
Meeting: Traffic Management Meeting
Date: 3 November 2016
Subject: Wyngates, 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 Wyngates, Leighton-Linslade.

RECOMMENDATION:-

that the proposal to introduce No Waiting at any time and 2 hour Limited Waiting in Wyngates and Cedars Way, Leighton-Linslade be implemented as published.

Contact Officer: Steve Lakin
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Public/Exempt: Public
Wards Affected: Linslade
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities: The proposal will improve road safety, traffic management and the amenity in the affected road.</p> <p>Financial: The works are being funded by the Local Transport Plan as part of the Integrated Programme of works.</p> <p>Legal: None from this report</p> <p>Risk Management: None from this report</p> <p>Staffing (including Trades Unions): None from this report</p>

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

Budget and Delivery:	
Estimated cost: £1,500	Budget: LTP Integrated Programme
Expected delivery: January – March 2017	

Background and Information

1. The Council has received a number of complaints about parking in Wyngates itself and at its junction with Cedars Way. Some all-day parking takes place in the allocated spaces near property nos.2-10 and it is assumed that some of these vehicles are owned by railway commuters. In addition, at certain times, such as at the start and end of the school day, a high level of indiscriminate parking takes place and some vehicles are parked around the junction of Wyngates and Cedars Way. This creates an obstruction and a road safety hazard.
2. The proposal is to cover the junction of Wyngates and Cedars Way and other critical lengths of Wyngates with double yellow lines. The parking spaces in the area of nos.2-10 Wyngates would be restricted to 2 hours Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm. This would ensure that the spaces were not used for all day parking during the working week, but would be unrestricted overnight and all weekend.
3. The proposals were formally advertised by public notice in September 2016. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter.

Representations and Officer Responses

4. A total of 4 representations were received in response to the proposals. 3 of them offered general support for the proposals, but have raised concerns about several aspects of the scheme.

The main issues raised were as follows:-

- a) The 2 hour limited waiting will create difficulties for residents and their visitors, particularly on those occasions when they are not using their cars for work and wish to park in the allocated spaces all day.

- b) Residents permits or similar should be issued at zero cost.
 - c) The spaces proposed for 2 hour waiting were originally allocated for visitor parking.
 - d) The restrictions will move the parking problems to adjacent lengths of Wyngates and/or other roads.
 - e) People will choose to park on the east side of Wyngates outside no.3 to avoid the 2 hour restriction on the west side.
5. Officer response:-
- a) It is accepted that the 2 hour limit would create difficulties for those residents who wish to leave their vehicle in the spaces all day. However, all of the adjacent properties have off-road parking available.
 - b) A residents' permit parking scheme covering such a small number of houses would not be financially viable. As most homes have off-road parking the take-up of permits would be very low, so the cost of establishing and maintaining a permit scheme could not be justified.
 - f) It is likely that the original purpose of the parking spaces was for visitors, but they are part of the highway and, hence, available for anyone to use. The proposed 2 hour limit would effectively restore it as visitor parking.
 - g) It is likely that the commuters who currently park in Wyngates will choose to park in roads that have unrestricted parking, but this is a common issue. The number of displaced vehicles would be low, so the impact in other roads would be minimal.
 - h) There is no 2 hour limit on the west side of Wyngates. The markings there are intended to encourage drivers to park on the west side which is considered safest.
6. It is felt that the proposed restrictions will address the road safety issues that currently exist and will free-up spaces that are currently unavailable due to them being used for all-day parking. Consequently, it is recommended that the proposals be implemented as published.
7. If approved and implemented, the restrictions will be implemented in 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 proposals
- Appendix B – Drawing of proposals
- Appendix C – Representations

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND 2 HOURS LIMITED WAITING IN WYNGATES AND CEDARS WAY, LINSLADE

Reason for proposal: For facilitating the passage of traffic on the road and for improving the amenity of the area. The no waiting is intended to address indiscriminate parking and to ensure that junctions and other length of road are not obstructed by parked vehicles. The 2 hour limited waiting is intended to prevent parking areas being used for all day parking by non-residents.

Effect of the Order:

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

1. Cedars Way, south-west side, from a point approximately 5 metres north-west of a point in line with the boundary of nos.12 and 14 Cedars Way extending in a north-westerly direction for approximately 22 metres.
2. Wyngates, both sides, from its junction with Cedars Way extending in a south-westerly to a point approximately 6 metres north-east of the north-east flank wall of no.3 Wyngates.
3. Wyngates, north-west side, from a point approximately 14 metres south-east of the north-east flank wall of no.3 Wyngates extending in a south-westerly direction for approximately 17 metres.
4. Wyngates northern spur (adjacent to property nos.2-10), east side, from the north-west kerb line of Wyngates extending in a generally northerly direction for approximately 17 metres when measured along the road edge.
5. Wyngates northern spur (adjacent to property nos.2-10), west side, from the north-west kerb line of Wyngates extending in a generally northerly direction for approximately 51 metres when measured along the road edge.

To introduce 2 hours Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm on the following lengths of road in Linslade:-

1. Wyngates, north-west side, from a point approximately 6 metres north-east of the north-east flank wall of no.3 Wyngates extending in a south-westerly direction for approximately 20 metres.
2. Wyngates northern spur (adjacent to property nos.2-10), west side, from a point approximately 17 metres north of the north-west kerb line of Wyngates extending in a northerly direction for approximately 20 metres (8 parking bays marked perpendicular to the road).
3. Wyngates northern spur (adjacent to property nos.2-10), northern end, from a point approximately 51 metres north of the north-west kerb line of Wyngates extending in an easterly direction for approximately 5 metres (2 parking bays marked at the far end of the 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 30 September 2016. Any objections must state the grounds on which they are made.

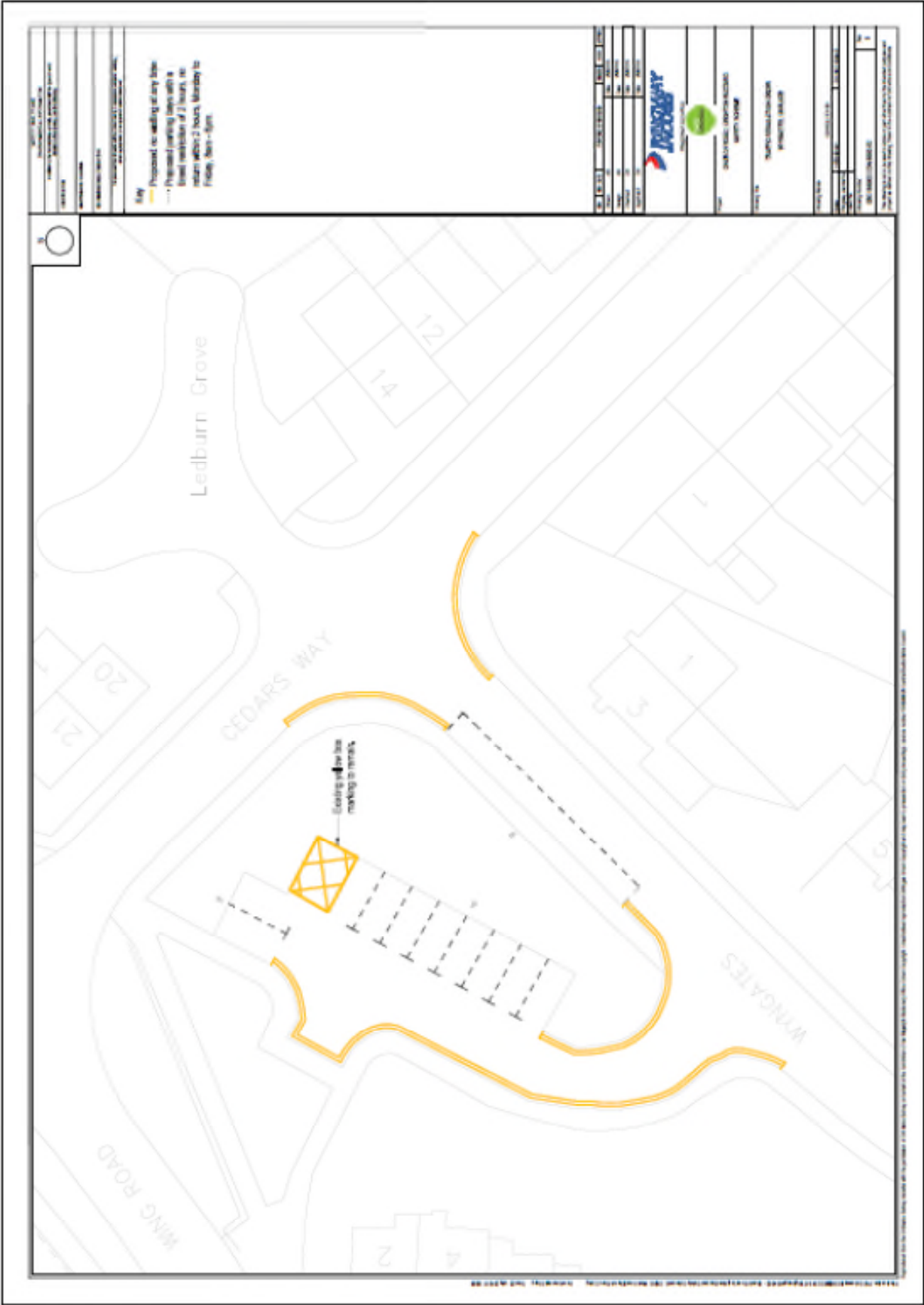
Order Title: If made will be “Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**”

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

6 September 2016

Appendix B



Appendix C

I would like to submit comments for the proposal.

Having read the document in detail, I understand the reasoning behind these restrictions and agree to their proposed road lengths. The Wyngates junction with Cedar's way, for me, would be the most important area as it does hinder driving visibility when cars are parked there.

The double yellows on the northern spur would also be a great help as a number of cars park here during the "school run" times and can sometimes restrict residents from being able to access their driveways at these busy times.

I only have one concern about the conflicting information on the documentation we received.

The proposal itself states: **"To introduce 2 hours Limited Waiting with No Return within 2 hours from Monday to Friday between 8am and 6pm on the following lengths of road in Linslade."**

I feel this would be fair, however, the letter we received in the post contains a diagram showing these parking bays and the signs show that the restrictions would be in place **Monday to Saturday** (which is quite confusing as to which restriction is being proposed).

I feel that Monday to Saturday would be excessive as many people do not work weekends and I feel this would have a negative impact on the residents of Wyngates. As much as I appreciate the restrictions will be in place for all, I feel the **Monday to Friday** would be the more logical restriction considering it is a residential street and it would be silly for residents to have to park away from their homes on Saturdays.

Thank you for taking the time to read my comments.

As a resident of Wyngates, I welcome the proposed restrictions to parking and waiting times in Wyngates, Linslade in principle.

In the past few years, the number of cars that are parked in Wyngates during a week day has increased noticeably. The owners of these cars are mainly commuters to and from London who leave their cars, make the relatively short walk to Leighton Buzzard station and, therefore, avoid paying for a car parking space at the station. The impact upon Wyngates has clearly been caused by the parking restrictions that have been introduced on nearby roads such as Wing Road and Mentmore Road which have, eventually, "squeezed" the commuters as far away from the station as Wyngates.

It could be argued that, as a working person, it should not matter to me who is parked in my road as, for most of the year, I am out at work during the day. However, some cars are being left in dangerous positions such as near the entrance to Wyngates (opposite number 3 Wyngates) where any drivers turning left or right from Cedars Way into Wyngates are unsuspected as to the potential dangers from cars having to driver on the wrong side of the road.

Additionally, it is noticeable that at some times on some days, the parking bays within what you have termed the 'northern spur' of Wyngates are full and resident families with more than one car or visitors to residents of Wyngates are unable to find a parking space. This is clearly unacceptable.

It is for these reasons that I agree that action needs to be taken to prevent non-residential vehicles being parked in this area. I do, however, need to be reassured about the arrangements that will be made to ensure residents and visitors can use the available spaces without receiving a penalty. If a Resident / Visitor Permit scheme is being proposed, I did not see it mentioned in the Public Notice. I would object to any Permit Scheme that places a financial cost upon residents or visitors. The Land Registry documents for Wyngates include original plans that clearly show the parking bays in the northern spur being designated as "Visitor Parking". It would be unreasonable for any permit scheme to be carry a cost when the original purpose of those bays has always been for residential visitors. Perhaps an alternative idea would be to designate spaces for particular houses within the northern spur of Wyngates (Nos. 2 - 10).

In summary, I support the concept of restrictions to the parking in Wyngates but I do need to know the expected arrangements that will protect the residents and their visitors.

We refer to the notice above regarding the introduction of waiting and no waiting to Wyngates and Cedars Way.

My understanding that this measure is being taken to stop commuters using these roads to park during the working week, whilst using Leighton Buzzard station, which provides danger for parents dropping their children off and collecting them from the local schools of Cedars and Linslade Middle, as well as people leaving Wyngates and going out onto Cedars Way.

We applaud this action as we have complained a couple of times in the last year and have seen accidents and confrontation during this time.

However, although the 2 hour limited waiting will address the problem of people parking all day whilst using the train to go to work, it will impact on the residents in close proximity that have 2 cars and do not have enough parking space in front of their house to accommodate both vehicles. This is the case for our house where we have 2 cars but only one parking space. in the normal week if we are both out working it will make no difference to us, however, there are occasions when we both work from home, or we are away on holiday. on these occasions where do we park the other car?

It would appear that you are answering one of our major problems in Wyngates and then potentially causing us another.

When this house (no.xx Wyngates) was purchased it was bought with a parking space at the front and free parking across the road, we are afraid that your action will also inhibit the value of our property, when and if we should come to sell it.

How do you propose to overcome this issue?

It would appear that a fair solution would be to provide the residents at the Cedars Way end of Wyngates with a parking permit to allow the use of the 2 hour waiting time area, this land currently has no limitation, so is used by residents for parking.

Furthermore, your action will only move the problem to another area, these commuters will keep on moving further away and walking to the station, as I assume the fee for parking means that they cannot afford it. My opinion is that they will just park further down Wyngates until people complain there and then you will have the same issues ongoing.

I look forward to hearing your comments back on this, as we need to be sure that your action is in the best interests of the local residents.

I am moving in to xx Wyngates on the 14th October and have only just now become aware of the consultation sent out on 12 September. I realise that the time for consultation has passed with deadline for comments to be submitted being 30 September.

So please therefore consider my email as a request for clarification of some aspects of the proposal which appear to be silly.

- 1) There are 10 parking spaces in the spur to the Northwest of Wyngates. Will there be provision for residents to use these, possibly under some sort of permit scheme? Surely the intention is to prevent all day parking by Non residents. NOT residents?
- 2) Will parking be uncontrolled on the east side of Wyngates outside number 3? That is opposite the proposed 2 hour restriction on the West Side as described in point 1 of your proposal dated 12 September.. If not surely people will simply park on the East side of the road, rather than the West?
- 3) Will the space (s) proposed under point 1 be marked out on the street? If so, surely this will actually encourage people to park there - thus perpetuating the problem of cars obstructing the junction?

I'm hoping other feedback will have dealt with these aspects , but would be grateful of your confirmation of what the finalised plan entails and when it will be implemented.