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**Meeting:** Traffic Management Meeting  
**Date:** 7 June 2018  
**Subject:** Grasmere Way, Linslade – Petition for a Residents’ Parking Zone  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** To note the receipt of a petition submitted to Central Bedfordshire Council and discuss a way forward.  
**Recommendation:** That the lead petitioner be informed of the outcome of the meeting.

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**Contact Officer:** Steve Lakin, Principal Highways Officer  
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**Public/Exempt:** Public  
**Wards Affected:** Linslade  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

Matters raised in the petition correlate with objectives B, C, E, F and I in Central Bedfordshire’s Local Transport Plan.

**Financial:**

Any recommended works would be funded from the Local Transport Plan budget, subject to scheme prioritisation and Executive approval.

**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. A petition has been received, signed by 90 people, expressing opposition to the waiting restrictions introduced in 2017. These restrictions were designed to address issues with commuter parking on Grasmere Way in Linlade.
2. The petitioners' request that the waiting restrictions at the northern end of Grasmere Way are revoked in favour of a Residents' Parking Zone for property number's 1-176. A copy of the petition is provided at Appendix A

**Officer comments**

3. The restrictions were designed to address ongoing parking pressures caused by the general increase in car ownership and commuter parking associated with Leighton Buzzard Railway Station. The plan of the restrictions as proposed is provided at Appendix B.
4. The nature and extent of the restrictions were informed by a residents' consultation undertaken during 2015, reflecting the type of control favoured by most residents. The proposal was advertised by Public Notice in June 2016.
5. The report to the Traffic Management Meeting of 13 September 2016 recorded 3 objections from the 300 residents contacted directly by letter. A copy of the concerns raised and the corresponding response by officers' is provided at Appendix C. The concern expressed by petitioners that the restrictions would unduly inconvenience residents without off-street parking was noted in the report.

6. In their response, officers proposed a compromise arrangement where the area identified in the green ring (below) would be omitted from the restrictions – specifically the section of Grasmere Way between nos. 72 & 82 and nos. 152 and 162. Officers further noted that a length on the southern side of Grasmere Way had been left unrestricted as included a lay-by. This revised arrangement afforded an area of unrestricted parking for residents' whose properties do not benefit from off-street parking.



7. The recommendation that the scheme proceed on the above basis was approved by the Traffic Management Meeting and the restrictions were introduced.

#### **Residents' Parking Zones (RPZs)**

8. The process by which Central Bedfordshire Council officers are required to assess the justification for a new RPZ is set out in Section 4 of its Parking Strategy. To proceed to investigation, all requests require the support of the Town Council.
9. To be eligible for an RPZ, there should be survey evidence of:
- a) 60% of the available kerb space in daytime occupation by non-residents vehicles for more than 6 hours, during which 85% of the available kerb space is occupied by parked vehicles and/or
  - b) 40% of the available kerb space in evening occupation by non-residents vehicles for more than 4 hours, during which 85% of the available kerb space is occupied by parked vehicles.

It is unlikely that either of these criteria would be satisfied were the existing restriction to be removed.

10. The Parking Strategy notes that the cost to implement an RPZ is high and presents a risk that such schemes may not be financially self-supporting. Hence, CBC will not implement a small, stand-alone scheme unless there is a sound financial case to justify the expense of the scheme and its enforcement. This is reflected in Policy P9 of CBCs Parking Strategy, reproduced at Appendix D.

11. Officers' are therefore of the view that any change to waiting restrictions in Grasmere Way should only be considered as part of a wider-area review into parking demand across Linslade. Such a review to be scheduled as part of the rolling Highways 4-Year Programme, subject to the funding being made available.

**Appendices:**

Appendix A – Petition

Appendix B – Waiting restriction proposal

Appendix C – Original issues of concern / Officer response

Appendix D – CBC Parking Policy P9 – Residents' Parking Zones

## Appendix A: Petition

### Parking Permits for Residents of Grasmere Way, Linslade, Bedfordshire

**Petition to:** Gary Baldwin, Principal Traffic Manager, Central Bedfordshire Council  
**cc:** Leighton-Linslade Town Council  
Andrew Selous, MP for South West Bedfordshire

We, the undersigned, on behalf of the residents of Clovelly Green Residents Company, are opposed to the new parking restrictions on Grasmere Way. We call upon Central Bedfordshire Council to introduce a permit parking scheme at the top of Grasmere Way (nos. 1–176) for residents with no or limited off-street parking.

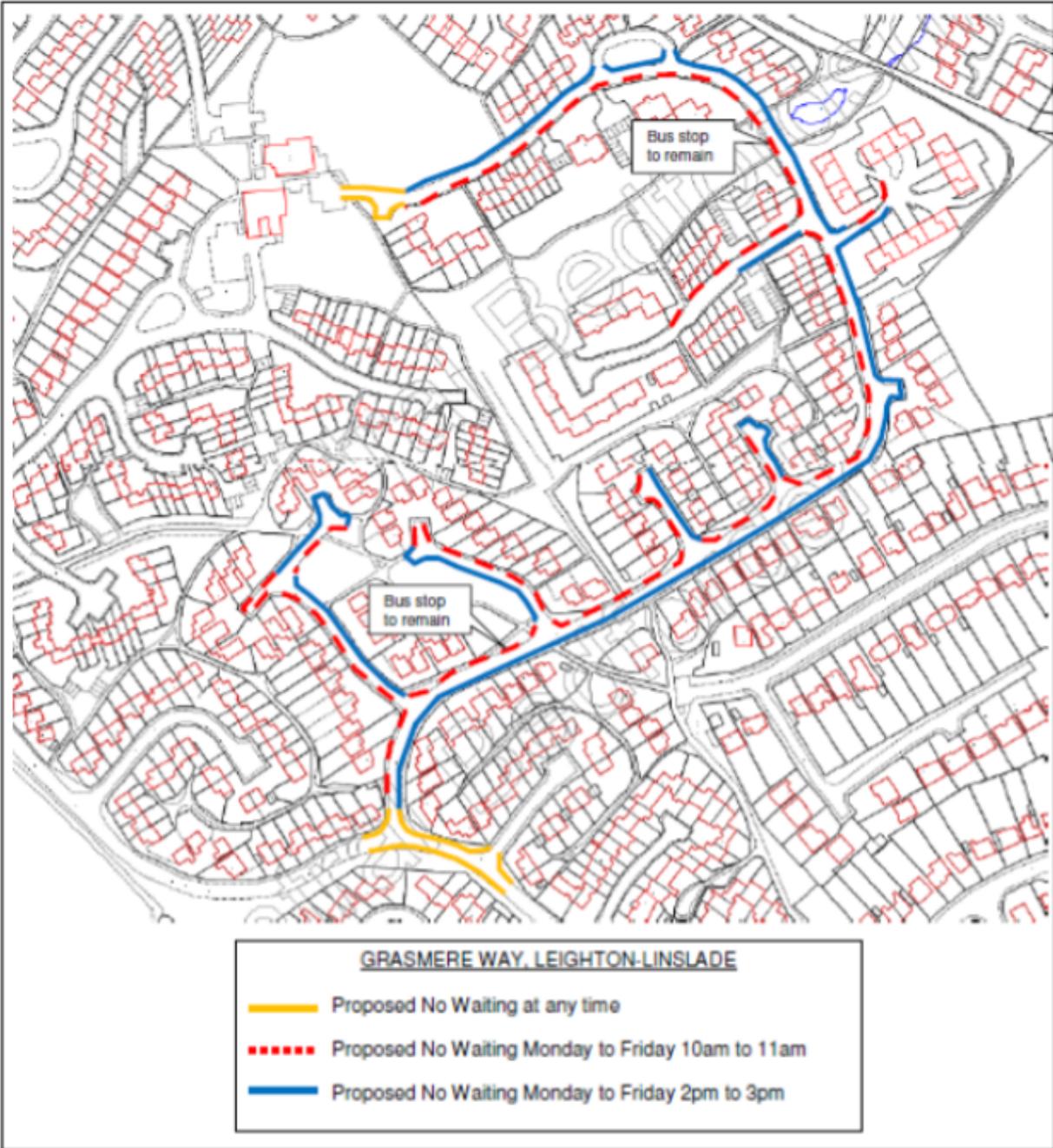
Following a survey conducted last year, new parking restrictions have been introduced in Grasmere Way to prevent non-residents from parking along the road. A total of 66% of respondents opted for single yellow lines, while 34% of respondents opted for parking permits or no change.

Due to the variety of properties on Grasmere Way, it is unfair to introduce the same solution for all residents. The properties on the road range from large detached houses with driveways to smaller flats or houses with no off-street parking. The residents in the properties with large driveways are not affected by the new restrictions as many can accommodate up to two cars. However, the new parking scheme has had a negative impact on the residents in the flats (particularly nos. 30–64) and the smaller properties at the top of Grasmere Way as they have no or limited off-street parking. To date, several of these residents have been given parking fines.

It is unreasonable that the residents of Grasmere Way can no longer park on the road outside their properties throughout the day. This restriction is particularly inconvenient for residents who do not drive to work, who are retired, who work from home or who have more than one vehicle. It potentially makes the properties less desirable for future purchasers or tenants. It is a problem during holiday times when cars are left unattended for 1–2 weeks. There are also times when the local bus cannot drive through because cars are parked on both sides of the road. In the event of an emergency, this could be a serious problem as the parked cars could also block access to the emergency services.

Name	Address & postcode	Signature
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**Appendix B Waiting restriction proposal**



## Appendix C – Issues of concern / Officer response (TMM Report of 13 Sep 2016)

### 6. Grasmere Way

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

The main issues raised were as follows:-

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

Officer response to the above points:-

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



- b) It is acknowledged that the current parking difficulties occur near to the pond as there is a footpath link through to Rock Lane and then the railway station. However, as part of the earlier preliminary consultation, residents of all parts of Grasmere Way supported the introduction of parking restrictions, probably because they were fearful of migration of commuter parking to unrestricted lengths.
- c) Most homes in Grasmere Way have driveways and the yellow line restriction is more suited to roads where most have off-road parking.
- d) Residents were given the option of residents permit parking but a large majority favoured the single yellow line option. It is not generally possible to "mix and match" different forms of parking control in a single road.
- e) The proposals are intended to address the commuter parking problem whilst not being overly restrictive on residents and their visitors' ability to park on-road. School gate parking is an issue near to many schools, but is of short duration and the Council has received few complaints about in in Grasmere Way.
- f) Blue badge holders should not be adversely affected as the restrictions will be operational on one side of the road from 10am to 11am and on the other side from 2pm to 3pm. Blue badge holders can park on yellow lines for up to 3 hours.
- g) The proposals should significantly reduce the level of on-street parking in that part of Grasmere Way near to Himley Green. That should ensure that there is no need for longer lengths of double yellow lines.

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

## Appendix D – CBC Car Parking Policy P9 – Residents' Parking Zones

### Policy P9 - Residents' Parking Zones

In those residential areas which suffer from the significant effects of on-street commuter and/or shopper parking, the Council will, subject to available resources, investigate and where appropriate, introduce residents' parking zones. Such a proposal will not be brought forward unless there is a robust business case which demonstrates that the costs of implementing such schemes will be recuperated within a reasonable time scale. This will be undertaken in full consultation with local residents and businesses. The decision to proceed with a Residents' Parking Zone will be on the consensus of opinion and robust business case following consultation.

The Council will periodically review any provision of non residential parking with its Parking Zones with a view to increasing the availability of residential spaces.