
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.

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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

Budget and Delivery:	
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 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 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.

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 Linlade

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

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

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

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

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

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.

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