued to park there.
- Lines could be drawn to assist those that struggle to park reasonably and prevent them from using 2 spaces for one car which happens very often
- Roseberry Avenue could be added in to the scheme or the restrictions from 10-11 and 2-3 in place removed for permit holders in the Old Linslade scheme which would still prevent commuters from using the spaces but would create more space for residents.

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

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

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

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

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

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

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

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





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

IMPORTANT:

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



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

I would hugely appreciate your feedback on these matters

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

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

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

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

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

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

1) More parking tickets for non-residents, except quest passes. Please note I have never seen a ticket on the windscreen apart from my car in error.

2) Increase the existing on-road parking on the south side to 19 Old Road. This will slow the traffic. Currently cars are parking here already. I have noticed when parking further up, that on-coming cars are speeding up passing the parked cars. This makes reversing in difficult, also this maybe an issue when the berths are open. Please could you explain why the 20 mile speed limit finishes before the parked cars.

3) In considerate parking - there are a lot of cars seem to park in way that take up two spaces. Would it good to have clear parking berths painted.

4) Why are there branded delivery vans parked in Old and New Road, this evening. I thought the parking scheme was for residential parking. They can not be all staying in the White Horse.

5) There should be more bays outside 32-90 Old Road.

6) Better traffic flow, as already highlighted, it is difficult to park currently in Old Road, is there anything you could do about the congestion. I hate reversing out of the bays on the 32-90 Old Road. I can see a lot of road rage especially in the evenings and Saturday morning. Please urgently look at this.

Finally my main concern is where are the residents of the new houses in the former Bedford pub development going to park their cars. Have these people been factored in the proposal. Why have you allowed houses to be built when there were parking issues. Will anyone be held accountable for this dreadful error.

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

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

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

1. Please confirm exactly how many further properties will be offered the chance to join the parking scheme?
2. You appear to be bringing 8 further spaces in to the existing permit scheme which is positive, but those spaces are full every night already. You also however appear to be proposing to include a further estimated 50 residential properties in to the scheme for the sake of 8 spaces, is that correct?
3. Worst case scenario - If 50 residential properties are being included in the scheme and each can have 3 permits that is potentially a further 150 vehicles (plus visitors) with only 8 spaces being provided, is that correct?
4. Of the houses and flats opposite our property I am aware that some already have off street parking i.e. flats have spaces and garages, and newer houses have parking at rear, why are they being included within this scheme surely it should be only for residents like us that have no other alternative? i.e. the 5 residential houses on the north of Old Road between Dillimores and the flats

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

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

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

Appendix D

Further to your email below and the meeting held on 13 September, which you are aware that I spoke at, I have now returned from holiday and had a quick look this morning at the signage erected on our street.

I appreciate that you will be looking at this before the next Council meeting next month but I thought it would be beneficial for me to bring it to your attention now. There are only 2 signs on our side of the street which confirm that the long bay is for permit holders only. One sign is located on the lamp post outside of 33 Old Road and has been covered and is now entirely blocked by a hanging flower basket which was recently erected for Leighton-Linslade in bloom. The second sign which is outside the fish and chip shop has been vandalised and now faces the building itself rather than the roadside and is also therefore not visible.

It is therefore not surprising that we are encountering so many issues with those without permits using the permit parking on our side of the street as no new resident would know that the parking was permit only as there are no visible signs. In addition any ticket given in my opinion would be easily argued, so it therefore not surprising that those residents that know they have no right to park there are doing so anyway as they won't have to pay any ticket given. We have been on holiday for 10 days and 1 car hasn't moved for that entire time, it is owned by a new resident on the opposite side of the street to us and they therefore cannot have a permit, which shows at the minimum our street has not been visited by wardens for over 10 days.