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**Meeting:** Traffic Management Meeting  
**Date:** 24 July 2018  
**Subject:** Chiltern Close, Ampthill – 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:** Ampthill  
**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 25 people, requesting a Residents' Parking Zone in Chiltern Close, Ampthill. A copy of the petition is provided at Appendix A.
2. The petitioner highlighted a number of issues in the accompanying email, a copy of which is provided at Appendix B. Specifically that:
  - The Close is heavily parked twice a day by parents /guardians of children attending the nearby Russell Lower School.
  - That parents frequently park across driveways and on footways, forcing children to walk in the carriageway.
  - That some parents drive at a speed that is inappropriate to the road environment.
  - That parents often drive across the Green, leaving unsightly damage.
  - That the volume and nature of traffic movements adversely impacts air quality.

**Residents' Parking Zones (RPZs)**

3. 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 the authority's Parking Strategy.
4. 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.

As the issues in Chiltern Close are associated with school-run parking, neither of these criteria are satisfied.

5. The Parking Strategy further notes that the cost to implement an RPZ is high and presents a risk that such schemes may not be financially self-supporting. Hence, Central Bedfordshire Council (CBC) will resist implementing small, stand-alone schemes 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 C.
6. Russell Lower School was expanded in 2014 following a successful planning application (no. 13/04055). The work involved extensions and alterations to existing school building/site to provide six additional class bases, the removal of an existing temporary classroom, the creation of additional car parking spaces, revised playground arrangements, a new pedestrian access and works to the fabric of the existing school. In reaching its decision, CBC made the submission of an updated School Travel Plan a condition of its planning approval. The adoption and implementation of Travel Plans is the authority's preferred approach to reduce issues associated with the school run.
7. Members maintain a keen interest in school-run related issues and convened a Task and Finish Group to review and report on this matter. The most recent update on the recommendations of the Task and Finish Group was presented to the Sustainable Communities Overview and Scrutiny Committee in March 2018. A copy of the update report is provided at Appendix D.

## **Appendices:**

Appendix A – Petition

Appendix B – Accompanying email

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

Appendix D – CBC Sustainable Communities Overview and Scrutiny, Schools Parking Task Force Update Report

**Appendix A: Petition**

Petition for parking restrictions/  
Residents Parking Only signage for  
Chiltern Close, Ampthill MK45 2QA

| <u>House<br/>number</u> | <u>Name</u> | <u>Signature</u> |
|-------------------------|-------------|------------------|
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## Appendix B: Accompanying email

Dear Sir/Madam

I am writing to update you on the current situation in Chiltern Close, Ampthill, a situation of which I am sure you are already aware as 'Resident Parking Only' signage was promised as part of the Russell Lower School expansion plan at the outset, but which never actually transpired.

However, the escalating problem has gone way beyond this type of deterrent as will become clear.

Twice a day we have forty plus cars entering this tiny and normally quiet Close. They block driveways and block cars in. They park with two (massive) wheels on the already very narrow pavement leaving no room to walk on the path, thus forcing the parents and children to walk in the road. Just last week I watched a white car brake very hard to avoid hitting a little girl on a scooter who was crossing from the Green to the alleyway. They drive WAY too fast as they hurtle round the corner and into the Close and they can't see round that corner, it's imperative to drive slowly there because people are walking in the road for the reasons I have just explained.

This situation is AN ACCIDENT WAITING TO HAPPEN. And when it does, Mid Beds Council/ Central Bedfordshire Council WILL NOT be able to say they were unaware.

They are disrespectful and park their massive 4x4 vehicles, their large vans (photos enclosed) ON THE GREEN, which not only churns it up and leaves us looking at a mess (photos enclosed) but will very soon start to crumble the kerbs as is now happening to the pavement kerbs. My neighbours and I have even, many times, witnessed some of those vehicles exit the Close by DRIVING RIGHT ACROSS THE GREEN as it is easier than trying to reverse off into a very narrow road that is already lined with cars, into oncoming traffic with a LOT of children literally running around.

Also, they don't have the common sense to drive clockwise round the Green to exit the Close as the residents naturally do because it is the safer way as it avoids the corner. Therefore we have cars trying to exit in both directions, with parked cars lining every side of the Close and the parking bays full which leaves little room for passing and so inevitably one of them has to reverse. I can't stress enough the CHAOS.

This chaos is not restricted to only school drop off and pick up times. It's the Christmas fayre, the Summer fete, sports day, parent evenings, fund-raising events in the evenings and weekends such as charity balls, frog racing nights, the school disco and Saturday morning football and other one off events throughout the year.

The other dangerous aspect of this is how the air quality is being affected. I had to close my kitchen window recently because the smell of the diesel fumes was strong, unpleasant and toxic. They build up in an enclosed Close such as ours because the vehicles start to arrive as early as 2pm but mostly before 3pm and leave their engines running for air con in Summer and heat in Winter. I'm sure you will agree that multiple cars doing this for forty-five minutes twice a day is going to impact the already too high levels of nitrogen oxide and cause asthma and other respiratory problems. I am going to contact the Environmental Dept. to ask that the levels be checked in Chiltern Close.

Other streets surrounding Russell Lower School including the length of Oliver St, Cesar Close, Queens Rd, Saunders Piece, Church Ave and Brinsmade Rd, among others, have all had help with parking restrictions placed on them but Chiltern Close has been ignored, meaning more and more traffic is being pushed into Chiltern Close despite many complaints from myself and other residents

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

### 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.