

Central Bedfordshire Council

TRAFFIC MANAGEMENT MEETING

30 OCTOBER 2018

Petition – Chiltern Close, Ampthill

Report of: Paul Mason, Assistant Director, Highways
(Paul.Mason@centralbedfordshire.gov.uk)

Responsible Officer(s): Paul Salmon Team Leader, Traffic Management, Highways
(Paul.Salmon@centralbedfordshire.gov.uk)

Purpose of this report

1. To report on the petition which was originally heard at the Traffic Management meeting of 24th July, relating to parent parking at school drop off and pick up times.

RECOMMENDATIONS

The Traffic Management Meeting is asked to:

1. **Consider the options presented by officers after the request to review the petition for two Traffic Management Meeting cycles and present options to the Chair.**

Overview and Scrutiny Comments/Recommendations

2. Not presented at Overview and Scrutiny

Issues

Background Information

3. The petition was originally presented at the July Traffic Management Meeting and was signed by 25 people requesting a resident parking zone within Chiltern Close. The petition was to describe and display the concerns and issues with school drop off and pick up parking within the small residential circular close. A significant number of vehicles have been shown to block and cause conflict for residents and other motorists alike at these two specific times of the day. The petition wanted the introduction of parking controls, and or a Residents parking Zone.

4. These options were discussed and dismissed at the previous Traffic Management Meeting in July and officers were asked to explore options and consider what could be done. These are detailed in the following section.

Scheme Proposal

5. The proposals are to either install bollards around the perimeter of the green to prevent overrunning as well as install resident only signage at strategic points when entering the close as well as around the green. Or to alternatively remove the green and create additional parking which will assist residents as well as accommodate some of the drop off traffic due to very little other areas to displace the parking too, as well as implement the same signage. The final option is to implement a one-way traffic order with associated works mixed from the other two options.

Statutory Consultation

6. Dependent of what option may be chosen, if any, statutory consultation will not be required, however all residents would be written too, and planning permission may be required for the removal of the green space.

Options for consideration

7. The following options are for consideration:
 - a. install bollards around the perimeter of the green to prevent overrunning as well as install resident only signage at strategic points when entering the close as well as around the green Rumble strips will cause noise to neighboring properties
 - b. remove the green and create additional parking which will assist residents as well as accommodate some of the drop off traffic due to very little other areas to displace the parking too, as well as implement the same signage
 - c. reconsider parking controls
 - d. do nothing

Reasons for decision

8. Officers have presented these options due to a review process and request from the Chair to consider the petition and present options at this October Traffic Management Meeting.

Council Priorities

9. These proposals will meet both objective B (reduce the impact of commuting trips on local communities) and J (reduce the risk of people being killed or seriously injured). These objectives are part of the Local Transport Plan.

Corporate Implications

10. Not applicable.

Legal Implications

11. Not applicable.

Financial and Risk Implications

12. The scheme will be funded by the Integrated Transport Capital Works Programme and if deliverable and agreeable will be delivered in 2019/2020 with monies set aside for design completion.

Equalities Implications

13. These would be considered within any informal local consultation.

Conclusion and next Steps

14. Should the proposals be authorised we shall instruct detailed design, before initiating the target cost setting process and then look to final delivery on site next financial year.

Appendices

15. **Appendix A: Original Petition**

Report Author:

Paul Salmon – Team Leader, Traffic Management, Highways
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Appendix A

Meeting: Traffic Management Meeting

Date: 24 July 2018

Subject: Chiltern Close, Ampthill – Petition for a Residents' Parking Zone

Report of: Summary: Paul Mason, Assistant Director Highways

Recommendation: To note the receipt of a petition submitted to Central Bedfordshire Council and discuss a way forward. That the lead petitioner be informed of the outcome of the meeting.

Contact Officer: Steve Lakin, Principal Highways Officer

steve.lakin@centralbedfordshire.gov.uk

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:

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.

- 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:

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 number</u>	<u>Name</u>	<u>Signature</u>

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.