



Central Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ

please ask for Martha Clampitt
direct line 0300 300 4032
date 3 September 2013

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Wednesday, 11 September 2013 4.00 p.m.

Venue at

Council Chamber, Priory House, Monks Walk, Shefford

Richard Carr
Chief Executive

To: The Executive Member for Sustainable Communities – Services:

Cllr B J Spurr

All other Members of the Council - on request

MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS MEETING

AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Report

Item	Subject	Page Nos.
2	Various Roads, Dunstable and Houghton Regis - Consider Objections to Proposed Waiting Restrictions relating to Bus Route Improvements This report seeks the approval of the Executive Member for Sustainable Communities – Services for the introduction of Waiting Restrictions in Various Roads in Dunstable and Houghton Regis required as a result of bus route improvements following the publication of proposals and receipt of objections.	* 5 - 24
3	Houghton Regis – Consider an Objection to a Proposed Raised Zebra Crossing and two raised uncontrolled crossings In Parkside Drive and consider objections to a proposed Contraflow Cycle lane in Easthill Road This report seeks the approval of the Executive Member for Sustainable Communities – Services for the installation of a raised zebra crossing and two raised uncontrolled crossings on Parkside Drive and for the implementation of the proposed cycle contraflow on Easthill Road, Houghton Regis.	* 25 - 40
4	Various Roads in Dunstable and Houghton Regis - Consider Objections to Proposed Waiting Restrictions This report seeks the approval of the Executive Member for Sustainable Communities – Services for the introduction of waiting restrictions in Various Roads in Dunstable and Houghton Regis following the publication of proposals.	* 41 - 76

- 5 **Various Locations in Central Bedfordshire -Consider Objections to Proposed Disabled Parking Spaces** * 77 - 110

This report seeks the approval of the Executive Member for Sustainable Communities – Services for the introduction of disabled parking space at various locations in Central Bedfordshire following the publication of proposals.

- 6 **Capron Road and Olma Road, Dunstable - To consider objections to proposed parking controls** * 111 - 132

To report to the Executive Member for Sustainable Communities – Services the receipt of objections following publication of proposals relating to on-street parking restrictions in Capron Road and Olma Road, Dunstable.

- 7 **Langdale Road shops lay-by and Hillyfields area, Dunstable - To consider objections to proposed parking controls** * 133 - 146

To report to the Executive Member for Sustainable Communities – Services the receipt of objections following publication of proposals relating to on-street parking restrictions in the vicinity of the Langdale Road shops lay-by and in the Hillyfields area, Dunstable.

- 8 **High Street, Arlesey – Consider Objections to Proposed Raised Tables** * 147 - 156

This report seeks the approval of the Executive Member for Sustainable Communities – Services for the installation of raised tables in High Street, Arlesey.

- 9 **Ivel Road, Shefford – Consider an Objection to Proposed Raised Tables and Traffic Calming Build-out** * 157 - 164

This report seeks the approval of the Executive Member for Sustainable Communities – Services for the installation of raised tables and a traffic calming build-out in Ivel Road, Shefford.

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Meeting: Traffic Management Meeting
Date: 11 September 2013
Subject: Various Roads, Dunstable and Houghton Regis - Consider Objections to Proposed Waiting Restrictions relating to Bus Route Improvements

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the introduction of Waiting Restrictions in Various Roads in Dunstable and Houghton Regis required as a result of bus route improvements following the publication of proposals and receipt of objections.

Contact Officer: Ben Gadsby
ben.gadsby@amey.co.uk

Public/Exempt: Public

Wards Affected: Dunstable Manshead

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve the reliability of bus services.

Financial:

The cost of implementing the waiting restrictions will be approximately £8,000. This is identified as a major scheme within the LAMP.

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:

The proposal would be used by “Guided Busway Bus Services”. It will be high quality bus service, more akin to Rapid Transit than local bus services.

RECOMMENDATION(S):

That the proposals to introduce Waiting Restrictions in Various Roads in Dunstable and Houghton Regis be implemented as published, with the exception of the proposals relating to Westfield Road which could be shortened to allow parking outside St. Fremund’s Church.

Background and Information

1. The Luton and Dunstable Guided Busway is a joint venture between Central Bedfordshire Council and Luton Borough Council. It is intended to provide a fast and reliable public transport facility offering better connections between residential, commercial, educational and industrial areas. Busway penetration in Downside is also part of CBC objectives working with our 'priority estates' to get people back into education, work and training.
2. As part of the Busway scheme, an amount of funding was set aside for the improvement of offline bus stops in both LBC and CBC areas. The project was for the upgrade of 134 stops in CBC which are to be used by a service using the guided Busway.
3. The proposed No Waiting at any time mainly covers road junctions and lengths of road where on-street parking currently occurs. In most cases parking must be prohibited to ensure that buses are not obstructed and are able to provide a reliable service. Restrictions are proposed for the following five areas:-
 - (i) Parkside Drive, Houghton Regis
 - (ii) Ashcroft and Westfield Road, Dunstable
 - (iii) Southwood Road, Dunstable (cul-de-sac section, including turnaround area at the far end)
 - (iv) Southwood Road, Dunstable (junctions from London Road to Graham Road)
 - (v) Mayfield Road, Dunstable
4. The proposals were formally advertised by public notice during May 2013. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council, Houghton Regis Town Council and relevant Elected Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.

5. A total of 16 individual objections have been received as follows:-
- (i) Parkside Drive, Houghton Regis – No objections
 - (ii) Ashcroft and Westfield Road, Dunstable – 1 objection
 - (iii) Southwood Road, Dunstable (cul-de-sac section, including turnaround area at the far end) – 6 objections
 - (iv) Southwood Road, Dunstable (junctions from London Road to Graham Road) – 9 objections
 - (v) Mayfield Road, Dunstable – No objections

Copies of all correspondence are included in Appendix D, E and F. The main points of objection for each area are summarised below:-

6. Ashcroft and Westfield Road

The objection is from the Church Warden at St Fremund's Church near the junction of Westfield Road and Ashcroft. She is concerned about hearses and wedding cars being unable to park outside due to the proposed yellow lines. The suggestion is that the restrictions could be shortened to allow such vehicles to park outside the Church.

7. Southwood Road, Dunstable (cul-de-sac section, including turnaround area at the far end)

- a) Parking is already heavy in the area, particularly in the vicinity of the turning area at the far end. When the parking bays are full, residents need to be able to park on the road.
- b) Residents will be forced to park further away from their homes, which is of concern to elderly residents and parents. This also creates car security concerns.
- c) The Council should provide more parking, possibly by converting wide footways.
- d) The proposed restrictions should apply during the day time only, i.e. when the buses are operating.
- e) The restrictions would create difficulties for visitors and, in particular, carers going to the nearby sheltered accommodation.

8. Southwood Road, Dunstable (junctions from London Road to Graham Road)

- a) These lengths of road are heavily parked and it will be difficult for people to find alternative spaces.
- b) The restrictions would create parking problems in adjacent streets.
- c) The proposals will cause difficulties for visitors and particularly healthcare professionals.
- d) Residents will be forced to park further away from their homes, which is of concern to disabled residents and parents.
- e) Some conversion of verges has already taken place, so people have suggested that more could be done.

9. Bedfordshire Police has no objection to any of the proposals.

Responses and Conclusion

10. Bedfordshire Highways' response to the points above are as follows:-
11. Ashcroft and Westfield Road

It would be feasible to shorten the extent of the lines outside the Church to accommodate wedding cars and hearses. A reduction of approximately 7 metres is recommended.
12. Southwood Road, Dunstable (cul-de-sac section, including turnaround area at the far end)
 - a) It is acknowledged that parking is heavy in the area, particularly during the evening and weekends. This is the very reason why parking restrictions are needed to ensure that the bus companies are able to provide a reliable service. This is the area where the bus companies are most concerned about encountering difficulties in getting through, so there is no scope to reduce the lengths of the yellow lines.
 - b) It is accepted that the restrictions might result in residents having to park further away from their homes. However, the yellow lines could assist people needing to make short duration stops, for example to load/unload goods or to set down and pick up passengers. With the exception of the turning area, the proposed double yellow lines cover only one side of the road, so parking can take place on the other side.
 - c) The width of the footways is insufficient to enable them to be converted to parking bays. There are a number of parking areas in the vicinity, but these are off the highway, so it is not possible to make changes.
 - d) Single yellow lines with no waiting during bus operating times could be implemented, but would probably be less well observed than double yellow lines. This would be detrimental to the reliability of the bus service unless well policed.
 - e) It is accepted that visitors would be inconvenienced, but in most cases parking could be found within a reasonable walking distance particularly during the working day.
13. Southwood Road, Dunstable (junctions from London Road to Graham Road)
 - a) It is acknowledged that parking is heavy in the area, particularly during the evening and weekends. It is necessary for the buses to make tight turning manoeuvres at these locations and an analysis of those movements indicates that the proposed restrictions are needed to ensure that the buses can get through. The proposed restrictions mostly cover junctions where ideally on-street parking should not take place. Unrestricted lengths of road between the junctions would remain where residents could park.
 - b) There is likely to be some transference of parking to adjacent roads. However, these are residential estate roads where heavy on-street parking is unlikely to create any significant safety or other highway issues.

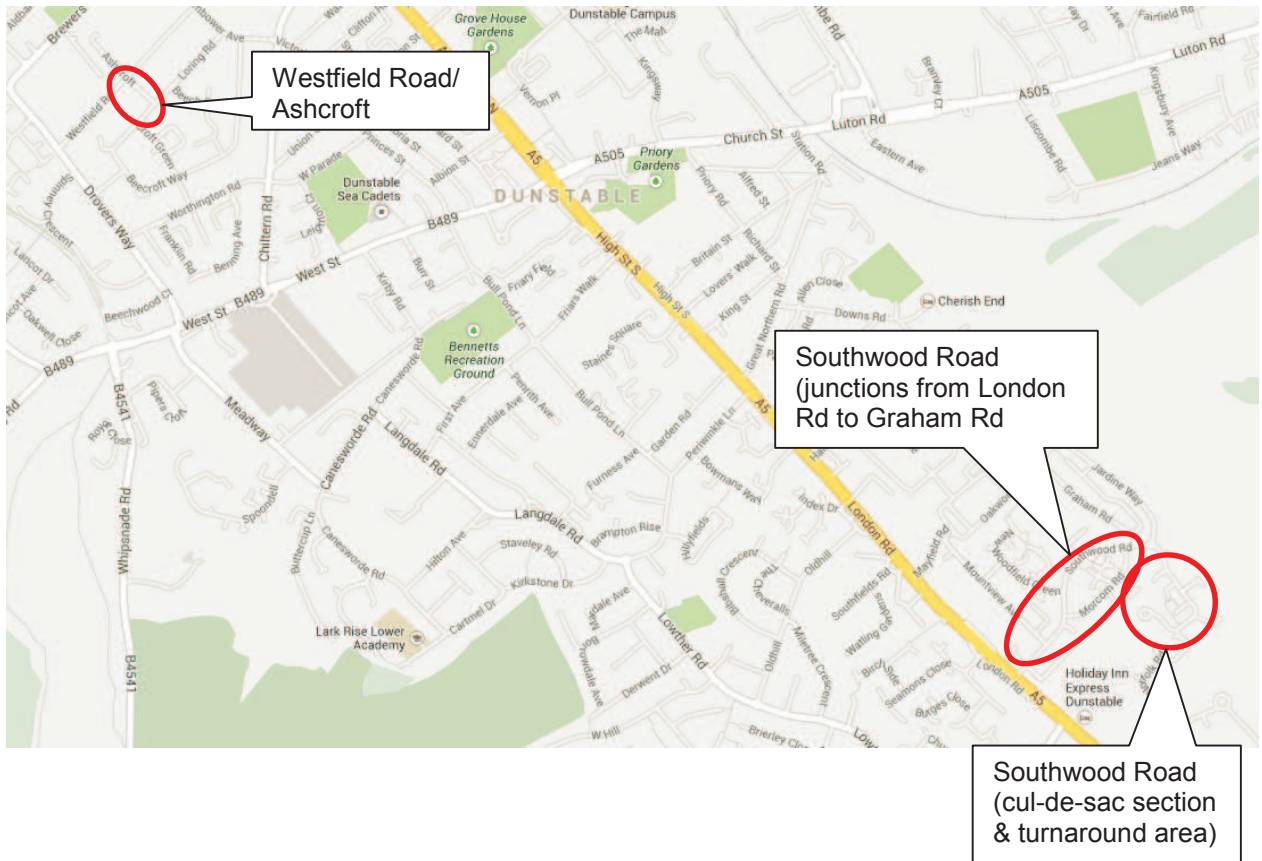
- c) It is accepted that visitors would be inconvenienced, but in most cases parking could be found within a reasonable walking distance particularly during the working day.
 - d) It is accepted that the restrictions might result in residents having to park further away from their homes. However, the yellow lines could assist people needing to make short duration stops, for example to load/unload goods or to set down and pick up passengers. Blue badge holders do have the option of applying for a disabled parking space outside their home, although these could not be placed on those lengths where the double yellow lines are proposed.
 - e) A significant amount of verge hardening has taken place on Southwood Road and some side roads to increase parking capacity.
14. In summary, it is essential in the interests of maintaining a reliable and punctual bus service that the proposed No Waiting at any time restrictions are implemented as proposed. The exception being Westfield Road, where the lines can be shortened to meet the needs of the Church.

The Busway is due to go live on 23 September 2013, so, subject to approval, implementation of the parking restrictions will need to be undertaken as swiftly as possible.

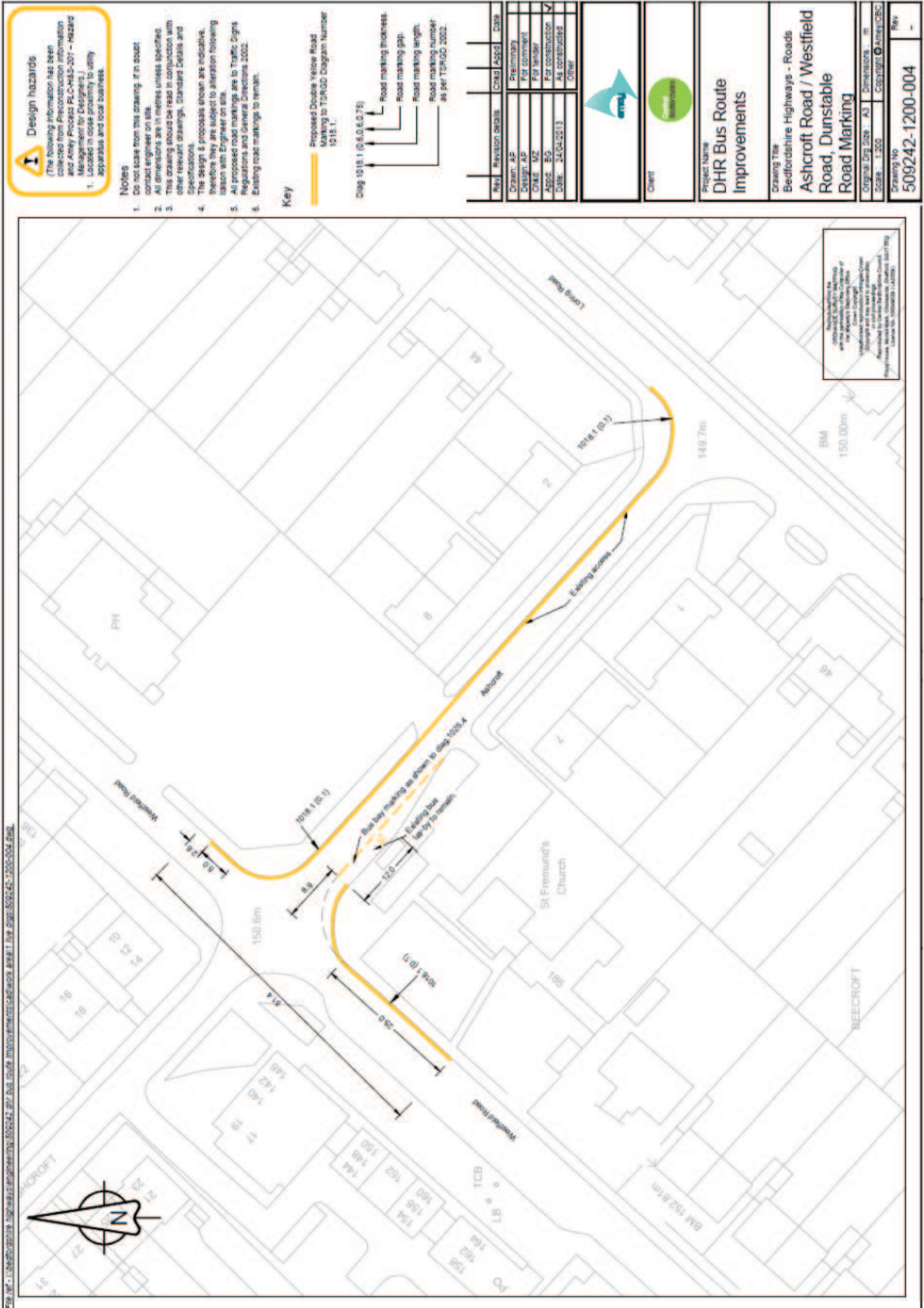
Appendices:

- Appendix A – Overview map
- Appendix B – Drawing of Proposed Waiting Restrictions
- Appendix C – Public Notice for Proposed Waiting Restrictions
- Appendix D – Objection to Westfield Road/Ashcroft Proposals
- Appendix E – Objections to Southwood Road Proposals (cul-de-sac)
- Appendix F – Objections to Southwood Road Proposals (junctions)

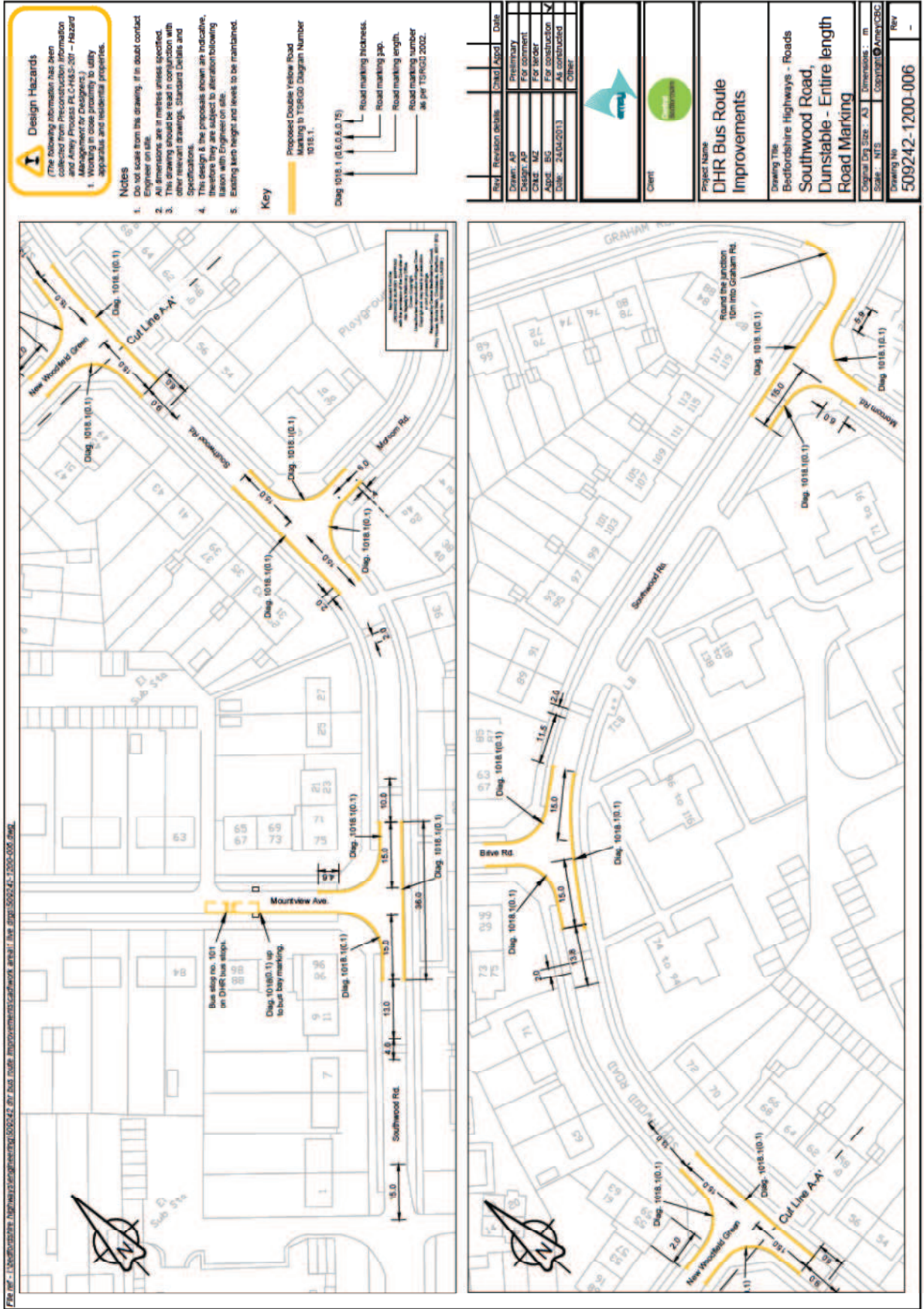
Appendix A



Appendix B









PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN VARIOUS ROADS IN DUNSTABLE AND HOUGHTON REGIS

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of buses. The Order would introduce No Waiting at any time at various junctions and near bus stops along the routes to ensure that services are able to operate safely and without undue delays.

Effect of the Order:

To introduce No Waiting at any time on the following length of road in Dunstable:-

Westfield Road/Ashcroft

Westfield Road, south-east side, from a point approximately 3 metres south-west of the rear wall of no.10-14 Ashcroft in a south-westerly direction for a distance of approximately 49 metres.

Ashcroft, south-west side, from the south-west kerb line of Westfield Road in a south-easterly direction for a distance of approximately 9 metres.

Ashcroft, north-west side, from its junction with Westfield Road to its junction with Loring Road.

Loring Road, north-west side, from its junction with Ashcroft in a north-easterly direction to a point in line with the front wall of no.2 Ashcroft.

Southwood Road, Downside

Southwood Road, both sides, from a point in line with the north-east flank wall of no.12 Southwood Road in a north-easterly direction to a point in line with the south-west flank wall of no.26 Southwood Road.

Mountview Avenue, south-west side, from its junction with Southwood Road in a north-westerly direction to a point in line with the boundary of nos.86/88 and nos.92/94 Mountview Avenue.

Mountview Avenue, north-east side, from its junction with Southwood Road in a north-westerly direction to a point approximately 5 metres north-west of the south-east flank wall of nos.71-75 Mountview Avenue.

Southwood Road, both sides, from a point approximately 2 metres south of the south flank wall of nos.29/31 Southwood Road in a northerly direction to a point in line with the south flank wall of no.41 Southwood Road.

Morecom Road, both sides, from its junction with Southwood Road in an easterly direction to a point approximately 1 metre east of the west flank wall of nos.2a/4a Morecom Road.

Southwood Road, both sides, from a point approximately 6 metres north of the property boundary of nos.54 and 56 Southwood Road in a northerly direction to a point approximately 13 metres south of the property boundary of nos.70 and 72 Southwood Road.

New Woodfield Green, both sides, from its junction with Southwood Road in a westerly direction to a point approximately 8 metres west of the front wall of nos.55-59 Southwood Road.

Southwood Road, both sides, from a point approximately 14 metres north-east of the north-east flank wall of no.71 in a north-easterly direction to a point approximately 12 metres south-west of the south-west flank wall of no.89 Southwood Road.

Brive Road, both sides, from its junction with Southwood Road in a north-westerly direction to a point approximately 5 metres north-west of the south-east flank wall of nos.63-67 Brive Road.

Southwood Road, south side, from a point in line with the property boundary of nos.113/115 and 117/119 Southwood Road in an easterly direction to a point approximately 5 metres east of the west flank wall of no.140/142 Southwood Road.

Southwood Road, north side, from a point in line with the property boundary of nos.113/115 and 117/119 Southwood Road in an easterly direction to its junction with Graham Road.

Morecom Road, both sides from its junction with Southwood Road in a southerly direction to a point approximately 3 metres south of the front wall of no.140/142 Southwood Road.

Graham Road, west side, from its junction with Southwood Road in a northerly direction to a point approximately 5 metres north of the south flank wall of nos.82-86 Graham Road.

Southwood Road, north-east side, from a point approximately 2 metres north of the north-west flank wall of no.163 Southwood Road in a south-easterly direction to a point approximately 3 metres north-west of the boundary of nos. 186 and 188 Southwood Road.

Southwood Road, south-west side, from a point in line with the north-west flank wall of no.163 Southwood Road in a north-westerly direction for a distance of approximately 13 metres.

Lincoln Close, both sides, from its junction with Southwood Road to a point approximately 2 metres south-west of the north-east flank wall of no.1 Lincoln Close.

Southwood Road, south-west, north-west and north-east sides (even nos.), from a point approximately 1 metre south-east of the boundary of nos.186 and 188 Southwood Road in a south-easterly, then south-westerly and then north-westerly direction to the turning area at the end.

Southwood Road, south-west side, from a point in line with the rear wall of no.275 Southwood Road in a north-westerly direction to the turning area at the end.

Southwood Road, both sides of the turning area, including the full circumference of the central island, which is located at the far end of Southwood Road, but not including the parking bays located around the inside and outside of the turning area.

Mayfield Road, Downside

Mayfield Road, south-east and north-east sides, from a point approximately 23 metres south-west of the south-west flank wall of nos.32/34 Mayfield Road in a south-westerly, then south-easterly direction for a distance of approximately 26 metres.

Mayfield Road, north-west and south-west sides, from a point approximately 8 metres south-west of the south-west flank wall of nos.32/34 Mayfield Road in a south-westerly, then south-easterly, then south-westerly direction to a point approximately 23 metres south-west of the south-west kerb line of Oakwood Avenue.

Mayfield Road, south-east side, from the south-west kerb line of Oakwood Avenue in a south-westerly direction for a distance of approximately 12 metres.

To introduce No Waiting at any time on the following length of road in Houghton Regis:-

Parkside Drive, both sides of the turning area, including the full circumference of the central island, which is located on the south-west side adjacent to the Dog and Duck public house.

Further Details of the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA and Houghton Regis Library, Bedford Square, Houghton Regis LU5 5ES or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 31st May 2013.

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**

Technology House
Amphill Road
Bedford MK42 9BD

Gary Alderson
Director of Sustainable Communities

8th May 2013

Appendix D

I am a Church Warden at St Fremund's Church and am writing to raise an objection to the proposal to introduce No Waiting at any time on Westfield Road.

The No Waiting restrictions would prevent vehicles from stopping near the entrance to St Fremund's Church. This will cause a problem when we hold funerals or weddings - when cars need to pull up close to the entrance. Sadly we have more funerals than weddings and it is difficult to see where a hearse would stop once the No Waiting restrictions are in place.

I have not been able to find out what impact assessment has been undertaken as part of developing the proposal for a No Waiting restriction outside the church. You may have made assumptions about access, for example that hearses could stop further down the road in front of residential housing. But this would result in bearers carrying a coffin along the pavement, passing opposite a lower school. It seems to me that this would cause unnecessary distress.

I understand from DfT that unloading may be permitted once a No Waiting at any time restriction is in place. However I am not certain that this would be of any help to the church. As you can imagine we are not talking about activities that are easily described as unloading, nor are they undertaken at speed. We would not want this to be an issue for discussion with enforcement agencies at the start of a ceremony.

I would like the proposal to be changed to allow funeral and wedding vehicles to stop outside the entrance to St Fremund's, on Westfield Road, on those occasions when there is a funeral or wedding taking place. This would be welcomed by the Church Wardens and all the congregation of St Fremund's Church.

Appendix E

I would like to object to the proposal to introduce no waiting at any time on Southwood Road at both sides of the turning area at the end of Southwood Road for the following reasons;

In this area of the road there are not enough car parking spaces for one per household at present. The parking spaces available are often used up mainly in the evenings, leaving no option but to park on the side of the road. It is often difficult to park at all, as all of the parking spaces are full and the sides of the road are full and you can get "blocked in".

If the option of parking at the side of the road is taken away there will be a major parking issue unless we are provided with extra parking spaces in the area. However, there are wide paths in the area which could be opened up and the turning area re-developed to provide more parking.

I would not object to the no waiting proposal if the parking was not an issue as I do understand the need for the buses to have a wider route.

May I Suggest that if the proposal does take place that it is only at certain times, preferably not in the evenings as this is when there is difficulty parking.

I have noticed the very small sign relating to the proposal to implement 'no waiting at any time' double yellow lines around Southwood Road in Dunstable, which has the desired outcome of preventing the bus route being blocked by badly parked vehicles.

I own and live at number xxx Southwood Road, and will be directly and negatively impacted by this.

I believe the proposal to make the entire of the **Southwood Road cul-de-sac** a double yellow zone is excessive, and I absolutely object on the following grounds:

- There are insufficient parking bays for the resident cars to park - I have noticed in other areas of Southwood Road work has been done to allow cars to park on the pavement, but no such work has been done here, and I can see similar work would not be viable on this particular stretch.
- No consultation has taken place with the residents and the notice that has been posted has probably not been seen or understood by most of those that will be affected.
- The deeds of my home indicate I own one of the parking bays opposite my house, however I was advised by my solicitor that the council would not allow me to 'reserve' this space for my own use, so I cannot guarantee to be able to park there, and I rarely can. In the interest of cordiality with the neighbours I have not pursued this, but if this proposal goes ahead I will insist on the space being acknowledged as owned by me.
- Most houses have more than one car, as is the norm these days. When the houses were built the parking would have been sufficient but not now.

- The implementation of this will have a detrimental effect on the value of the privately owned houses, including mine. These are family homes and not being able to park near to your own front door will drastically affect the value and the ability to sell my home should I wish to.
- My house is next to the Sheltered Accommodation block of flats, and I frequently see nurses visiting the residents there. Under this proposal they will not be able to park in front of these flats to carry out their work.
- The proposal will also prevent any visitors being able to park close by, for example my parents - my mother had a stroke recently and has walking difficulties as a result. They would need to be able to park close to my house to visit.
- I have witnessed the bus being blocked on a couple of occasions, namely by delivery vehicles that don't realise the bus comes round and by a vehicle parked badly on the roundabout. I would make the counter-proposal that the inner circle of the roundabout be 'no waiting' and across the front of the parking bays but that the straight piece of road between number 268 Southwood Road and the bus stop is left to continue to allow parking there. Those of us that live here have parked there without causing any blockage to the passage of the bus for years (I have lived here for over six years) as we know it comes round and we ensure it has space (if for no other reason than to protect our wing mirrors from being knocked off).

This proposal needs to be reconsidered, to enable a reasonable outcome for residents and the bus company alike. The current proposal is absolutely excessive and untenable in its current form.

Please acknowledge receipt of this email by return. I would be more than happy to discuss this in person or over the phone, please see my contact details below.

In relation to proposed no waiting restrictions in various roads in Dunstable - specifically Southwood Road, project name DHR Bus Route Improvements.

I object to the above road marking proposal as more cars would be forced to park in Norfolk Road increasing risks for young children crossing on their way to local e.g. St Mary's Lower School.

Also parking spaces in the roundabout (underneath cut line B-B of diagram 1018.(0.1)) get flooded due to a continually blocked drain.

We object to the parking restrictions which have been proposed outside our home because parking is a problem already and the designated parking areas are always full or too far away from our home we both park on the corner of Southwood road and Lincoln close we do not obstruct the junction. If our alarms were to go off there we would be able to hear them. Due to the limited safe parking facilities in the area it is not feasible to allow these yellow lines. Grocery shopping trips would become a nightmare having to park a distance from our home. The council have allowed many of our neighbours to park in front of their property's using a dropped kerb this impacts on parking in the neighbourhood. We await your reply

I would like to put in a complaint against the road markings which are due to go on southwood road. I live in number xxx southwood road and I feel that these proposed plans will greatly affect myself and my family on a daily basis 1. There are not enough parking areas on the cul de sac round about as it is. People who do not live on the round about park there not leaving any spaces for the residents who live there in the first place

2. I have recently had a baby if I have to park on the other side of southwood road that will be a great inconvenience especially if the weather is bad ie raining snowing

3. I have had to sell my car as I thought as there is not enough car parking spaces as it is 4. When I purchased my home I was told that there was a car parking space that comes with my house it's even on the deeds to my house yet on a regular basis I am unable to park there as it is a free for all

Solutions 1. If these proposals go through are you going to provide adequate parking spaces for the residents with the benefit of being able to see our vehicles 2. Why can we not have the space which I have been led to believe is mine ,put my house number on it as then I will be the only one able to use it nobody else, which would make my daily living much easier.

I live at:- xxx Southwood Road, Dunstable, Beds

The yellow lines in question are to be put there for easy access by the Rail Bus, the fact that this large bus is to be used in such a congested area makes no sense at all.

I am unable to park outside my house at the moment because of the number of cars and making it safe for other traffic.

There is parking at the rear of my property which I use when I can, but space is limited and as there will be even more people needing to use it I do not know where we are all supposed to park our cars.

If you park on the slip road to the parking area, which sometimes happens already, it does not allow access for emergency vehicles which is essential particularly for the houses in Lincoln Close who back onto the parking area. The fire engines cannot get to the front of the houses as the access is blocked by the number of vehicles properly parked there.

Most do not have large enough front gardens to allow parking in them and the council are not prepared to help with the cost of installation of dropped kerbs for the few who can.

Appendix F

I am writing to you in objection to waiting restrictions to xx, Southwood road, as I am currently housebound and I have daily carers coming to the house also district nurses coming twice a week also various ancillary doctors staff calling throughout the week. Also my wife is taking driving lessons so that she can take me out and about and to the hospital when ever I need to go so we shall be needing two spaces on the road outside xx, Southwood road.

I have just received a letter with the proposed no waiting markings along the junction of Southwood road and new woodfield green.

I understand the necessity of trying to free up the road of parked cars at the junctions, but has any consideration been put in for where the residence of the council properties will park? Living in number 47 Southwood road, I will be affected by this. We have around 10 cars who park in the proposed area for the markings, and with no designated spaces, we will be forced to park away from our flats / houses in an already crowded area.

With a child of only 16 months, having to park away from where I live is unacceptable. Grassed areas along Southwood road have had Tarmac placed to allow cars to park on them, but this has not been completed along ALL grassed curbs in the area. Will this be done to ensure residence can still park by their houses regardless of double yellow lines?

The aim surely is to take cars off of the road to allow a free route for busses and other council vehicles, not to inconvenience the residence? By taking away the right for people to park outside their home, you will end up with more congestion down already packed roads, in essence compacting the parking problems which already exist, in to different areas, just to make life easier for the council.

As a residence, I need assurances that a parking space will be available to me outside my property, and that I will not have to park away from my home with a 16 month old. I look forward to your response.

I wish to object about your proposed No Waiting at any time in Southwood Road between numbers 29 to 41.

I have been a resident since January 1988 at xx Southwood Road and by putting Double Yellow lines outside my house you would cause a severe parking congestion problem further up and down Southwood Road and thus not letting the buses drive through easily. At present cars park also in Morcom Road as there is not enough parking in our area if the Council marked yellow lines this would then cause a major parking disaster.

Cars need to park somewhere and by making large areas of double yellow lines you would just be making a problem that at the moment does not exist in our area of Southwood Road opposite Morcom Road.

There has NOT been a car accident on our area of Southwood Road since the council put in the speed bumps many years ago.

I would like you to reconsider your decision and I would like an email acknowledgement confirming that my objection email has been received.

I can understand that Yellow lines need to be done at the end of Mountview Road to help the large buses turn the corner from Southwood Road into Mountview Road, but I do think that is the ONLY junction that needs Proposed No Waiting at any time in Southwood Road!

I await your prompt reply.

Concerning the proposed no waiting time as shown in your plans for Southwood Rd, Downside. My only objection is that I live at no xx and park outside my house. If I am no longer able to park there can you suggest where I and all others concerned can park, without causing unrest with neighbours if we have to park outside there houses.

Awaiting your reply.

The yellow lines in question are to be put there for easy access by the Rail Bus, the fact that this large bus is to be used in such a congested area makes no sense at all.

I am unable to park outside my house at the moment because of the number of cars and making it safe for other traffic.

There is parking at the rear of my property which I use when I can, but space is limited and as there will be even more people needing to use it I do not know where we are all supposed to park our cars.

If you park on the slip road to the parking area, which sometimes happens already, it does not allow access for emergency vehicles which is essential particularly for the houses in Lincoln Close who back onto the parking area. The fire engines cannot get to the front of the houses as the access is blocked by the number of vehicles properly parked there.

Most do not have large enough front gardens to allow parking in them and the council are not prepared to help with the cost of installation of dropped kerbs for the few who can.

With ref. to the above, I live at xx Southwood Rd and the proposed no waiting is right outside my flat on both sides of the road. What I would like to know is, are there any arrangements being made for people who have to rely on street parking? I am registered disabled and also have a blue badge and because of my disability i find it very difficult to walk to far. I do not own a garage and can not afford to rent one either, as you may imagine, this is causing me a lot of stress at the moment worrying where i will be able to park my car and more to the point how far away from my home.

I have received a copy of the Public Notice regarding the above, together with the related map (Drawing No: 509242-1200-005), through my door. I am writing to object to these proposed double-yellow lines outside my property, and elsewhere along my road.

I am curious why the map posted through my and my neighbours' doors is of such poor quality. I had initially thought that perhaps your printer had run out of ink but as all other details on the map are very clear and not at all faded, and the same map on the Central

Bedfordshire website is perfectly clear, I can only surmise that the outlines of the houses have been deliberately faded so that they are unreadable thus making the location of the proposed yellow lines very hard to see in relation to our properties.

We already have an existing DB2 bus route through Downside that facilitates the passage of buses, operating safely and without undue delays, without any yellow lines. They are not necessary. Furthermore, they will have an adverse effect on me in my life and that of my neighbours.

The streets on Downside are already congested with residents' cars, and further reducing the number of available parking spaces by introducing double-yellow lines along the bus route is simply not justifiable. I recognise that the bus has the right to use the road, but as a resident I also have the right to park near my home.

I am currently awaiting a Blue Badge from Central Bedfordshire Council because of various disabilities. The introduction of double-yellow lines outside my house mean that I would have to park so far away from my property that I would be unable to reach my car, thus completely removing my independence as I use my car to go to work, shopping, visiting relatives etc etc.

A nearby resident would also lose their disabled parking bay outside their house under these proposals. My elderly neighbour's daughter would have to park so far away from her property that she would not be able to walk to the car to go out on visits. Relatives of residents in the Sheltered Housing flats at the end of Southwood Road would have to park so far away that the residents would be unable to reach their cars.

I don't understand the sudden need for yellow lines on Downside, and doubt very much they are needed at all.

However, if parking is becoming a problem for buses then perhaps there are less disruptive solutions:-

- 'at cost' dropped-kerbs for residents to park in their gardens, whether council tenants or not, or
- A one-way system along the bus route, or
- Yellow lines along one side of the roads along the bus route, thus reducing the need for the bus to weave in and out of cars parked on both sides of the road... perhaps combined with one-way system.

The bus only operates from 7am – 8pm, Monday to Saturday (78 hours out of a 168 hour week). I query why, therefore, double-yellow lines (which permanently prevent parking) are needed when for over half the week (54%) no buses run at all... the lines should not apply when there are no buses running! Also, the bus follows a one-way route around Downside so two buses never have to pass each other so why are double-yellow lines needed?

This email is to object to the plans for yellow lines, around and within the junction of Southwood rd and mountview ave No,s 12- 26 Southwood rd.

This seems to be an I'll thought out plan in view of the number of residents that have cars and need to park in this stretch of already limited space.

Provisions have been made available for residents within mountview ave to now park on both sides of the path.

But no such space has been made available for those around the junction of mountview "via" Southwood rd.

There are a number of drop offs within this road which already takes up precious space. I myself have a mobility car which I rely on heavily, due to severe breathing problems. I do not need to be parked further than I am which is opposite No xx Southwood I would urge you to review these proposed plans.

I OBJECT to the above proposal.

Re-provision of on-street parking to hardened-kerb parking has not occurred outside 35 Southwood Road, an area directly affronting the proposed 'No waiting at any time' double yellow line area and currently laden with bollards. In this instance, the proposed 'No waiting at any time' proposal is premature, as the existing kerb hardening works have not been properly completed and this will cause significant hardship to the residents living along that plane who currently park no fewer than five vehicles along that stretch in the evenings.

This will cause chaos along the length of the proposed route, as although kerb hardening works have occurred, there does not seem to have been an amendment to local bylaws preventing vehicles from parking partially or in full on the roadside kerb. Many households have at least one motorcar, and some have two. Furthermore, no signage has been installed following the recent kerb hardening works in this locality. Where are these vehicles supposed to park? Do you have alternative parking provision at your office??

Drawing number 509242 - 1200 - 006 makes pictorial reference to the proposed 'No waiting at any time' double yellow lines only, and does not appear to show the full scope of the proposed no waiting areas. Whilst this may be an interpretation error on my part, please be aware that any error in this annex may make this consultation process unsound, and any subsequent council decision to proceed may be open to costly Judicial review.

The proposed order 'No waiting at any time' (Order 201) will be unenforceable within a short period of time as the road surface is in such a poor condition that painted lines are likely to break away and be incomplete in their extent (I evidence the painted bus stop outside 30-32 Southwood Road which has lasted only a matter of months), and future appeals with the parking adjudicator are likely to be costly in both time and money. A broken double yellow line is an unenforceable double yellow line.

This proposed undertaking is premature as the current road surface is of poor quality, and not consistent with the expectations of local tax paying residents and road users.

The proposed 'No waiting at any time' restrictions at the junction of Southwood Road / Morecom Road do not take into consideration the knock-on effect for other road users attempting to park elsewhere, in the future, either-side of the proposed restricted area. There are no proposals to safeguard entry onto existing drop-kerbed driveways or rear access roadways close to this area (for example by means of a signed restriction or 'white-bar') preventing vehicles from parking without due consideration and causing an obstruction.

Additionally, and in this regard, the council taken into consideration the needs of elderly and vulnerable residents in respect of their formal and informal visitors - their ability to park (in the absence of a disabled parking badge), and the ability of transport services to 'wait' whilst these individuals are loaded onto pre-booked transport when their level of mobility prevents them from taking anything but a few steps without great hardship.

Meeting: Traffic Management Meeting

Date: 11 September 2013

Subject: Houghton Regis – Consider an Objection to a Proposed Raised Zebra Crossing and two raised uncontrolled crossings In Parkside Drive and consider objections to a proposed Contraflow Cycle lane in Easthill Road

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of a raised zebra crossing and two raised uncontrolled crossings on Parkside Drive and for the implementation of the proposed cycle contraflow on Easthill Road, Houghton Regis.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Parkside and Tithe Farm

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

This proposal will improve pedestrian and cycle networks in Houghton Regis and improve safety when crossing the carriageway contributing to the following corporate priorities:

- Maximising employment opportunities
- Getting around and caring for a cleaner and greener environment
- Supporting and caring for an aging population, and the following Local Transport Plan priorities:
 - Increase access to employment by sustainable modes
 - Reduce the impact of commuting trips on local communities
 - To maximise opportunities for training and education for those without access to a car

Financial:

The overall budget for the Parkside Drive scheme is £60,000 of which £35,000 is from the LATP programme (ref., 3.2), the balance being part of the LSTF programme. The overall budget for the Easthill road cycle scheme is £15,000 and part of the LSTF programme of works.

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:

The proposal will improve road safety for all road users, but in particular pedestrians and cyclists.

Sustainability:

A crossing of Parkside Drive is identified as a priority in the Local Area Transport Plan whilst also being identified as part of a package of works identified through the Local Sustainable Transport Fund, providing improved access to employment, educations and training by sustainable modes of transport reducing reliance on the private car. The contraflow cycle route is also part of the LSTF programme, again improving the network for cyclists making it easier to cross town to and from local employment and educational sites.

These schemes are partly funded by the Local Area Transport Plan (LATP) and partly funded by the Local Sustainable Transport Fund (LSTF). They are part of a wider package of walking and cycling network improvements for Houghton Regis and Dunstable, improving access to education and employment areas. Appendix E contains a map showing those proposals identified as part of the LSTF programme which was signed off as part of the funding bid process. These particular proposals are shown as numbers 10 and 11 (Parkside) and 5c (Easthill).

These schemes were formally advertised by public notice in June/July 2013. Consultations were carried out with the emergency services and other statutory bodies, Houghton Regis Town Council relevant Elected Members. Residents likely to be directly affected by the proposals were informed via letters and notices were displayed on street.

RECOMMENDATION(S):

That the proposals to install a Raised Zebra Crossing and two Raised Table Uncontrolled Crossings on Parkside Drive and the proposed Contraflow Cycle lane in Easthill Road are to be implemented as published apart from the addition of a green high friction surface cycle lane along Easthill Road to further highlight the route to motorists.

Background and Information

1. The scheme is partly funded by the Local Area Transport Plan (LATP) and partly funded by the Local Sustainable Transport Fund (LSTF). The schemes are part of a wider cycle network improvement (LSTF) for Houghton Regis and Dunstable. Improving the signage and use of new shared use facilities. Appendix E contains a map showing cycling facilities in Dunstable and Houghton Regis.
2. The proposals were formally advertised by public notice in June/July 2013. Consultations were carried out with the emergency services and other statutory bodies, Houghton Regis Town Council relevant Elected Members. Residents likely to be directly affected by the proposals were informed via letters and notices were displayed on street.
3. One objection has been received in relation to the proposed raised zebra crossing and tables on Parkside Drive. A copy of the correspondence is included in Appendix C. The main points of objection are summarised below:-
 - a) One crossing at the school would be enough.
 - b) Three crossings will cause more congestion.
 - c) It will increase pollution from all the vehicles stopping and starting.
4. Eight objections have been received in relation to the proposed contraflow cycle lane on Easthill Road, Houghton Regis. A copy of the correspondence is included in Appendix D. The main points of objection are summarised below in order of number of times mentioned:-
 - a) It is difficult to sustain cycle lane with cars parked, parking bays will cause conflict with neighbours.
 - b) It is a waste of tax payer's money.
 - c) Motorists already drive illegally the wrong way down Easthill Road towards Sundon Road. The proposed contraflow will encourage more motorists to do the same.
 - d) Few cyclists use Easthill Road
 - e) Something should be done about the speeding first, such as installing traffic calming.
 - f) Concerns about the safety of the proposal with motorists not expecting to be faced with cyclists traveling the other way.
 - g) It is inappropriate to encourage cycles to travel in the direction of Sundon Road when this road was made one-way due to the visibility at this junction.
 - h) There is a perfectly good cycle route via Leafields.

Responses and Conclusion

5. Bedfordshire Highways' response to the points in paragraph 3 regarding the raised zebra crossing and two raised tables on Parkside Drive are as follows:-
 - a) The reason we are proposing the other two raised crossings (uncontrolled) is due to an anticipated overall speed reduction to improve safety for pedestrians and cyclists.
 - b) The proposals are unlikely to have a significant impact on congestion. Measures aimed at encouraging walking and cycling will hopefully mean that people are less reliant on private cars and hence should reduce congestion.
 - c) It will have a minimal impact on pollution production, however as stated above (b), it may even have a positive impact by discouraging motorists from using this section of Parkside Road.

6. Bedfordshire Highways' response to the points in paragraph 4 above regarding the proposed contraflow cycle lane along Easthill Road are as follows:-
 - a) The proposed parking bay arrangement is to encourage the use the north side of Easthill Road and is not enforceable. However this can be reviewed following implementation. The proposed arrangement is not forcing any motorists to park in the parking bays only. It is suggesting to the cyclists to keep their desire line away from the possible parking/parked cars.
 - b) This scheme and other schemes similar to it, are being funded by the Local Sustainable Transport Fund (LSTF) which was awarded to Central Bedfordshire Council by the government to only be used on schemes such as this, to improve walking and cycling routes.
 - c) The fact that motorists may be currently using the one way street illegally by travelling the wrong way is a police enforcement matter. However, part of the proposal for this scheme is that there will be a cycle only entrance with a bollard on Easthill Road (junction with The Quadrant) to prevent this from happening in the future.
 - d) It is thought that the reason for few cyclists using Easthill Road is due to the current direction of travel. It is anticipated that more cyclists will use the contraflow direction because it will tie in with the rest of the future promoted route across Houghton Regis, to Parkside Drive.
 - e) The proposed cycle entrance mentioned above (c) is also a traffic calming feature as it will be (or give the illusion of) narrowing the carriageway and also the presence of cycle symbols along with the new contraflow signage will alert motorists to slow down as the road is being used as contraflow.

- f) As stated above (e), the presence of new signage and road markings should alert motorists to the new arrangement, which has been used successfully on many other roads. The addition of green surfacing (as stated in the recommendation) to show a cycle lane would be beneficial to both the cyclists and the motorists.
 - g) Cyclist will not be encouraged to exit Easthill Road (onto Sundon Road) on carriageway, it will be marked and advised to enter the footway (via dropped kerbs) and cross Sundon Road via a proposed raised zebra crossing (already advertised and programmed for October half term).
 - h) Easthill Road is a better option for cyclists because the promoted route runs straight into Easthill Road from the proposed shared use path towards Parkside Drive.
7. There has only been one objection to the proposals for Parkside Drive. The number of raised platforms proposed are not just to provide safe crossing points, but also to reduce traffic speeds to create a safer and more pedestrian friendly area. It is recommended that the proposed raised crossings on Parkside Drive be implemented as published.
8. Some residents appear to have misinterpreted the main objectives and some elements of the Easthill Road contraflow cycle lane. The marked parking bays will be more for the attention of the cyclists to keep them clear of the parked cars, rather than to dictate where residents can and cannot park. The points raised about motorists being unaware of the potential for cyclists heading towards them should be addressed by the new signage and markings. The minimum standard contraflow layout is being exceeded by the proposed cycle 'gateway' being installed to discourage motorists driving the wrong way in Easthill Road. It is recommended that the proposed contraflow on Easthill Road be implemented as published.

Appendices:

Appendix A – Drawing of Proposals

Appendix B – Public Notices

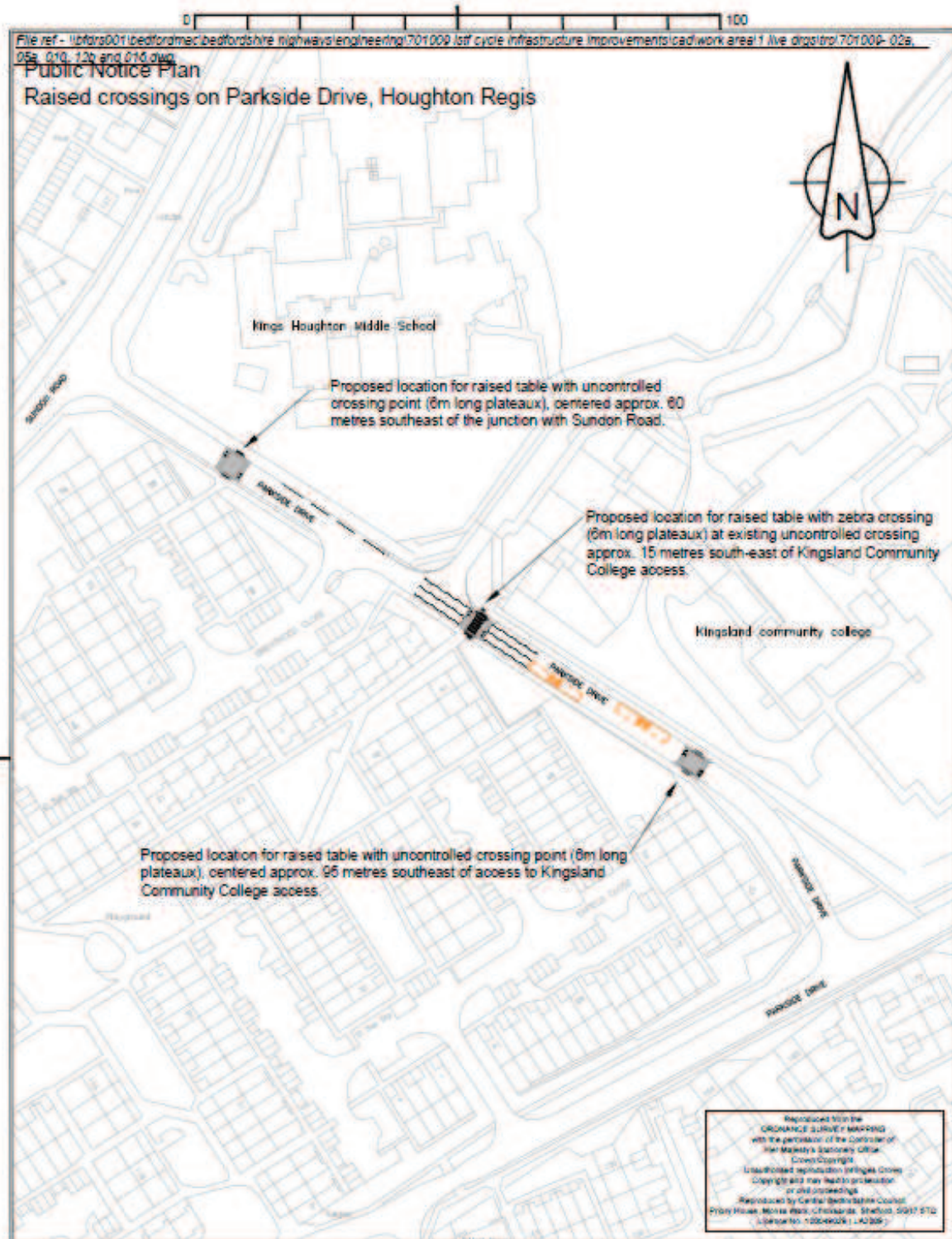
Appendix C – Objection to Proposed Raised Zebra and Tables in Parkside Drive



Appendix D – Objections to Proposed Contraflow Cycle Lane in Easthill Road

Appendix E – Map of Cycle Facilities in Dunstable and Houghton Regis

Appendix A

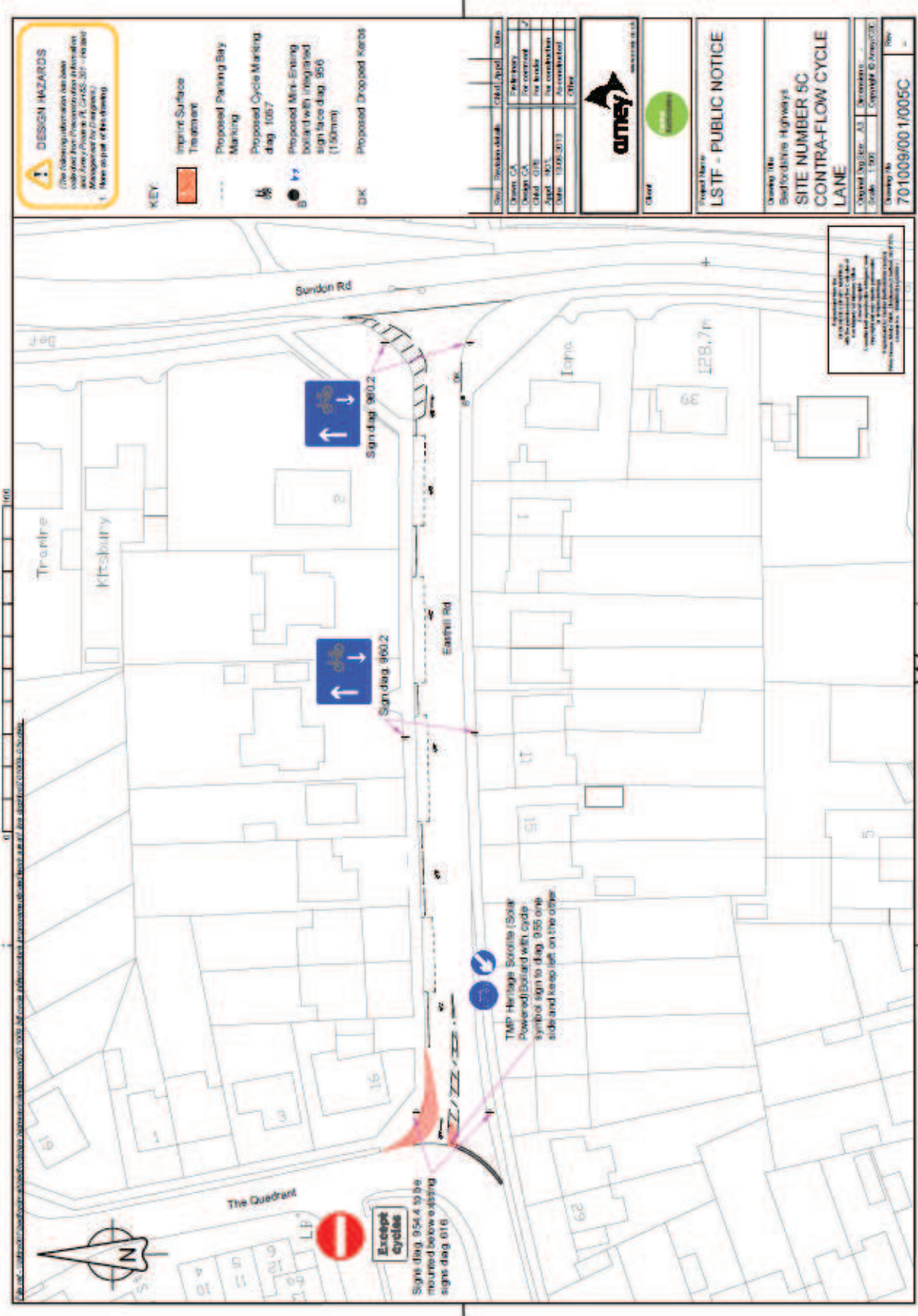
Proposals for Parkside Drive, Houghton Regis.



				Project Name Local Sustainable Transport Fund			
				Drawing Title Bedfordshire Highways - Trans Public Notice			
Rev	Revision details	Chkd	Appd	Date	Client		
	Drawn: CA		Preliminary		Drawing No		
	Design: CA		For comment	✓	701009/010/001		Rev.
	Chkd: GPB		For tender		Original Dwg Size : A4		-
	Appd: NOL		For construction		Dimensions : -		
	Date: 13-06-2013		As constructed		Scale : NTS		
				Other		Copyright © Amey/CBC	



Proposals for Easthill Road, Houghton Regis



Appendix B



PUBLIC NOTICE

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSINGS – PARKSIDE DRIVE, HOUGHTON REGIS

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a pedestrian crossing, including its associated zig-zag markings, in Parkside Drive, Houghton Regis. These works are part of a wider scheme to improve pedestrian and cycling facilities.

Zebra Crossings are proposed to be sited at the following locations in Houghton Regis:-

1. Parkside Drive, at a point approximately 15 metres south-east of the vehicular access to Kingsland Community College.
2. Parkside Drive, at a point approximately 80 metres north-east of its junction with Elm Park Close.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED ZEBRA CROSSINGS AND RAISED TABLES – PARKSIDE DRIVE, HOUGHTON REGIS

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Humped Zebra Crossings under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Parkside Drive, Houghton Regis. These works are part of a wider scheme to improve pedestrian and cycling facilities. In addition, the proposals are designed to reduce vehicle speeds and create a safer environment for all road users.

Raised Zebra Crossings at a nominal height of 75mm are proposed to be sited at the following locations in Houghton Regis:-

1. Parkside Drive, at a point approximately 15 metres south-east of the vehicular access to Kingsland Community College.
2. Parkside Drive, at a point approximately 80 metres north-east of its junction with Elm Park Close.

Raised Tables providing uncontrolled crossing points at a nominal height of 75mm are proposed to be sited at the following locations in Houghton Regis:-

1. Parkside Drive, at a point approximately 60 metres south-east of its junction with Sundon Road.
2. Parkside Drive, at a point approximately 95 metres south-east of the vehicular access to Kingsland Community College.

Further Details of the proposal and plans may be examined during normal opening hours at Houghton Regis library, Bedford Square, Houghton Regis LU5 5ES or online at www.centralbedfordshire.gov.uk/publicstatutorynotices.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 12 July 2013.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

19 June 2013

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A ONE-WAY TRAFFIC ORDER WITH CONTRA-FLOW CYCLE LANE IN EASTHILL ROAD, HOUGHTON REGIS

Reason for proposal: The proposed Order is considered necessary on the grounds of facilitating the passage of pedal cycles. Easthill Road is currently one-way for all traffic, including cycles. The proposal is to provide a contra-flow cycle lane which would allow cyclists to travel against the flow of other traffic. This is part of a wider scheme aimed at promoting walking and cycling in Houghton Regis and Dunstable.

Effect of the Order:

To introduce a One-way Traffic Order with a Contra-flow Cycle Lane on the following length of road in Houghton Regis:-

Easthill Road	From Sundon Road to The Quadrant - Traffic will be permitted to travel in that direction only, except for pedal cyclists
---------------	--

As from the date on which this Order is made any existing One-way Traffic Orders on the length of road specified above shall be revoked.

Further Details of the proposal and plans may be examined during normal opening hours at Houghton Regis library, Bedford Square, Houghton Regis LU5 5ES or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 12 July 2013.

Order Title: If made will be "Central Bedfordshire Council (Easthill Road, Houghton Regis) (One Way Traffic) Order 2013"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

19 June 2013

Appendix C - Objection to Raised Zebra and Tables on Parkside Drive

DOCUMENT REF: 153668
CENBESCONS
27 JUN 03
Enfield close
Houghton Regis
Bedl

Dear Sir

I strongly object to 3 crossings in Parkside Drive, one at the school is enough, 3 crossings will cause more congestion, but worse than that will be the increased pollution from all the vehicles stopping & starting

Many thanks

Appendix D - Objections to Contraflow Cycle Lane on Easthill Road

I am writing to object to proposal to make a one-way traffic order with contra-flow Cycle Lane - Easthill Road, Houghton Regis.

As a regular cyclist I would find it very hazardous to drive down a road where motor vehicles are unlikely to expect something coming the other way, especially as I might have to steer around wrongly parked vehicles.

I think it would be very difficult to create and sustain a cycle only track along the edge of the road as cars currently park on both sides of the road. Residents who park in the road are too used to parking on both sides; it would be difficult to break their habit, and very few cyclists would actually benefit.

I think the idea would be unsafe.

I think it would be safer, and more beneficial to all road users if Easthill Road was made two-way in both directions for all road users; it is probably as wide as the nearby Leafields which is already two-way for all.

I think it's an unnecessary expense; it is a very quiet area with little traffic. I am unaware of anyone in the town asking for this and cannot understand why officers of the council have come up with this public spending scheme.

Proposed Contra-flow Cycle Lane Easthill Road

I really do not see the point of this cycle lane as cyclist already travel in both directions with impunity, strangely almost always on the south side of the road. This proposal will give access only to Sundon Road and those few cyclist that do observe the one way signs have a perfectly good route via Leafields which is parallel and only about 40 metres to the north.

I did ring Amey and pointed out that the parking bays were printed in black, contrary to the key which shows they should have been in red. I was told by Amey that the cycle lane imposed no restriction in vehicle parking so fail to see the purpose of these bays as residents will continue to park in the roadside areas that are most convenient to them.

Amey did mention that the school on the east side of Sundon road might be advantaged by this cycle lane, this school is a primary school and the pupils do not travel to school on cycles nor do their parents transport them on same.

My objection is that this proposal serves no assessable purpose and is a waste of council tax payers money which could more usefully employed. S reply to my letter would be appreciated.

I live in Farm Close which is off Dalling Drive which is off Easthill Road. Every day of the week I drive up Easthill Road from Sundon Road to access my house. Over the years, there have been many occasions when I have been confronted by vehicles coming down the road as well as

turning round in the mouth of the road, not to mention cyclists, all of whom see fit to ignore the no entry signs at the other end of the road.

I am as good an expert on Easthill Road as you can get.

The road is wide enough to allow access up the centre of the road in the almost certain event of there being cars and vans parked on both sides of the road. I have seen plans of the proposed contra-flow cycle lane which appear to be sending cyclists down the right hand side of Easthill Road towards traffic. I have seen the proposed parking bays, also on the right hand side of the road. This means that any cyclist brave enough to be towards the middle of the road could easily find himself/ herself confronted by a vehicle coming towards him/her overtaking a parked vehicle on the left hand side of the road. Put another way, an unsuspecting driver might suddenly be confronted by a cyclist and, should a collision take place, we all know who will come off worse. This proposal by the council is sheer lunacy!

Take it from me, if a cyclist wants to ignore the no entry signs and get to Sundon Road, usually riding on the footpath, they will!!

The premise that this contra-flow will somehow encourage more people to cycle is risible. Have the council nothing better to do than spend, sorry, waste taxpayers' money on such hare-brained schemes?

If you have money to spare then visit Farm Close where you will find quite a few potholes that need repairing.

I strongly object to your proposal of making a cycle path in Easthill Road. Thus allowing only cyclist to travel the other way to all other traffic. I feel this would be extremely dangerous, as in the "real life" situation most drivers would see this as a one way street and that all traffic should be travelling in the same direction. Plus I feel that some drivers will think "well if it's alright for a cyclist to come down this road then why shouldn't I"

We already have enough traffic dangerously going down our road the wrong way. This is either because there are not enough road signs advising so, or that they are incorrectly positioned. Therefore to allow some traffic to travel both ways will just be even more confusing and I'm sure will lead to even more near misses that we've seen or worse.

My other reason to object is that of parking restrictions, both for my family and our visitors. I do not want to start falling out with my neighbours because we are fighting for a parking space. We have a good community here and I do not want my council to be the cause of any disruption which could accumulate to a serious level in the future to such an extent which my involve the police.

If you must introduce more cycle paths then I'd propose that you extend the ones you already have in place. Or put them next to the main arterial roads for those who are able to commute to work locally.

Personally I'd rather see your money spent on making it clearer that our road is a one way street (painted white arrows) wording "ONE WAY STREET" and some traffic calming measures put in place (that don't restrict parking). Or my second suggestion would be a round-about at the junction of Leafields and Sundon Road. It is quite difficult to get out of there on some days and would also help to reduce the speeders along that stretch of road.

Your careful consideration to my objection of your plans is much appreciated and i would be interested to know the result of consultations you have in this matter.

Re: Central Bedfordshire Council (Easthill Road, Houghton Regis) (One Way traffic) order 201

My wife and I have probably lived in this stretch of the road longer than anyone else. When we first moved into our house in October 1964 the road from Sundon Road to our house was a dirt track with no made up pavements. When eventually the road was made up and pavements installed, the road was two-way, until it was decided that it was too dangerous to exit from Easthill Road on to Sundon Road because of poor visibility. This is one of the reasons why we do not think it would be advisable to have a cycle track exiting on to Sundon Road, also the volume of traffic in those days was only a fraction of what it is today. Surely it would be safer for all ALL traffic to exit onto Sundon Road from Leafields!

Another major concern is the parking. Most people on this stretch of the road have more vehicles than they can park off road, and we are concerned that if parking is in anyway restricted it will cause serious conflict between neighbours. It is not an option to think the car park at the Quadrant could be used as an overspill as it is already used to capacity by the people living in the flats.

In all the years that we have lived here the number of cyclists coming down Easthill has been minimal (has a survey been carried out?). On the other hand we do get cars, vans and motorcyclists coming down the road on a fairly regular basis. Perhaps that is something you could look at.

We do accept that there is a speed issue – vehicles coming up Easthill far too fast, and when they reach the junction with the Quadrant barely slowing down. We have witnessed several near misses at that junction.

We feel it would be far safer for all concerned to have a speed bump at the beginning of Easthill Road and one where Easthill joins the Quadrant to prevent the boy racers, cars and motorbikes tearing up the road at excessive speed.

We do hope you will look favourably on the comments we have made above, as this proposal is causing considerably concern to the residents in Easthill Road.

I am writing to you with regards to the above order that I read about in a letter I received from you recently.

I would like to object for the following reasons:

- Why is it only Easthill Road in the Leafields estate is getting the contra-flow cycle lane and it's not even a main road?
- What will happen when the cyclists reach Sundon Road, which is a main road? Surely the traffic on Sundon Road is far greater and busier than Easthill Road; it would make more sense to have the contra-flow cycle lane on Sundon Road.
- Why is there only provision on one side of Easthill Road for parking bays? What about the other side of the road? This will surely cause conflict among neighbours!

- Cars and other vehicles speed excessively up the road and I'd rather the speeding issue be dealt with than have a contra-flow cycle lane.
- I hardly see a cyclist go up or down Easthill Road but on occasion I have witnessed them go down the middle of Easthill Road without care or attention and I hardly think that having a contra-flow cycle lane will make any difference as to whether they use it or choose to go down the middle of the road.

I have also noticed that cars, motorbikes and 'off road' motorbikes go illegally down Easthill Hill the wrong way. Especially 'miniature' motorbikes, the people (in most cases children) that ride these bikes, 99% of the time, do not wear crash helmets and have a disregard for their own and other members of the public's safety.

I would rather the issues of speeding, cars that go down Easthill Road the wrong way and 'miniature' motorbikes be dealt with, along with improving the condition of the roads and getting rid of pot holes (that seem to blight our roads at the moment) be tackled rather than have a contra-flow cycle lane.

I am very concerned about the proposed contra-flow cycle lane, as I am sure are other residents of Easthill Road.

In response to the proposed Cycle Lane in Easthill Road, I would like to raise the following objections and comments.

Easthill Road is presently wide enough to accommodate parking on both sides of the road, and this is necessary as anyone can see. With the addition of a cycle lane this will no longer be the case, so cars will park on the pavement as in many other areas, I don't see this as a desirable improvement to our road.

Is there any real need for this change when we are all supposed to be cutting back on spending, i.e. austerity measures that we are constantly reminded of by our government, is this just a waste of Council Tax payers money?
Yesterday afternoon I spent gardening in my front garden, how many cycles travelled down Easthill Road? Just one who was riding in the middle of the road where he could have used the pavement or travelled via Leafields.

Then we have the safety issue. The reason Easthill was made one way many years ago was because of bad visibility at the junction with Sundon Road, surely it is inappropriate to encourage cyclist to use this junction when it is recognised as being dangerous, and when they get to Sundon Road there are no cycle ways for them to continue there journey.

Finally if money is available for improvements some traffic calming in Easthill would be most welcome as vehicles are often driving too fast and many don't slow down for the junction with Leafield, an accident waiting to happen.

I oppose the above suggestion of a two-way Cycle Lane in Easthill Road, Houghton Regis and a one-way Road for other vehicles.

Can you please let me know how this suggestion came about?

Can you please supply me with information about the residents who may have requested it?

How many bicycles are envisaged to use the proposed facility as at present we see very very few going past our door?

How will this impact on the parking in the road? Currently cars park all day and night on this stretch of road.

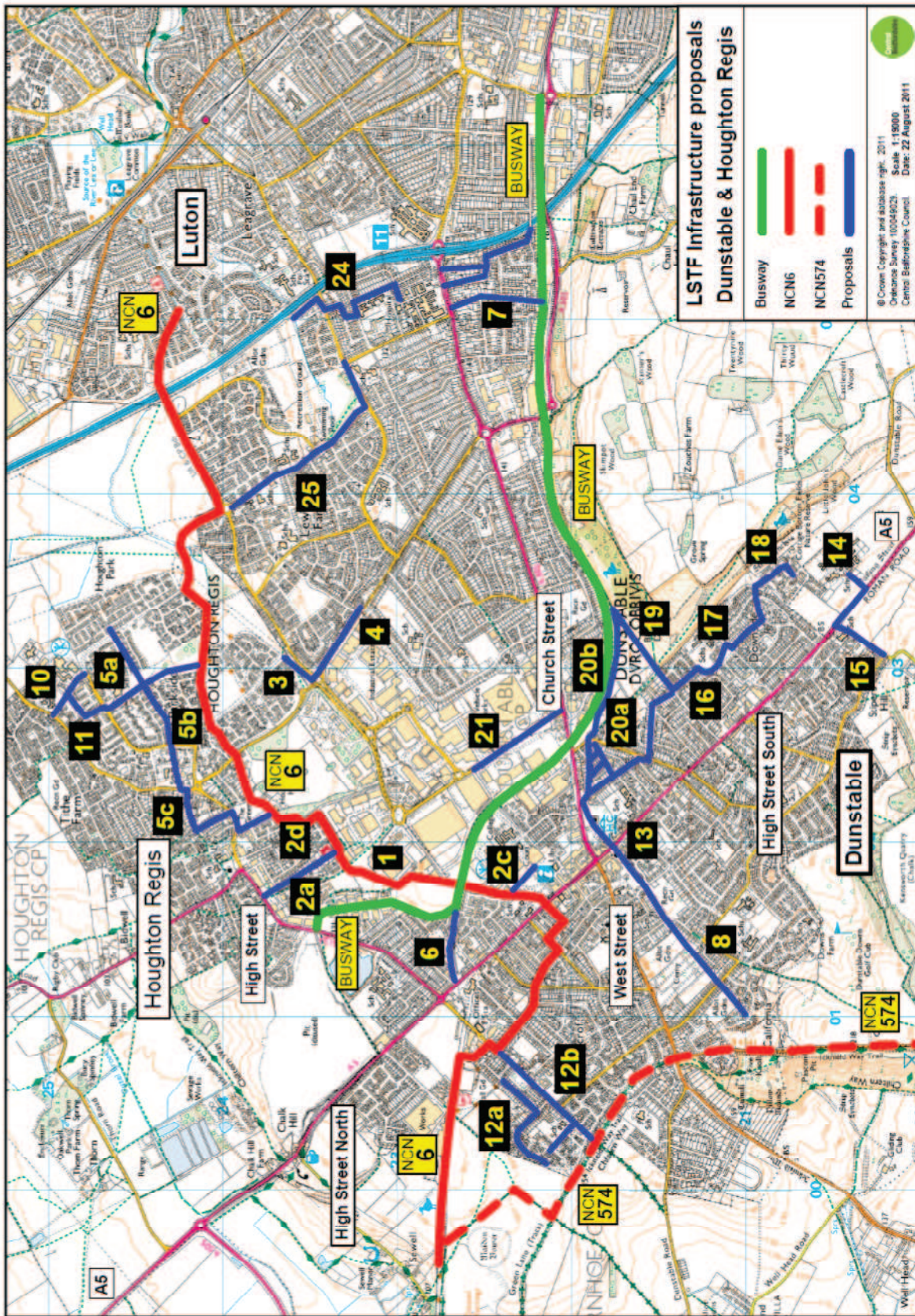
If the road is going to be narrower then could this impact on the emergency services.

Is this proposed Scheme really worth the expense? Could the money be put to better use elsewhere.

This road is also used by school children so should health and safety be re-considered on this project.

Thanking you in anticipation.

Appendix E



Meeting: Traffic Management Meeting
Date: 11 September 2013
Subject: Various Roads in Dunstable and Houghton Regis-
Consider Objections to Proposed Waiting Restrictions

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the introduction of waiting restrictions in Various Roads in Dunstable and Houghton Regis following the publication of proposals.

Contact Officer: Gary Baldwin
gary.baldwin@amey.co.uk

Public/Exempt: Public

Wards Affected: Dunstable Central, Dunstable Icknield, Dunstable Manshead, Dunstable Northfields, Dunstable Watling, Houghton Hall, Parkside and Tithe Farm

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve parking facilities.

Financial:

The cost of assessing, processing and implementing the parking restrictions included in this scheme will be approximately £19,000 in total. This can be funded from within the current LATP budget for parking management in Dunstable and Houghton Regis for which £30,000 has been allocated in the 2013/14 financial year.

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.

RECOMMENDATION(S):

That the proposals to introduce waiting restrictions in Dunstable and Houghton Regis be implemented as published, with the following exceptions:-

- a) The proposed removal of the loading bay in Edward Street, Dunstable be withdrawn.**
- b) The proposed no waiting in Hillborough Crescent, Houghton Regis be withdrawn.**

Background and Information

1. This is a proposal to introduce waiting restrictions in various roads in Dunstable and Houghton Regis. Most of the proposals are relatively minor in scope and are aimed at addressing local concerns. The restrictions have mainly been requested by members of the public and elected Members.
2. Some time ago the Council adopted a principle of consulting upon and implementing ad-hoc waiting restrictions on a 'batch' basis. This generally comprises the collection of numbers of requests for waiting restrictions in a geographical area and following consideration of the individual requests advertising those that are considered justifiable in one Traffic Regulation Order. this makes it possible to implement more restrictions than hitherto as previously each location would have been advertised separately at additional cost.
3. This particular order is the result of a considerable number of requests collected from within the Dunstable and Houghton Regis area. It can be seen below that the bulk of the proposals, 16 in number, received no representations and may be implemented. The remaining 8 did receive objections and these are set out and considered below.
4. The proposals were formally advertised by public notice during July 2013. Consultations were carried out with the emergency services and other statutory bodies, relevant Town and Parish Councils and Elected Members. Local residents and businesses likely to be directly affected by the proposals were individually consulted by letter.

5. No objections have been received in response to published proposals in:-

- French's Avenue, Dunstable
- French's Avenue/Peppercorn Way, Dunstable
- Humphry's Road, Dunstable
- Kingscroft Avenue, Dunstable
- Lancot Drive, Dunstable
- French's Avenue, Dunstable
- French's Avenue/Peppercorn Way, Dunstable
- Humphry's Road, Dunstable
- Kingscroft Avenue, Dunstable
- Lancot Drive, Dunstable
- Linden Close, Dunstable
- Oakwood Avenue, Dunstable
- Park Road, Dunstable
- Princes Street, Dunstable
- Southfields Road/Watling Gardens, Dunstable
- Winfield Street, Dunstable
- Douglas Crescent, Houghton Regis
- Hillborough Crescent/Sundon Road, Houghton Regis
- King Street and Queen Street, Houghton Regis
- Parkside Drive/Brentwood Close, Houghton Regis
- Trident Drive, Houghton Regis

Consequently, it is recommended that these be implemented as published.

- 6 In respect of the other locations, the following representations have been received:-
- Borough Road/Howard Place, Dunstable – 2 objections.
 - Brewers Hill Road/Drovers Way, Dunstable – 2 objections.
 - Edward Street, Dunstable – 1 objection.
 - Staines Square, Dunstable – 1 objection.
 - Totternhoe Road/Coombe Drive, Dunstable – 1 objection.
 - Hillborough Crescent, Houghton Regis – 7 objections.
 - Tithe Farm Road, Houghton Regis – 5 objections and a petition against the proposal signed by 234 people. A letter from Houghton Regis Town Council has also been received.
 - Tithe Farm Road/Camp Drive, Houghton Regis – 1 objection.

Copies of all representations are included in Appendices D to K and are summarised below.

7. Bedfordshire Police has no objection to any of the proposals.
8. The main points raised by those objecting to the proposed waiting restrictions are as follows:-
9. Borough Road/Howard Place, Dunstable
There are no obvious parking problems at this junction. The proposed double yellow lines will cause inconvenience, particularly for those with small children.
10. Brewers Hill Road/Drovers Way, Dunstable
There have been no accidents or other safety-related issues to justify the restrictions. Although there is enough parking to satisfy the needs of immediate residents, the road is used for parking by others, such as residents who live slightly further away, school teachers, etc. and the restrictions will make that worse. The Council should fund dropped kerbs and/or residents' permit parking.
11. Edward Street, Dunstable
The owners of the adjacent business object to the removal of the loading bay as they need it when receiving goods. If the loading bay was not there it would cause significant inconvenience for themselves and for other road users as delivery vehicles would have no alternative than to stop in the middle of the street.
12. Staines Square, Dunstable
Most of the parking problems on that length of Staines Square near to the A5 junction are due to non-compliance with the existing double yellow lines and lack of enforcement. If those issues were addressed, additional restrictions would not be needed. The proposed restrictions would force more drivers to park in The Cedars, which is already heavily parked up, including cars owned by shop workers and shoppers.

13. Totternhoe Road/Coombe Drive, Dunstable

The resident does not want parking restrictions outside their home and feels that if the restrictions are required to tackle a school parking problem then they could cover a shorter period of time rather than prohibiting parking at all times.

14. Hillborough Crescent, Houghton Regis

Parking is heavy in the area and the restrictions will mean that residents will be forced to park further away from their homes. If they park in areas near to other residents this will cause conflict and local disputes. A solution would be to convert the adjacent grassed area to a car park and then people would support the yellow lines.

15. Tithe Farm Road, Houghton Regis

Some residents have no off-road parking and the restrictions would mean that they have to park some distance from their homes. If they park in adjacent streets this will antagonise other residents. The suggestion is that the grass island near the Churchfield Road junction be converted into a parking area and this is supported by Houghton Regis Town Council. Additionally there are concerns that the proposals will force parents of children that attend the nursery school to park further away and they are concerned about the safety of children walking a greater distance. It is also felt that the imposition of yellow lines may increase vehicle speeds.

16. Tithe Farm Road/Camp Drive, Houghton Regis

Residents have no off-road parking and would be forced to park further away from their homes, which is an inconvenience. They are concerned about where they will be able to stop to load/unload items from their car. It is suggested that either the grass area or path could be converted to allow them to have access to their property. As most of the parking issues occur at school times, the restrictions could apply during those times only and not at all times.

Responses and Conclusion

17. Bedfordshire Highways' response to the points above are as follows:-

18. Borough Road/Howard Place, Dunstable

The Council has received complaints about parking at this junction. The proposed restrictions will only cover the immediate junction area where vehicles should not be parked. Neither of the objectors would have double yellow lines along the immediate frontage of their property and there is ample unrestricted parking on adjacent lengths of road. **It is recommended that this restriction be implemented on road safety grounds.**

19. Brewers Hill Road/Drovers Way, Dunstable

It is true that there is not a record of collisions at this location that could be attributed to on-street parking. The restrictions were requested by the headteacher of Weatherfield School due to access to the school being obstructed by parked vehicles. The proposals have been designed to prohibit parking on those lengths of road that need to be kept clear, but on-street parking will remain where it can be safely accommodated. Other measures to enhance parking facilities could not be considered as part of the current scheme. **It is recommended that this restriction be implemented on road safety grounds.**

20. Edward Street, Dunstable

There appears to be some misunderstanding surrounding the original request. There would seem to be no good reason for removing the loading bay as it would clearly inconvenience the nearby business and lead to the road being obstructed by delivery vehicles. **It is therefore recommended that this proposal be withdrawn.**

21. Staines Square, Dunstable

Parking on the length of Staines Square near the A5 does create conflict between turning vehicles. The proposals would result in the removal of only two parking spaces which should not have a significant impact elsewhere. It is accepted that Staines Square and The Cedars are used for parking by non-residents. If there was local support for parking measures, such as permit parking, then this could be considered as a separate exercise. The proposals further into Staines Square have attracted no adverse comments. **It is recommended that this restriction be implemented on road safety grounds.**

22. Totternhoe Road/Coombe Drive, Dunstable

The proposed restrictions are to address a school parking issue, but essentially cover just the junction, in which case no waiting at any time is the preferred restriction because cars should not be parked near to a junction at any time. The resident lives at one end of the proposed restricted length, so should not be unduly inconvenienced should they wish to park on-street. **It is recommended that this restriction be implemented on road safety grounds.**

23. Hillborough Crescent, Houghton Regis

Parking on the inside of the bend does restrict forward visibility and this can create some conflict between opposing traffic. However, this is a relatively lightly trafficked estate road, used mainly by locals and regulars who will be aware of the situation and drive accordingly. **Consequently, it is felt that the proposed restrictions are not essential and could be withdrawn.**

24. Tithe Farm Road, Houghton Regis

It is accepted that some residents would be forced to park further away from their homes, but un-restricted kerbside parking is available within a relatively short walking distance. The proposed yellow line restriction adjacent to most of the residential properties is no waiting Monday to Friday 8am-5pm, so parking would be freely available overnight and at the weekend. Therefore it is likely that any displaced parking would have a negligible impact in adjacent streets.

The restrictions near to the nursery school are intended to keep that area clear of parked cars to improve the safety of those attending. There are no obvious safety issues with parents having to walk their children a reasonable distance to school. Extensive parking restrictions can increase vehicle speeds, but there are already physical traffic calming measures in place on this length of road, which help to constrain vehicle speeds.

In terms of relative importance of each element of the parking restriction proposals; it is considered that the no stopping on the school keep clear markings immediately outside the school is essential. The Council is gradually introducing Orders at all schools to make the markings are enforceable. The proposed double yellow lines near Churchfield Road will keep the minor junctions clear and the relatively short length of road between Churchfield Road and the priority narrowing, so very few cars can sensibly park in that area. The single yellow line restriction is less critical, but would lead to better parking management at the start and end of the school day, whilst not unduly inconveniencing residents. Consequently, some elements of the proposals could be implemented, but the less important one(s) deferred or withdrawn. **It is recommended that these restrictions be implemented, either in whole or part, on road safety grounds.**

25. Tithe Farm Road/Camp Drive, Houghton Regis

The proposed restrictions are only around the junction, so will not remove a significant number of legitimate parking spaces. There are significant lengths of road in the area that are unrestricted. It is permissible to stop on yellow lines for a short period of time for the purposes of loading/unloading. Works to provide or improve access to private premises are not a priority for the Council and are outside the scope of this project. As the restrictions are designed to keep the junction clear, they should be operational at all times. **It is recommended that this restriction be implemented on road safety grounds.**

Appendices:

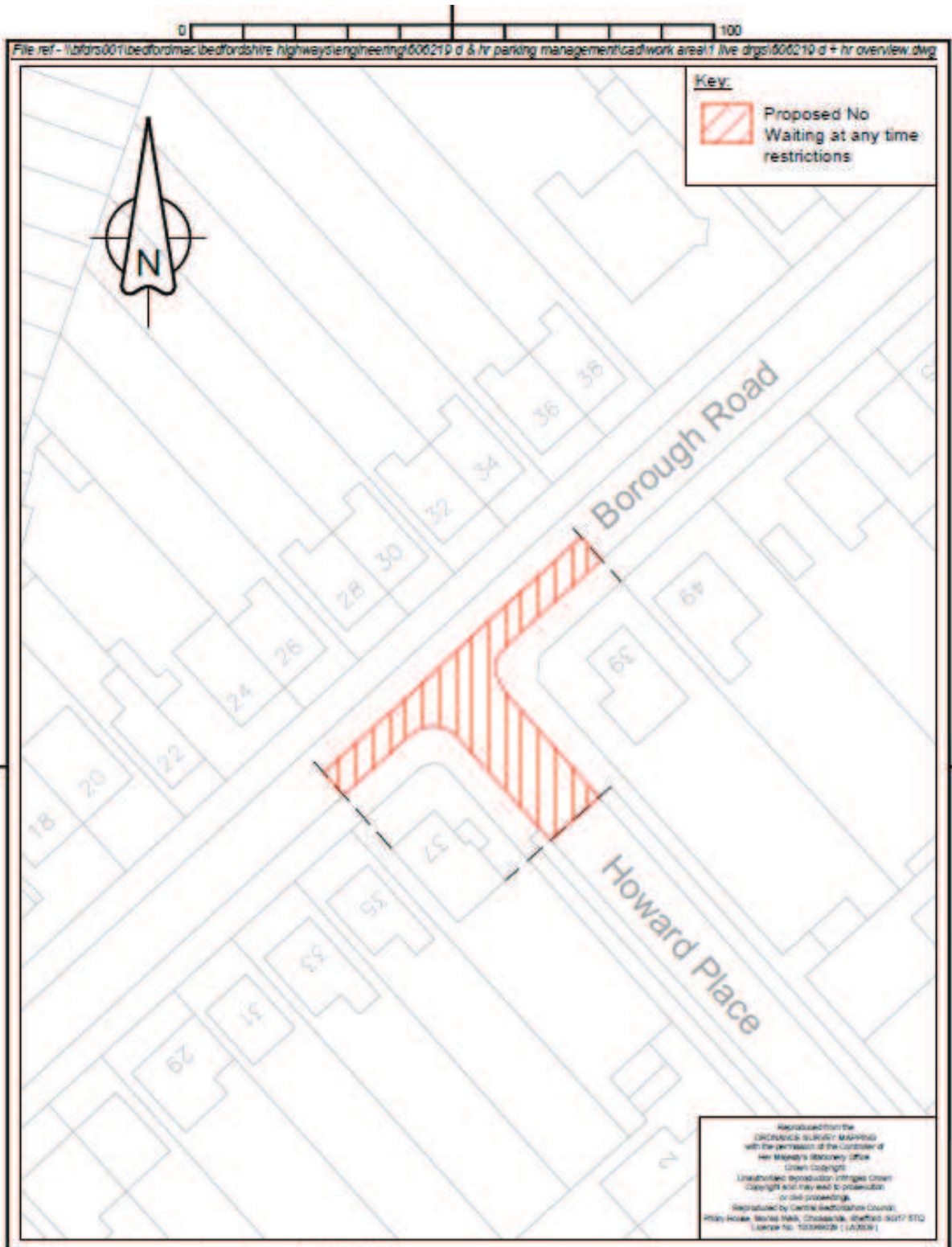
- Appendix A – Overview map
- Appendix B – Drawings of Proposed Waiting Restrictions
- Appendix C – Public Notice for Proposed Waiting Restrictions
- Appendix D – Objections – Borough Road/Howard Place, Dunstable
- Appendix E – Objections – Brewers Hill Road/Drovers Way, Dunstable
- Appendix F – Objection – Edward Street, Dunstable
- Appendix G – Objection – Staines Square, Dunstable
- Appendix H – Objection – Totternhoe Road/Coombe Drive, Dunstable
- Appendix I – Objections – Hillborough Crescent, Houghton Regis
- Appendix J – Objections and petition – Tithe Farm Road, Houghton Regis
- Appendix K – Objection – Tithe Farm Road/Camp Drive, Houghton Regis

Appendix A



Borough Road/
Howard Place

Appendix B



Rev	Revision details	Chkd	Appd	Date
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Design: AM			For comment	
Chkd: GPB			For tender	
Appd: NO'L			For construction	
Date: 10/05/13			As constructed	
			Other	

Project Name
Dunstable & H'ton Regis
Parking Management

Drawing Title
Bedfordshire highways transportation
Borough Road, Howard
Place Junction

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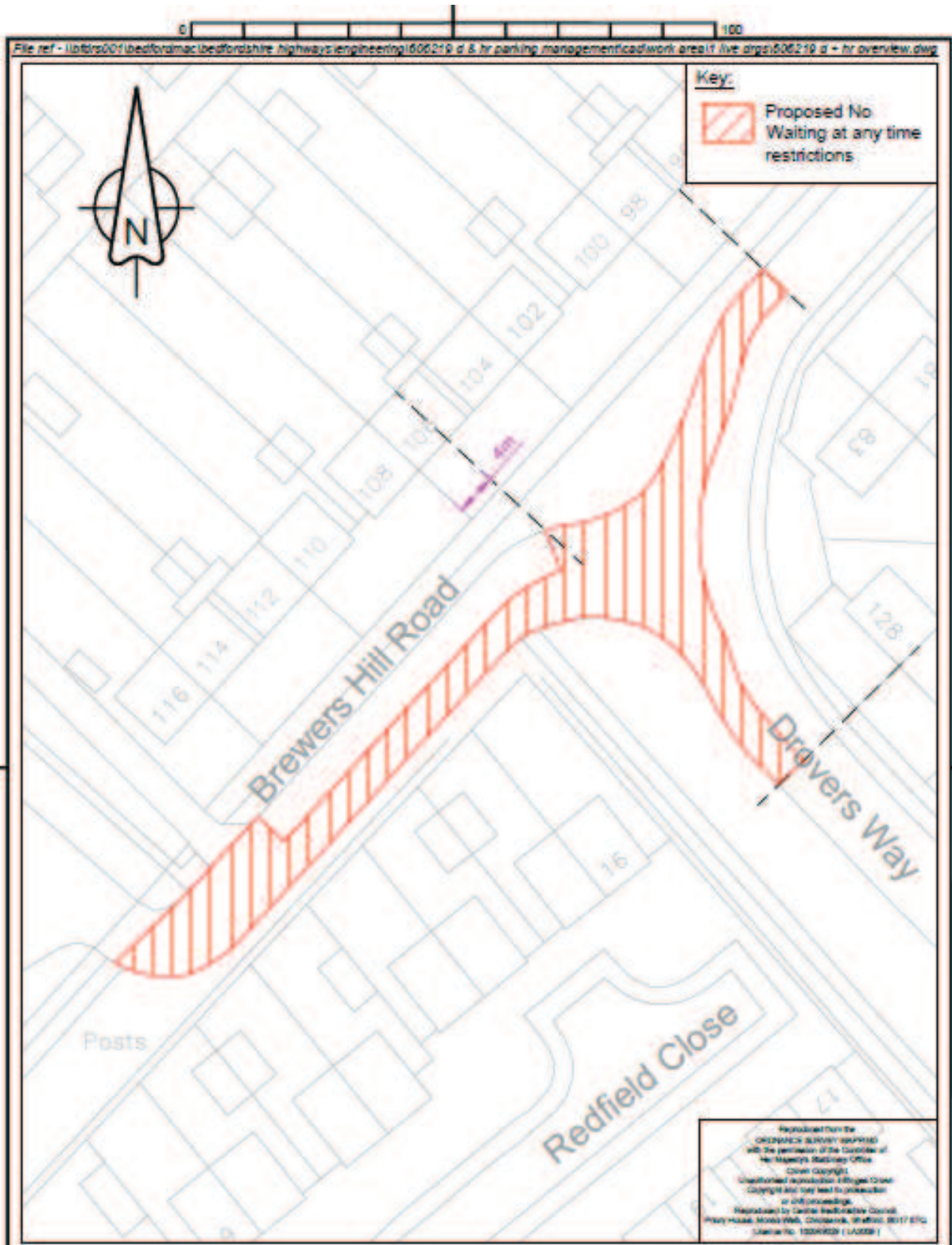
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Project Name
Dunstable & H'ton Regis
Parking Management

Drawing Title
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Brewers Hill Road
Drovers Way Junction

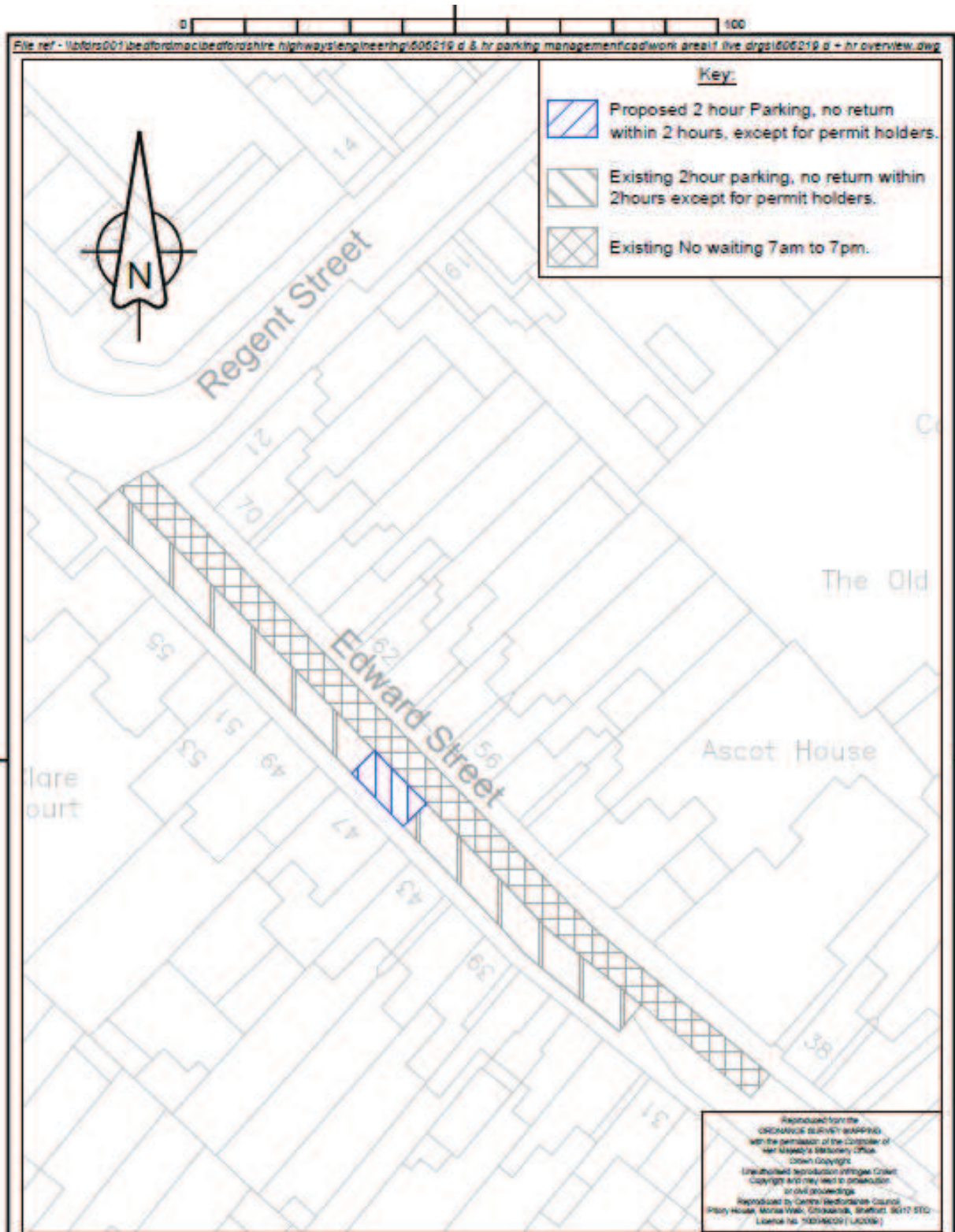
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Project Name
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Parking Management**

Drawing Title
Bedfordshire highways transportation
Edward Street

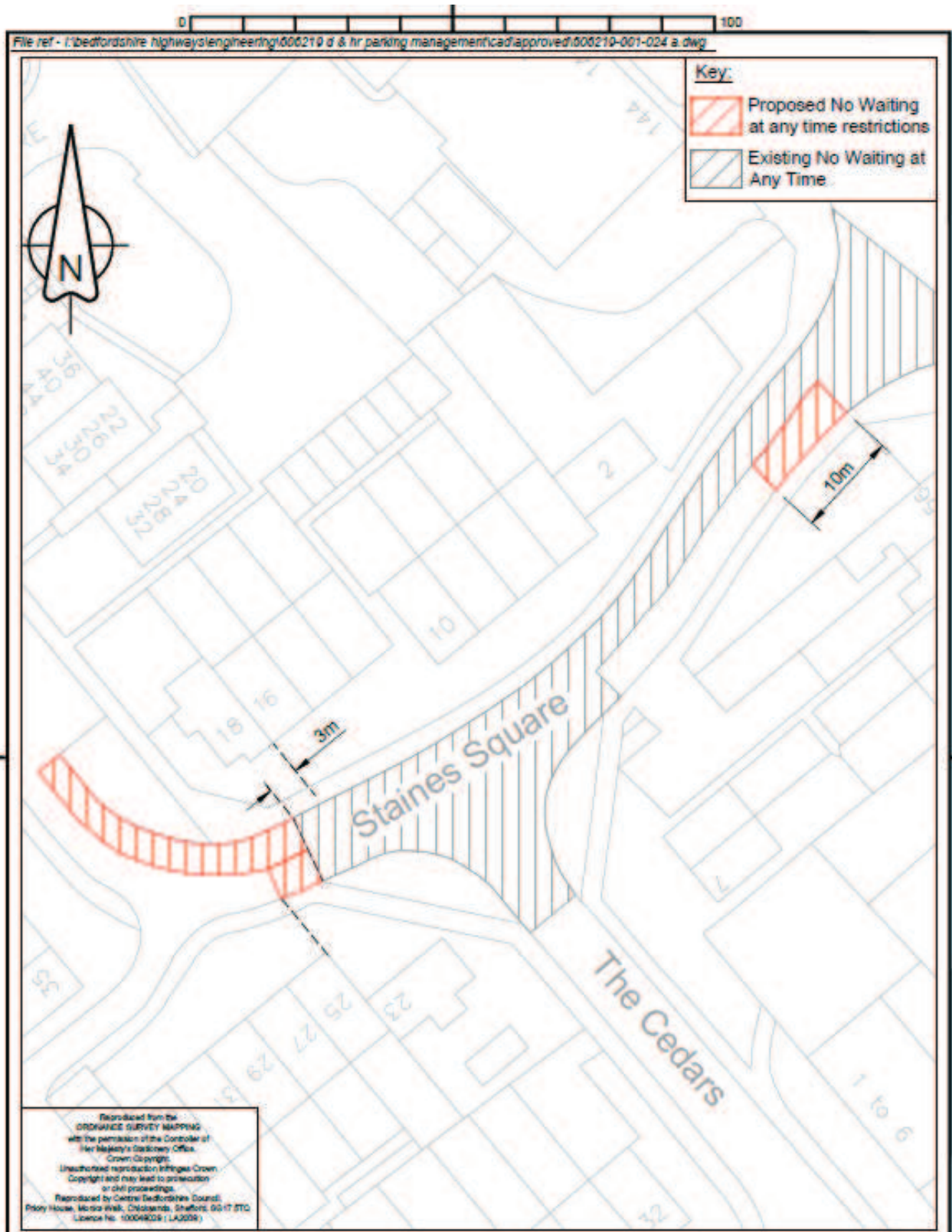
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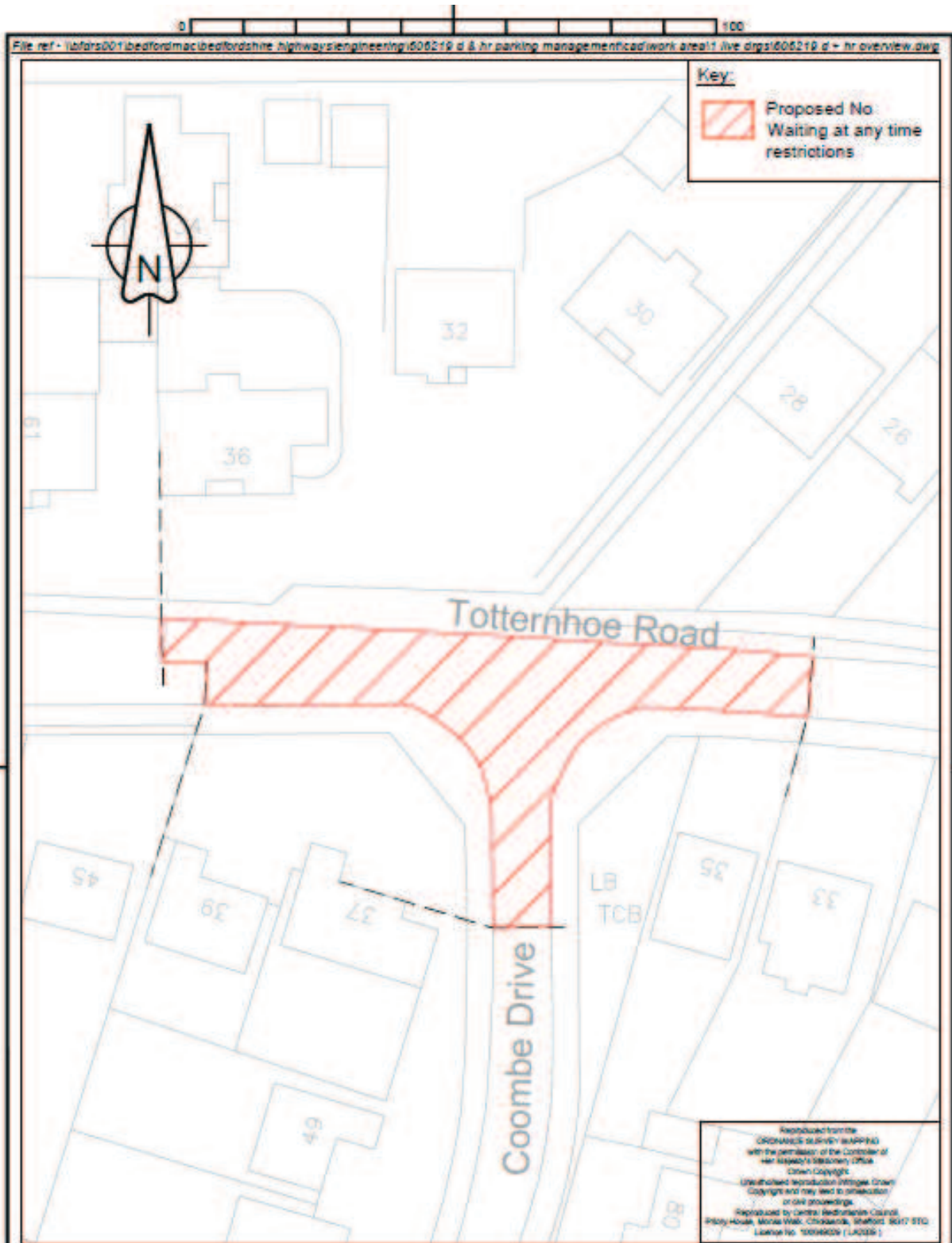
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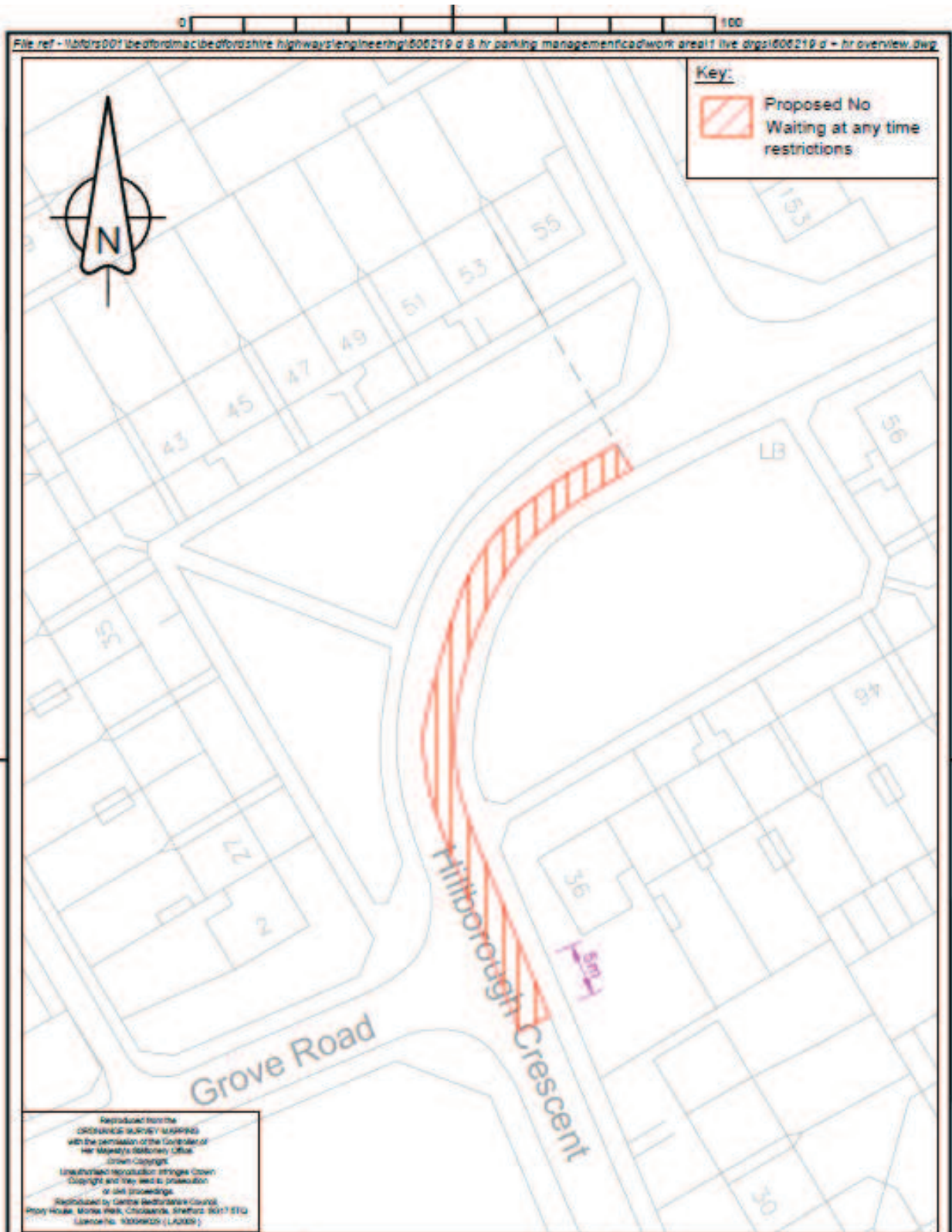
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 Totternhoe Road Coombe
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Project Name
**Dunstable & H'ton Regis
 Parking Management**

Drawing Title
 Bedfordshire highways transportation
Hillborough Crescent

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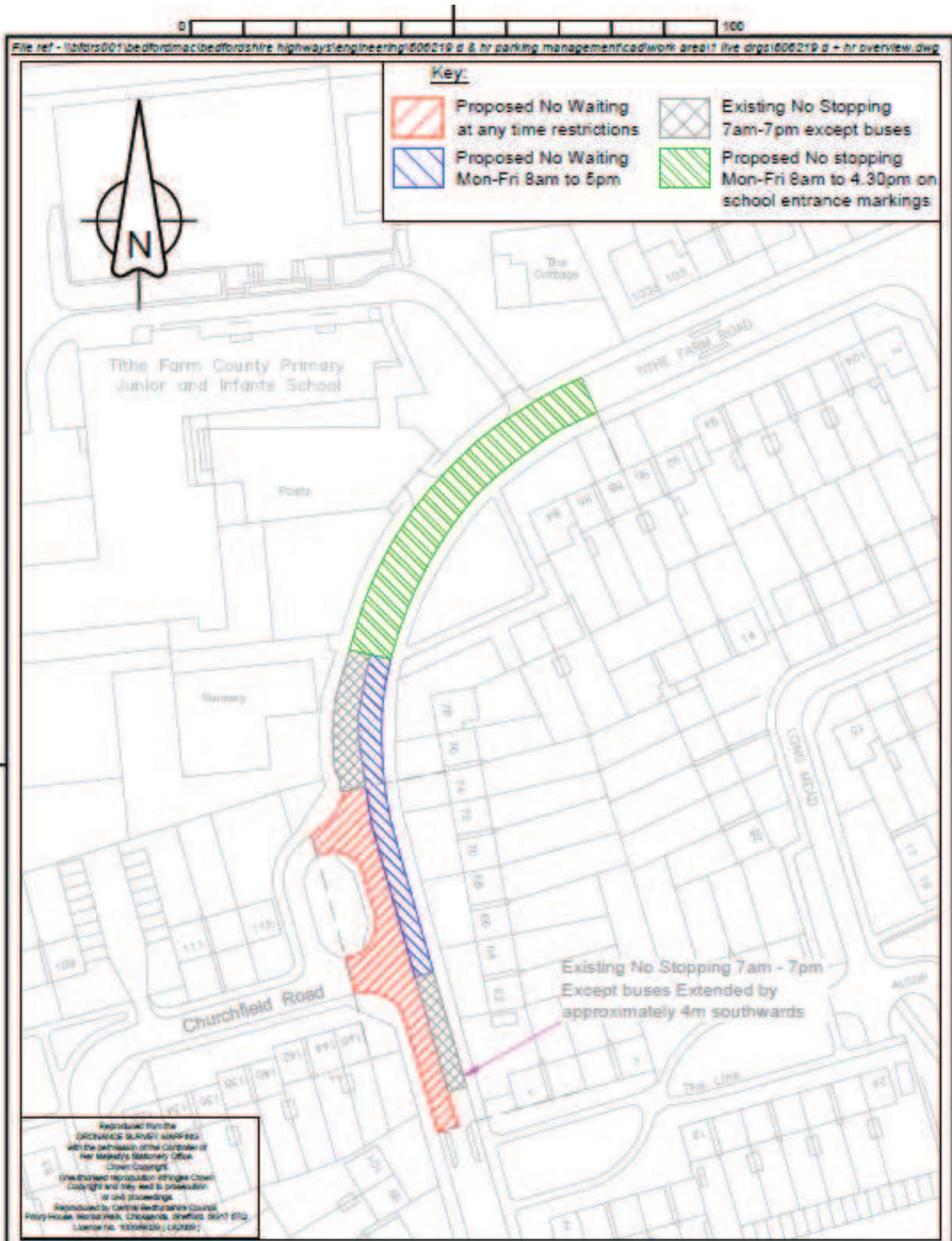


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For comment	
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Project Name Dunstale & H'ton Regis Parking Management	
Drawing Title Bedfordshire highways transportation Tithe Farm Road	
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PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN VARIOUS ROADS IN DUNSTABLE AND HOUGHTON REGIS

Reason for proposal:The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising and for facilitating the passage of traffic.

Effect of the Order:

To introduce No Waiting at any time on the following lengths of road in Dunstable and Houghton Regis:-

Borough Road and Howard Place junction (Dunstable)

Borough Road, south-eastside, from a point in line with the boundary of nos.39 and 49 Borough Road in a south-westerly direction to a point in line with the south-west flank wall of no.37 Borough Road.

Howard Place, both sides, from a point in line with the rear wall of no.37 Borough Road in a north-westerly direction to its junction with Borough Road.

Brewers Hill Road and Drovers Way (Dunstable)

Brewers Hill Road, north-west side, from a point in line with the boundary of nos.96 and 98 Brewers Hill Road in a south-westerly direction to a point approximately 4 metres north-east of the boundary of nos.106 and 108 Brewers Hill Road.

Brewers Hill Road, north-west side, from a point approximately 1 metre north-east of the south-west flank wall of property nos.116 in a south-westerly direction to the end of the road.

Brewers Hill Road, south-east side from its junction with Drovers Way in a south-westerly direction to the end of the road.

Drovers Way, south-west side, from its junction with Brewers Hill Road in a south-easterly direction to the boundary of nos.126 and 128 Drovers Way.

Totternhoe Road and Coombe Drive junction (Dunstable)

Totternhoe Road, southside, from a point in line with the boundary of nos.33 and 35 Totternhoe Road in a westerly direction to a point in line with the boundary of nos.39 and 45 Totternhoe Road.

Totternhoe Road, northside, from a point in line with the boundary of nos.33 and 35 Totternhoe Road in a westerly direction to a point in line with the west flank wall of no.36 Totternhoe Road.

Coombe drive, both sides, from a point in line with the front wall of no.37 Totternhoe Road, in a northerly direction to its junction with Totternhoe Road.

French's Avenue and Peppercorn Way junction (Dunstable)

French's Avenue, south-eastside, from a point approximately 15 metres south-west of north-east flank wall of no.54 French's Avenue in a south-westerly direction to a point in line with the south-west flank wall of nos.15 to 25 French's Avenue.

Peppercorn Way, bothsides, from a point approximately 5 metres south-east of the front wall of nos.15 to 25 French's Avenue in a north-westerly direction to its junction with French's Avenue.

Kingscroft Avenue (Dunstable)

Kingscroft Avenue, northside, from a point in line with the north-east flank wall of No.2 Kingscroft Avenue in a south-west then north-west direction to a point approximately 3 metres south-east of the boundary of nos.2 and 4 Kingscroft Avenue.

Lancot Drive (Dunstable)

Lancot Drive, north-east side, from a point approximately 5 metres north-west of the north-west flank wall of no.26 Lancot Drive in a north-westerly direction for approximately 66 metres.

Lancot Drive south-west side from a point approximately 5 metres north-west of the north-west flank wall of no.26 Lancot Drive in a north-westerly direction for approximately 23 metres.

Lancot Drive south-west side from a point approximately 53 metres north-west of the north-west flank wall of no.26 Lancot Drive in a north-westerly direction for approximately 18 metres.

Linden Close (Dunstable)

Linden Close, north-west corner, from a point approximately 6 metres west of the west flank wall of no.5 Linden Close in a westerly then southerly direction to a point 3 metres north of the north flank wall of property 32/33/34 Linden Close.

Linden Close, south-east corner, from a point approximately 3 metres south of the rear wall of no.5 Linden Close, in a southerly then westerly direction for approximately 11 metres.

Staines Square (Dunstable)

Staines Square, north side, from a point approximately 3 metres south-west of the boundary of nos.16 and 18 Staines Square in generally westerly direction to a point approximately 1 metre north of the rear wall of no.18 Staines Square.

Staines Square, south-east side, from a point approximately 4 metres south-west of the front wall of no.156 High Street South in a south-westerly direction for a distance of approximately 10 metres.

Staines Square, south-east side, from a point approximately 3 metres south-west of the boundary of nos.16 and 18 Staines Square in a westerly direction for a distance of approximately 4 metres.

Princes Street (Dunstable)

Princes Street, south-west side, from a point approximately 2 metres north-west of the front wall of no.89 Union street, in a north-westerly direction for approximately 3 metres.

Southfields Road and Watling Gardens junction (Dunstable)

Southfields Road, south-east side, from a point in line with the property boundary of nos.13 and 15 Southfields Road in a south-westerly direction for approximately 45 metres.

Watling Gardens, both sides, from the south-east kerb line of Southfields Road in a south-easterly direction for approximately 20 metres.

Winfield Street (Dunstable)

Winfield Street, south-east side, from a point in line with the south-west flank wall of no.36 Winfield Street, in a south-easterly direction, to a point in line with the north-east flank wall of nos.38/40 Winfield Street.

Tithe Farm Road and Camp Drive junction (Dunstable)

Tithe Farm Road, east side, from a point in line with the property boundary of nos.12 and 14 Tithe Farm Road in a southerly direction for approximately 31 metres.

Camp Drive, both sides, from its junction with Tithe Farm Road in an easterly direction to a point in line with the boundary of nos.2 and 4 Camp Drive.

Mayfield Road/Oakwood Avenue (Dunstable)

Mayfield Road/Oakwood Avenue, north side, from a point approximately 1 metre south-east of the boundary between Downs View and nos.2/18a/26a Mayfield Road in a south-easterly then north-easterly direction to a point approximately 2 metres south-west of the north-east flank wall of property nos.18/20 Oakwood Avenue.

Park Road (Dunstable)

Park Road, both sides, from a point approximately 4 metres south-east of the boundary of nos.13 and 14 Park Road in a north-westerly direction for a distance of approximately 30 metres.

Douglas Crescent (Houghton Regis)

Douglas Crescent, both sides, from the south-east kerb line of Houghton Road in a south-easterly direction to a point in line with the front wall of no.98 Houghton Road.

Hillborough Crescent (Houghton Regis)

Hillborough Crescent, east side, from a point approximately 5 metres south of the south flank wall of no.36 Hillborough Crescent, in a generally northerly direction to a point in line with boundary of no.53 and 55 Hillborough Crescent.

Trident Drive (Houghton Regis)

Trident Drive (link to Parkside Drive), both sides, from the south-west kerb line of Parkside Drive in a westerly direction to Trident Drive (eastern section).

Trident Drive (eastern section) both sides, from a point approximately 4 metres south-east of the north-west flank wall of no.58 Trident Drive in a north-westerly direction to a point approximately 3 metres north-west of the boundary of nos.119 and 120 Trident Drive .

Trident Drive (central cul-de-sac) both sides, from its junction with Trident Drive (eastern section) in a south-westerly direction to a point in line with the rear wall of no.63 Trident Drive.

Parkside Drive and Brentwood Close junction (Houghton Regis)

Parkside Drive, south-west side, from a point in line with the boundary to no.62 and 63 Parkside Drive, in a south-easterly direction for a distance of approximately 33 metres.

Brentwood Close, both sides, from the south-west kerb line of Parkside Drive in a south-westerly direction for approximately 14 metres.

Hillborough Crescent and Sundon Road (Houghton Regis)

Hillborough Crescent, both sides, from a point in line with its north-west boundary of nos.124 and 126 Hillborough Crescent in a south-easterly direction to its junction with Sundon Road.

Sundon Road, from a point in line with the north-east flank wall of no.108 Hillborough Crescent in a south-westerly direction to its junction with Hillborough Crescent.

Tithe Farm Road (Houghton Regis)

Tithe Farm Road, west side, from a point in line with the front wall of no.1 Long Mead in a northerly direction to a point in line with the boundary of no.74 and 76 Tithe Farm Road, including both sides of both ends of the service road adjacent to no.115 Churchfield Road from Tithe Farm Road in a westerly direction to a point in line with the east flank wall of no.146 Churchfield Road.

King Street and Queen Street (Houghton Regis)

King Street, north-west side, from a point approximately 15 metres south-east of the south-east kerblines of High Street in a south-easterly direction to a point in line with the north-west flank wall of no.1 Walkley Road.

King Street, south-west side, from a point approximately 6 metres north-west of the south-east flank wall of no.5B King Street in a south-easterly direction to its junction with Queen Street.

Queen Street, north-west side, from its junction with King Street in a south-westerly direction to a point in line with the north-east property boundary of Fernlea.

Queen Street, south-east side, from a point approximately 7 metres south-west of the north-east property boundary of Fernlea in a north-easterly direction to a point in line with the north-west flank wall of no.1 Walkley Road.

To introduce No Waiting between 7pm and 6am on the following lengths of road in Dunstable:-

French's Avenue

French's Avenue, north-westside, from a point approximately 9 metres north-east of the south-west flank wall of no.37 French's Avenue in a south-westerly direction to a point approximately 9 metres south-west of the north-east flank wall of nos.55 to 67 French's Avenue.

Humphrys Road

Humphrys Road, both sides, from a point approximately 17 metres south-west of the north-east flank wall of no.16 Humphrys Road in a south-westerly direction to a point approximately 20 metres north-east of the north-east kerb line of Lovett Way.

Humphrys Road, north-east side, from a point approximately 19 metres south-east of the south-east flank wall of no.14 Humphrys Road in a south-easterly direction to a point approximately 30 metres south-east of the north-west flank wall of no.7 Humphrys Road.

Humphrys Road, south-west side, from a point approximately 8 metres north-west of the south-east flank wall of no.14 Humphrys Road in a south-easterly direction to a point approximately 30 metres south-east of the north-west flank wall of no.7 Humphrys Road.

Humphrys Road, north-west side, from a point approximately 18 metres south-west of the rear wall of no.11 Humphrys Road in a north-easterly direction for a distance of approximately 302 metres.

Humphreys Road, south-east side, from a point approximately 31 metres south-west of the rear wall of no.11 Humphrys Road in a north-easterly direction for a distance of approximately 307 metres.

Humphrys Road, south-west side, from the eastern end of the access road to the rear of nos.1 to 3 Humphrys Road in a north-westerly direction for a distance of approximately 29 metres.

To introduce No Waiting Monday to Friday between 8am and 5pm on the following lengths of road in Houghton Regis:-

Tithe Farm Road

Tithe Farm Road, east side, from a point approximately 24 metres north of the boundary of nos.74 and 76 Tithe Farm Road in a southerly direction to a point approximately 3metres south of the boundary to property no.66 and 64, Tithe Farm Road.

To introduce No Stopping Monday to Friday between 8.00am and 4.30pm on the following lengths of road in Dunstable and Houghton Regis:-

Lancot Drive (Dunstable)

Lancot Drive south-west side from a point approximately 28 metres north-west of the north-west flank wall of no.26 Lancot Drive in a north-westerly direction for approximately 25 metres.

Tithe Farm Road, (Houghton Regis)

Tithe Farm Road, both sides, from a point in line with the boundary of no.88 and no.90 Tithe Farm Road in a generally southerly direction for a distance of approximately 69 metres.

To introduce 2 hour Limited Waiting, No Return within 2 hours, except for permit holders, on the following lengths of road in Dunstable:-

Edward Street

Edward Street, south-westside, from a point in line with the south-east flank wall of no.47 Edward Street, in a north-westerly direction to a point in line with the north-east flank wall of no. 47 Edward Street.

Winfield Street

Winfield Street, south-east side, from a point in line with the north-east flank wall of nos.38/40 Winfield Street, in a south-easterly direction to a point in line with the boundary of nos.42/44 Winfield Street and no.46 Winfield Street.

Further Details of the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA and Houghton Regis Library, Bedford Square, Houghton Regis LU5 5ES or online at

www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 26 July 2013.

Order Title: If made will be “Central Bedfordshire Council (Bedfordshire County Council (District of Mid 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
Services
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community

3 July 2013

Appendix D – Objections – Borough Road/Howard Place, Dunstable

I am writing in regards to the letter I received, I object to the proposal as this will cause problems with parking on the street.

This is a quiet street and there are no issues with the current no waiting at any time restrictions. I am currently the resident of xx Borough rd and use the current area which you have highlighted. I have a young child and this will cause parking problems on the street.

I would like to make my objections to these proposals of waiting restrictions at this junction!!! Firstly what are the waiting restrictions going to mean exactly?? Why has this area been highlighted to change as it has never been a problem for cars parked or otherwise??? I live at xx Borough Road and as this is directly where the restrictions are planned this would have a massive effect on my life. I have a very young baby and if unable to park outside my own property where there has previously been no problem over the 9 years we have lived here I would find this very inconvenient to say the least. There is always a space to park and never many cars other than those who belong to the residents nearby. I simply have no understanding of why these changes are necessary!!!!

Appendix E – Objections – Brewers Hill Road/Drovers Way, Dunstable

I wish to object to the proposal to impose 'No waiting at any time' restrictions in Brewers Hill Road and Drovers Way, Dunstable LU6 1AF. I have viewed the proposal online and I object to it for a number of reasons.

I have lived at xxx Brewers Hill Road since January 2007 and in the six and a half years since then there has never been an incident or accident involving either a pedestrian or another vehicle. As you are aware there is a special school at the end of our stretch of Brewers Hill Road and despite this there has not been an incident which would justify this action. Whilst I agree that there is always an element of risk involved in cars parking along any stretch of road I cannot agree that the proposed area is at a higher risk than any other residential street that has not been proposed.

There are six houses (no.s 106 - 116) in front of which, under the proposal, vehicles will still be permitted to park. Currently the owners of all six of these houses own at least one vehicle per household. Whilst there is ample room for us to park in front of our homes we are affected by vehicles from homes further up and down Brewers Hill Road and Drovers Way (including no.s 81, 83 and 128 on your plan) parking in front of our houses. I accept that any taxed vehicle is permitted to park wherever it is legally acceptable to do so but if the proposed changes are enforced then myself and my neighbours will struggle to park at all. We are also impacted by people leaving their vehicles in our road and going off to Luton airport on holiday, and by people parking and walking their dogs in the green lanes beyond Spinney Crescent. The staff at Weatherfield School regularly park in the street instead of in their own car park in an attempt to 'beat the buses' at the end of the school day. I have a six year old daughter, other neighbours have small children and there are two elderly residents in our stretch of road that rely on friends and relatives visiting to give them assistance. If the parking is severely reduced in our road as you propose this is going to severely affect us all in many ways, not least because of the additional vehicles that choose to park in our stretch of the road.

Whilst I object entirely to the proposal I feel that if some help could be offered to the residents to assure us some parking spaces it would not have such an impact on us. Perhaps Central Bedfordshire Council could consider funding 'dropped kerbs' outside our houses to ensure that we can park on our own premises, or installing residents only parking to allow us the freedom to park near our homes.

I would appreciate a response to my objection and would ask to be kept updated as to the progress of this proposal.

I write regarding the proposed waiting restrictions on the bend where Drovers Way and Brewers Hill Road meet, in Dunstable.

I fully agree with part of the proposal, namely that a 'no waiting' restriction should be imposed on the main highway section. It is a busy bend, used by many to avoid passing through the centre of Dunstable. On the rare occasions that a vehicle stops on this section, there is always a clear danger of a collision from other vehicles travelling around the corner at speed. By speed, I mean 30 mph only. However, it is a blind bend and there is little time for a driver to react.

However, I wish to record my disagreement with the intention to impose a waiting restriction on the whole section from 108 to 116 Brewers Hill Road. This is effectively a cul-de-sac in which visitors and residents can park safely and without causing an obstruction. However, occasionally a vehicle that parks on the south eastern side of the road does make it difficult for a car to get through easily. Therefore, I suggest a no waiting restriction on that particular side of the cul-de-sac. In my opinion, the north western side of the road should remain as an unrestricted parking area.

Appendix F – Objection – Edward Street, Dunstable

Amey
Central Bedfordshire Council
Highways & Transport
Woodlands Annex
Manton Lane
Bedford
MK41 7NU

Dunstable

47, Edward Street,
Dunstable,
Bedfordshire
LU6 1HE

4th July 2013

For the attention of: - Nick Chapman.

**Our Reference: - Proposed Parking Restriction,
Outside 47 Edward Street, Dunstable.**

Your Reference: - AM/xxxxx/606219.

Dear Sir,

I am surprised and disappointed to read that you have reason to change a loading bay in Edward Street, Dunstable into a 2 hour restricted parking bay.

Dunstable Laminates applied for this particular loading bay several years ago. Permission was granted by Mrs Carol Hedgley of what was South Bedfordshire Council. We did this for a very good reason. It became apparent that loading and unloading lorries in the Street was not only unsafe to members of our staff but held up the traffic on a one way Street.

This loading bay is used on a regular basis. Dunstable Laminates have on average 4 deliveries and many collections by customers daily. Some deliveries may take up to 30 minutes to either load or unload. Removing this loading bay permanently will result in Dunstable Laminates having to unload heavy goods lorries in the Street. As Edward Street is restricted to one way traffic loading and unloading in the highway will inconvenience traffic, aggravate drivers and irritate local residents greatly.

Dunstable Laminates have been trading at there Edward Street address for many years and are a well established, reputable company in the town.

In summery we object highly to the plans of changing the loading bay outside 47 Edward Street, Dunstable into a 2 hour parking restriction based on the reasons I've detailed above.

Should you wish to visit our premises, I'd be pleased to show you our day to day operation and the detrimental effect this action will result in.

Telephone 01582 668973
Facsimile 01582 608227
AMEY
Email: safes@dubedfordshire.gov.uk
ACTION: E CBC CONSULT
DATE: 08 JUL 2013



Appendix G – Objection – Staines Square, Dunstable

What is the process for raising objections to this? Usually when there is a planning application locally in the past, I have received written communication directly from the Council to my home in good time so that I can respond but this time it was only through a neighbour passing the notice displayed on a lamp-post that I was made aware of the proposal over the weekend. I don't consider this is adequate consultation.

Although I live around the corner in The Cedars and acknowledge the intersection of Staines Square with High Street South can be made hazardous with congestion, it is more from vehicles being parked on the existing yellow lines that cause a problem than the cars parked legally on the opposite side of the road (please see attached photo taken approximately 6.15pm on Tuesday, 23rd July, 2013).

When vehicles are parked on both sides of the road it is especially dangerous, so increasing the extent of the yellow lines will not be productive in improving safety as the existing yellow lines are not sufficient deterrent due to inadequate enforcement. It is especially problematic at starting & finishing times for Priory School and I suggest that some communication with parents of that school backed up by enforcement, would be far more effective in improving safety at the intersection than reducing the legal parking spaces further.

Reducing the legal parking spaces on Staines Square will only push more vehicles around into The Cedars which is already too congested with parked vehicles in the evening, including overflow from Staines Square by local residents. With the road often obstructed to service vehicles such as the rubbish collection trucks, heaven help us should there be a fire requiring access for emergency vehicles.

As a resident of the Cedars flats, I find I am frequently denied a parking space outside my property which causes considerable inconvenience loading & unloading my vehicle. Workers & shoppers use our street to avoid town parking charges during the day and customers of the High St restaurants & pubs use it in the evening.

Please don't reduce the legal parking facilities any further but enforce the existing no parking zones more effectively.

I know the official deadline has passed for submissions but in view of the poor communication with local residents, would you please take into consideration my objections to the current proposals.

Appendix H – Objection – Totternhoe Road/Coombe Drive, Dunstable

I would like to object to the implementation of no waiting at any time at the junction of Coombe Drive and Totternhoe Road. I live at xx Totternhoe Road and would not like no waiting at any time outside my house.

I'm guessing that this has been instigated due to school drop off and pickup time parking and although this does not bother me at all, if you feel it must be implemented, please could I suggest it is only restricted at certain times during the day and not 24 hours.

Appendix I – Objections – Hillborough Crescent, Houghton Regis

Being a resident on Hillborough Crescent, number xx, I felt i must write to you regarding my concerns about the proposed parking restrictions.

By placing this restriction with no waiting at any time, how am i able to get my children to the car safely, unload my shopping, deliveries or luggage from my property.? **This by all accounts is restricting my access to my property, not just restricting parking.**

I purchased this property nearly 6 years ago, and when I moved in, informed the local council of the lack of parking facilities on the road. The councils reply to this was to erect a wooden fence around the corner green forcing residents to park on the road.

There are parking facilities for all other properties on the road apart from numbers 36 - 56. These facilities are always full in the evenings. By imposing this restriction, you are forcing these houses to park in facilities available for other properties and so possible arguments may arise between neighbors when parking near their properties.

If the green area in front of the properties (36 - 56) was turned into a parking facility for those residents, then the proposed restrictions on the road would be greatly received

I have tried to contact you by phone and have also tried talking to the switchboard to find someone to discus this with, but with no luck.

I am a concerned property owner who will have nowhere to park my vehicle, no security for my vehicle, no access to my property from a vehicle, and would appreciate some understanding as to the content of this email.

Myself & a few of the residence in hillbrough crescent are against the idea of the restrictions as there isnt enough parking as 90% of the residents have a least 1 car. It would be near impossible to share the available spaces & would like to suggest the grass area to be made in to another car park with numbered spaces 1 per household. No need for yellow lines just another car park.

I strongly object to the proposal of waiting restrictions to Hillborough Crescent Houghton Regis,reference AM/606219. There is only off road parking spaces for 17 vehicles at the moment & that will now have to serve 31 prpoerties. If you want to solve the problem of vehicles parked on the bend you will need to put another car park on the green opposite to the one you have now.

I am writing with regards to the recent proposal posted through our door: [Proposed Waiting Restrictions - Various Roads, Dunstable and Houghton Regis](#)

I cannot see how making a no waiting area just along this stretch of the road is going to help make anything safer? What is you reasoning for this suggestion? I work from my home office overlooking this section of road and very rarely see any pedestrians crossing in this area. If I am completely honest, cars do come speeding around this corner at speeds I would assume over 30mph, surely putting in speed controls would be a safer decision?

On another note, we have a shared parking area outside our house, surely by restricting those on the opposing side of the street from parking near to their homes is going to cause mayhem with our parking? We have lived in our property since 2006 and have never had trouble parking

in our designated area but fear that the decision to change the street parking to No Waiting will lead to residents not being able to park locally to their homes (one of the deciding factors in choosing our home), and surely this will see a depreciation in our house value too.

May I suggest that you maybe look at opening up the green space outside the homes numbered 56-36 Hillborough Crescent in order to provide parking, as this has very very rarely been used as an outside space in all the years I have lived here! Plus, the park in approximately 1 minutes walk!



I very much look forward to hearing your comments and reasoning for the proposal, maybe even statistics to support your proposal?

Being a resident on Hillborough Crescent, number xx, I felt i must write to you regarding my concerns about the proposed parking restrictions.

By placing this restriction with no waiting at any time, how am i able to get my children to the car safely, unload my shopping, deliveries or luggage from my property.? **This by all accounts is restricting my access to my property, not just restricting parking.**

I purchased this property nearly 6 years ago, and when I moved in, informed the local council of the lack of parking facilities on the road. The councils reply to this was to erect a wooden fence around the corner green forcing residents to park on the road.

There are parking facilities for all other properties on the road apart from numbers 36 - 56. These facilities are always full in the evenings. By imposing this restriction, you are forcing these houses to park in facilities available for other properties and so possible arguments may arise between neighbors when parking near their properties.

If the green area in front of the properties (36 - 56) was turned into a parking facility for those residents, then the proposed restrictions on the road would be greatly received

I have tried to contact you by phone and have also tried talking to the switchboard to find someone to discuss this with, but with no luck.

I am a concerned property owner who will have nowhere to park my vehicle, no security for my vehicle, no access to my property from a vehicle, and would appreciate some understanding as to the content of this email.

I am a resident of xx Hillborough crescent, Houghton-Regis and I'm writing to express my concern regarding the proposal to introduce a no waiting zone along the street. This according to your letter will reduce dangers caused by street parking along this street. While I appreciate this effort, it should be noted that this will create a parking havoc to us residents as there will be no place for us to park our cars.

So I implore the council to construct parking bays in the park in front of my house equivalent to what is available on the other side of the street. This is very important if the council needs to go ahead with this project.

Please accept this email as formal notice that I object to the proposed waiting restrictions on Hillborough Crescent.

This is due to the fact that there are already far too many cars in this area and very little car parking available. Should this waiting restriction be enforced there will nowhere for these cars to park and the car parks on the opposite side of the road will be overflowing with vehicles.

There are only 2 car parks available around this stretch of road, a small 4 space and a large 14 space car park, which are already full and cannot sustain another possible 10 cars.

It is unfair to take away these peoples only place to park, as I have seen that many of these people have children and prams etc. so where are they supposed to park? Unless the council convert the grass area outside the houses to car parks, just as on the opposite side, then no waiting restriction should be put in place. This will cause nothing but problems for ALL residents of this part of Hillborough Crescent.

I look forward to hearing from you, regarding my above comments.

Appendix J – Objections and petition – Tithe Farm Road, Houghton Regis

I would like to register my objection to the proposals for the following reasons:

There is no parking available for residents. Unless other provisions are made for residents being able to park during the day, these proposals are unacceptable in that no everyone has a nine to five Monday through Friday job.

Without available parking, this could affect the value of my home.

as a resident of tithe farm road 17 years, i am opposing the restrictions you want to inforce as i live oppisite tithe farm lower school on the bend and havent got a drive. i have parked in the little service road now for 10yrs, as there isnt anywhere else to park, as your aware only one half of tithe farm road has parking bays, how ever the end where i am hasnt got parking bays for residents and many of us havent got driveways. maybe you should think seriously about putting in parking for residents in this predicament and issue parking permits

To whom it may concern (Garry Baldwin), the restrictions that we discuss yesterday, I wondered if u have thought about the knock on effects that this will have on the side streets off Tithefarm road, as everybody will be parking in them, then the residents will complain and you have this whole situation all over again, with the residents that don't have drives will not be able to park, so they will also be in my situation , no where to park, I really think you should put in parking for the residents that need it to solve the situation.

With the restrictions you intend to place on tithefarm road, the residents are not happy as it decreases the value of our houses, this is why we need additional parking put into place. Also when we brought our house 17 years ago none of these plans were about.

A few of the residents have spoken to the local councillor, And have been told that they will be asking for parking to be put into place for some of the local residents that don't have driveways or anywhere to park with the new restrictions that you want to put into place, the councillor suggested the service road that are in your plans as the trees are diseased and have to be taken out, he said probably 9 bays will fit into that area, if this goes ahead we are asking that it's up and running by September before school starts to stop any more chaos, as at this moment in time there will be no crossing patrol outside the school. The people that need parking start from 82 tithefarm road to 64 tithe farm and number 115 church field road as well.

I have just been informed that you will be putting double yellow lines outside my sons nursery.

I would like to object against this as there is limited parking on the road as it is, which causes problems when trying to drop my son off at the school, we do not live within walking distance and trying to get a 5 year old to walk over a mile in the morning to school would be ridiculous!

Please do not put double yellow lines outside Cleverkidz nursery/Tithe Farm Primary School.

Please confirm receipt of this email, and advise accordingly.

I need to express my concern at the proposed double yellow lines that may be put onto the area outside Cleaverkidz Nursery on Tithe Farm Road, Houghton Regis. I need to park my car outside the nursery every day to drop off and pick up my child, I feel its not safe to ask us to have to walk from a further

distance whilst trying to keep the children safe.

I know this proposal would affect many of the parents at the nursery, let alone the school itself and the childrens centre.

Please re-consider this proposal as it will be a massive inconvenience and unsafe for the children affected.

My son goes to Cleverkidz on Tithe Farm Road and was told there is a proposal to double yellow line every part of the road outside the nursery. This will make my mornings and afternoons very inconvenient, having to park much further to drop him off and making my journey to work even longer.

Please take the above into consideration before making the final decision, as I'm sure the double yellow lines would cause a lot of hassle for most of the parents from there.

I look forward to hear from you.

Good evening, we email you , to appeal against the proposed yellow lines on tithe farm road outside of the Nursery (cleverkidz) I have been taking our children there since 2006 and have ever seen any reason to have yellow line put down, the bus stops are suitable for the buses , and there is no obstruction, surly it would be better to widen the little parking area that there is where the road bends around just before the nursery and school , and ask that the lady from across the road who deliberately parks her 2 cars to block the entrance exit of the small pull in , stops doing so , remove the 3 trees on the very small green area and make it permit parking for nursery Staff and parents, in not having a area to park on near the nursery school will end in tears, ive seen this before as I travel around the country , yellow lines and lack of parking near to schools leads to more parents having to commute and then walk with very young children , it only takes a second and an accident can happen, and as we all know nothing will get done until a person , child dies its on your heads, look at the issues , the country is in a recession , the parents need to work every minute of everyday , so having to park further away means leaving earlier and loosing money, the nursery staff that also commute will have nowhere to park , parents will get frustrated , look to other nurseries , reducing the revenue to cleverkidz and possibly causing redundancies, but as long as you keep finding more small adjustments to do on all roads, I suppose it keeps you all busy at amey's and assists in you keeping your contract, as a competent company who, spends fortunes on clothing, health and safety, team awareness , you really have no consistency when it comes to others outside of your company, after wasting all the money that you do on putting up bus stops shelters, etc around Houghton Regis, made from Glass that are broken within 24 hours of being fitted , you may of wanted to think about putting in Perspex thus elevating the repair costs and the real safety issue should an elderly person or child fall and hurt themselves , but again I suppose it keeps the funds coming in to you, HOW DO YOU ALL SLEEP AT NIGHT !!!!! its obvious that no one in your organisation has a child that goes to the school or Nursery, why don't you put yellow lines up along all your depot roads stopping your staff from parking , oh no you can do hat can you as they would not be able to get to work on time or park up in bad weather and get the gritters out , please leave Houghton Regis alone, you've been working on it for over a year and its no better, or there more to it , the council has some money left and the budgets have to be justified, take the money and put up a speed camera, or a street security CCTV and stop all the toe rags from vandalising the school and nursery at night , I suppose ive had my moan now , its just gone crazy , yellow line are okay in certain places, THE COUNCIL SPENT A FORUNE ON BURY PARK HIGH STREET, but everyone parks on the yellow line . paths and double parks but ah!!!!!! no one does or says anything, go and put some yellow lines down outside the shops to stop the overflow of goods coming out from the shops causing a H&s issue that no one does anything about , but my local shop cant even put out an A frame board as it an issue. im really sorry to go on but , we really have got it all wrong , EVEN RULES EVEN POLICY , nationwide ,

please tell me where is everyone to park, I dont mind if its permitted and it cost me , I just want my wife and kids to be safe, having the cars parked where they do makes the cars slo down buy the school removing it will allow the boy racers to go back to there normal bad driving habits and fear for the pedestrians

To whom it may concern

ORIGINAL	
FILE NO.	

The petition that has been sent to you to oppose extra restrictions on tithe farm Road, Houghton Regis, because there hasn't been additional parking bays put into place for local residents and parents that use the three buildings clever kids, Tithefarm School, Tithefarm neighbourhood Centre

PETITION AGAINST PROPOSED PARKING RESTRICTION ON TITHE FARM ROAD HOUGHTON REGIS

WE THE UNDERSIGNED WISH TO PETITION AGAINST THE PROPOSED PARKING RESTRICTIONS ON TITHE FARM ROAD, HOUGHTON REGIS, AS THIS WILL CAUSE MORE PARKING PROBLEMS NOT ONLY ON TITHE FARM ROAD BUT ALSO ON CHURCHFIELD ROAD, AS MOST OF THE RESIDENTS DO NOT HAVE DRIVEWAYS, THEREFORE THESE RESIDENTS WOULD HAVE TO PARK OUTSIDE SOMEONE ELSE'S PROPERTY. THIS WOULD THEN CAUSE A KNOCK ON EFFECT FOR THOSE RESIDENTS. WE HAVE ALL LIVED HERE FOR A NUMBER OF YEARS AND NOT HAD PROBLEMS PARKING BEFORE.



HOUGHTON REGIS TOWN COUNCIL

Peel Street, Houghton Regis, Bedfordshire, LU5 5EY

Telephone: 01582 708540 Fax: 01582 861102

Email: info@houghtonregis.org.uk Website: www.houghtonregis.org.uk

The Transport Manager
Bedfordshire Highways
Woodlands Annex
Manton Lane
Bedford
MK41 7NU

DOCUMENT REF	154049
CONTRACT	AMEY
ACTION	BEDFORDSHIRE HIGHWAYS
WIN	BY CBCCMSU
DATE	25 JUL 2013
COPIES	
FILED	

23rd July 2013

Dear Mr Chapman

Re: Proposed Waiting Restrictions in Houghton Regis

The Town Council's "Planning & Licensing Committee" discussed the proposed waiting restrictions within Houghton Regis and it has no objections to any of them. However, Members are concerned about the problems the waiting restrictions will present to residents in Tithe Farm Road opposite Tithe Farm Lower School. It is strongly felt that serious consideration should be given to where these people can park instead, without causing an inconvenience to residents in neighbouring roads, where space for parking is already a problem.

One suggestion put forward is to remove the island and trees at the entrance to Churchfield Road and create as many parking bays as possible, specifically for the residents affected by the restrictions. This may not totally resolve the problem, but at least it would be a help.

It is hoped that these concerns, and suggestion, will be given serious consideration.

Yours sincerely

Deputy Town Clerk

Town Mayor: **Cllr P Williams**

Town Clerk: **Mrs Clare Evans**



Appendix K – Objection – Tithe Farm Road/Camp Drive, Houghton Regis

According to the website, the reason for the proposal is as follows:

The proposed order is considered necessary for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising and for facilitating the passage of traffic.

If this is the case, why haven't you included the area where the road narrows? Cars currently park here, but under your proposals you are not going to make this area a No waiting Restriction. Therefore, there's no sense in making the proposed area a No waiting restriction.

We live at number xx Tithe Farm Road and we currently park on the road adjacent to number 12 Tithe Farm Road. Under the proposed restriction, we would no longer be able to do so. The row of houses from numbers 8 and 22 all have at least one car per household, which means that the length of this part of Tithe Farm Road is always taken by the cars.

By reducing the length of parking would mean that we would find it more difficult to park here. As this is a public highway, anyone can park here. People who shop on Bedford Square park along this stretch instead of using the car parks, therefore, preventing the residents from park here.

We don't have access to our front garden for the purpose of parking, so have nowhere else to park. We are aware there is parking further along Tithe Farm Road, but you must appreciate that we prefer to park as close to our properties for convenience. It will be very difficult to unload a car full of shopping from the parking area then carry everything to the house. If we can't park along this row, we have nowhere to load and unload a car.

Where would you suggest we load a car full of camping equipment or furniture if we haven't got access to a loading area?????

It is already difficult at times to load and unload our car, so by reducing the length of parking, would make this even worse. There is a green area outside the row of houses, which, we currently have to walk cross this to get to our property.

If we could have access to this green area, we could make use of our front garden and use the front of our house as parking. Would you consider this proposal, which would get this stretch of road clear of cars. I would be happy to pay a percentage of the cost involved in getting part of the green area transformed into an appropriate area so that we can get access to our front garden.

As a suggestion, the path that is currently along the boundary of the properties could be widened. There is currently a drop kerb outside number 22, so if another drop kerb could be installed the other end adjacent to number 2 Camp Drive, this would give us an entry and exit route.

We appreciate that you want areas clear of parked cars for safety reasons, so to allow residents to make use of their gardens for parking purposes would get more cars off the road and have larger areas of clear roadways.

There have been road improvements further down Tithe Farm Road, which involved installing speed bumps and parking areas, but this only went as far as Tithe Farm Primary School. The top end of Tithe Farm Road didn't get any of these improvements.

As soon as motorists pass the final speed bump, they accelerate and speed down the remaining stretch of Tithe Farm Road.

Could I also ask why this is going to be a no waiting restrictions at any time. The proposed area only gets congested during school start and end times. Would it be better to have this area as no waiting during school opening hours only?

Meeting: Traffic Management Meeting

Date: 11 September 2013

Subject: Various Locations in Central Bedfordshire - Consider Objections to Proposed Disabled Parking Spaces

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the introduction of disabled parking space at various locations in Central Bedfordshire following the publication of proposals.

Contact Officer: Gary Baldwin
gary.baldwin@amey.co.uk

Public/Exempt: Public

Wards Affected: Caddington, Dunstable Central, Dunstable Icknield, Dunstable Manshead, Dunstable Northfields, Dunstable Watling, Eaton Bray, Houghton Hall, Parkside, Tithe Farm

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve parking facilities.

Financial:

The cost of assessing, processing and implementing the required Traffic Regulation Order is approximately £12,000, but has been spread over the 2012/13 and 2013/14 financial years. This is funded from the Traffic Manager's budget for unspecified parking schemes, which is outside of the LATP process.

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.

RECOMMENDATION(S):

That the proposals to introduce disabled parking spaces at various locations in the South of Central Bedfordshire be implemented as published, with the following exceptions:-

- a) The proposed disabled space in Cantilupe Close, Eaton Bray be withdrawn and consideration be given to identifying an alternative location to the front/side of the applicant's home.**

Background and Information

1. The provision of dedicated parking bays for individual with mobility problems and who are holders of 'blue badges' has always been a difficult and delicate situation. Historically it was addressed by the use of advisory parking bays but this was far from ideal and led to disputes when non badge carrying vehicles were parked in the bays and could not be legally challenged.
2. In order to better regulate this provision Central Bedfordshire Council implemented a policy that subject to budget and consultation, can provide a legally enforceable parking bay for those applicants that meet the criteria within the new policy. This requires the advertisement of a Traffic Regulation Order.
3. To make best use of the available finance requests are being managed on an area by area basis with a single TRO covering a number of sites on the 'batch order' principle that has been adopted for ad-hoc TROs to reduce publishing and other costs.
4. This is a proposal to introduce Disabled Parking Spaces at various locations in Central Bedfordshire. The parking spaces have been requested by disabled people who wish to have a disabled parking space outside their homes. Some of the requests have been on hold for some time, for a number of reasons, including the development of the revised policy.
5. The proposals were formally advertised by public notice during July and August 2013. Consultations were carried out with the emergency services and other statutory bodies, relevant Town and Parish Councils and Elected Members. Local residents and businesses likely to be directly affected by the proposals were individually consulted by letter.
6. No objections have been received in response to published proposals in:-
 - Allenby Avenue, Dunstable
 - Chiltern Road, Dunstable
 - Graham Road, Dunstable
 - Cemetery Road, Houghton Regis

- Cumberland Street, Houghton Regis
- Plaiters Way, Houghton Regis
- Trident Drive, Houghton Regis
- Lancotbury Close, Totternhoe
- Park Avenue, Totternhoe

Consequently, it is recommended that these be implemented as published.

- 7 In respect of the other locations, the following representations have been received:-
- Alfred Street, Dunstable – 1 objection
 - Churchill Road, Dunstable – 1 objection
 - Park Street, Dunstable – 2 objections
 - Victoria Street, Dunstable – 2 objections
 - Fenwick Road, Houghton Regis – 2 objections.
 - Fensome Drive, Houghton Regis – 1 objection
 - Church Mead, Studham – 2 objections.
 - Cantilupe Close, Eaton Bray – 6 objections.

Copies of all representations are included in Appendices D to K and are summarised below.

8. Bedfordshire Police has no objection to any of the proposals.
9. The main points raised by those objecting to the proposed disabled parking spaces are as follows:-
10. Alfred Street, Dunstable
The objector says that the couple who have applied for the disabled space are active and often stay away from home. Given the fact that many residents have more than one car and there is insufficient on-street parking capacity, it is unfair for them to have a disabled space that will be frequently unused. Due to its length the disabled bay will effectively take up two parking spaces.
11. Churchill Road, Dunstable
The objection is on the grounds that the applicant has a driveway that could be used for parking. On-street parking is already heavy in Churchill Way and the proposal will remove a valuable space. The objector questions how long the applicant will be living at this address.

12. Park Street, Dunstable

The objections are from residents who live immediately adjacent to the proposed disabled space and feel that it would cause them significant inconvenience as they would not be able to park directly outside their homes. One points out that there is sufficient parking space in the bay opposite the applicant's home. The disabled person is not the driver and could be dropped outside the home and the able-bodied driver could then park elsewhere. The disabled space would de-value their property

13. Victoria Street, Dunstable

The houses where the applicant lives already have allocated car parking areas that are not available to other residents of Victoria Street. One of those parking areas has a disabled space which is under-used. Parking is heavy in Victoria Street, so a further space would be lost if the disabled bay is installed. Disabled people already have the 3 hours exception from most parking controls which is sufficient for most of their needs.

14. Fenwick Road, Houghton Regis

The objectors say there is not enough space for all the residents to park their vehicles outside their homes without losing one more. One objector works shifts and is already unable to find parking when he returns home in the early hours. It is suggested that the grassed area in front of nos.44 -52 be converted to parking. The applicant has a garage which should be used for parking. One applicant claims that they intend to drop the kerb outside my own property, so that they could install a driveway and the disabled space would prevent this. The disabled space would reduce the number of cars that could be parked in that particular area.

15. Fensome Drive, Houghton Regis

The disabled space is longer than is necessary for a private car. The applicant does not encounter any difficulties in parking outside their home, so the space cannot be justified. The disabled space will involve the installation of an unsightly sign and post.

16. Church Mead, Studham

The objectors question the need for this disabled space in such a road. There are eight bungalows and four of the residents have blue badges, three of which do not see the need for a disabled space.

17. Cantilupe Close, Eaton Bray

The objectors say that the disabled space would obstruct the passage of emergency vehicles and reduce forward visibility which has safety implications. The space would also create problems for the residents who live opposite when attempting to manoeuvre on and off their driveways. The applicant apparently normally parks in the parking areas located to the front/side of their home further into Cantilupe Close. This parking place is only very slightly further in walking distance than the proposed disabled space would be. It would make more sense to mark out a disabled space in that area. A police officer has allegedly previously asked the applicant to move his vehicle from the site of the proposed parking space to the aforementioned parking areas.

Responses and Conclusion

18. Bedfordshire Highways' response to the points above are as follows:-
19. The Council's policy dictates that to be eligible for a disabled parking space the applicant must be a blue badge holder and be receiving Disability Living Allowance at the Higher Rate for Mobility. These criteria confirm that the applicant has been assessed as having severe mobility issues and the Council is not in a position to make further judgements regarding an applicant's medical condition. Consequently, the following responses do not refer to any medical or mobility related issues that any of the objectors might have raised.
20. These disabled spaces have been designed to be used by the individual who applied for the space. However, they cannot be reserved for one particular person or vehicle, so if the disabled bays are installed they could be used by any blue badge holder.
21. Alfred Street, Dunstable
On-street parking is heavy in Alfred Street due to the fact that most properties have no off-road parking, but that is the very reason why the applicant needs a reserved bay outside their home, otherwise they might be forced to park some distance from their home and walk. The size of disabled parking spaces are necessarily larger to give disabled persons more space to get into and out of their vehicle and room to load/unload essential equipment.
22. Churchill Road, Dunstable
The applicant does have a driveway, but it is rather awkward to manoeuvre a vehicle onto or off of it. There are suggestions that neighbours deliberately park in such a way that their cars make it extremely difficult or impossible for the applicant to use their driveway. If the applicant moved out and the disabled space was no longer required it could be removed, but a revocation Order would need to be made.
23. Park Street, Dunstable
This location is difficult in the respect that residents all park on the side of the road opposite to where the applicant lives and therefore it is impractical to mark the space directly outside their home. There is a parking bay on the opposite side of the road, which should be used for parking parallel to the road. However, due to the fact that Park Street is one-way, drivers normally park at right angles to maximise the space available. A disabled space could be marked at right-angles to the road, but it would appear rather odd, particularly when not in use as it would protrude a significant distance out into the road. It is not always practical for a disabled person with severe mobility issues to be left to unaided whilst a partner parks or collects the car.

24. Victoria Street, Dunstable

There are two off-road parking areas, both apparently owned by the housing association for their tenants. The one at the rear of the applicant's home is located fairly close to their home, but appears to be well used and does not contain a disabled space. Consequently, it is likely that this is frequently unavailable to the applicant. The other parking area may be too far away for someone with mobility issues, although it does have a marked-out disabled space. Assuming that the applicant currently parks in Victoria Street, the disabled space will not have a significant impact on the number of parking spaces available in that road, it will simply mean that the applicant can be confident that a space will be available outside their home.

25. Fenwick Road, Houghton Regis

Parking is heavy in the area, which is one of the reasons for the application. The grassed area to the front of the applicant's home is a relatively narrow strip of land that would be difficult to utilise for parking. There is a block of garages close to the applicant's home, but regrettably residents appear unwilling to use the garages, presumably because they do not feel that their cars will be safe there. Drivers tend to park in a fairly indiscriminate manner at the end of this road and it is possible that the disabled space would bring about a net reduction in parking capacity. An enquiry was received from one of the objector about the possibility of installing a vehicle crossover in April 2013, but there has been no further correspondence on the matter. In any event it would appear to be feasible to accommodate both the disabled space and the dropped kerb access.

26. Fensome Drive, Houghton Regis

The dimensions of disabled spaces are dictated by Regulations and must be larger than general purpose spaces due to the needs of disabled people. It is accepted that parking is not exceptionally heavy in this road, but the applicant claims that they are frequently unable to park outside their home. The proposed space can be accommodated within the frontage of the applicant's property and therefore will not have a significant impact on others.

27. Church Mead, Studham

The applicant meets the criteria and there is a convenient parking area outside their home which could be converted to a disabled parking bay. The disabled space could be used by anyone with a blue badge; be they a resident or visitor.

28. Cantilupe Close, Eaton Bray

It is highly unlikely that a parked vehicle on this stretch of road would prevent access by emergency vehicles. The road is not especially narrow and if necessary the emergency services would drive over the footway to reach their destination. This is a residential estate road carrying relatively little traffic and the alignment of the road should keep speeds low. Hence, a parked vehicle at this location is unlikely to create any significant road safety concerns. It is entirely possible for vehicles to be currently parked on the length of road identified for the disabled space, so residents might already be faced with having to deal with parked cars opposite their driveways. It is expected that with careful manoeuvring drivers would be able to access/egress their driveways should a car be parked at the proposed location.

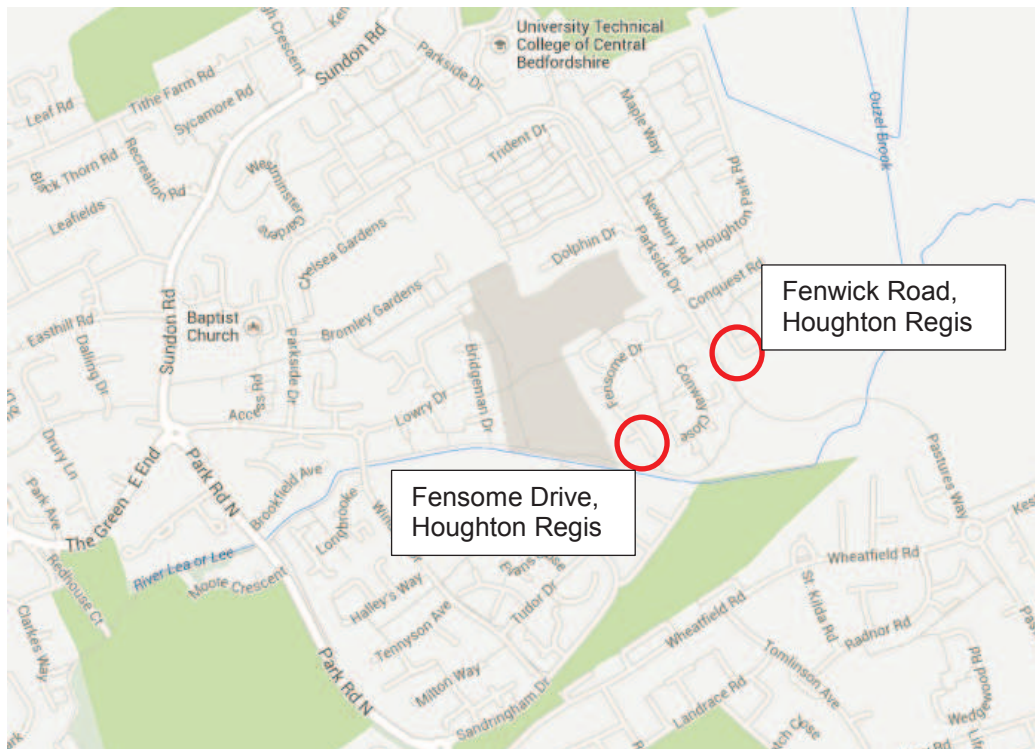
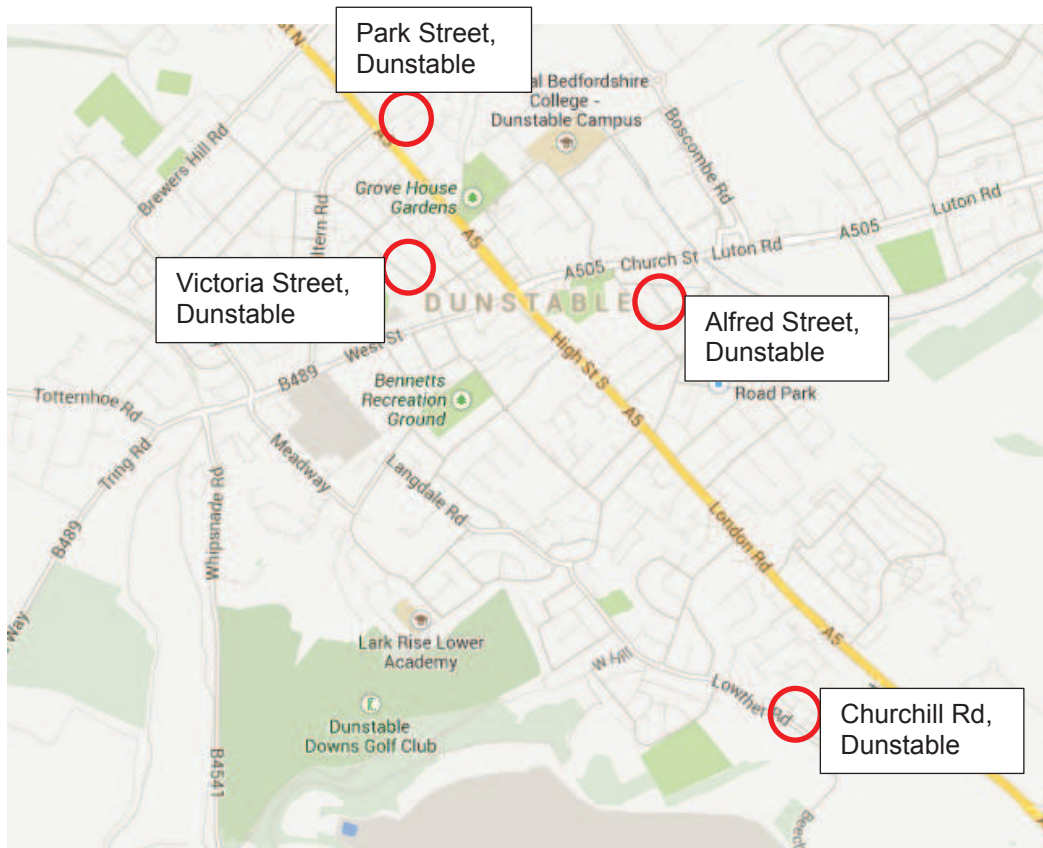
However, the applicant reportedly already uses the parking area to the front/side of his home and these spaces would seem to be a more sensible location at which to provide a disabled space. Consequently, it is recommended that the current proposal be put on hold pending consideration being given to providing a disabled space at this alternative location. See illustration below.

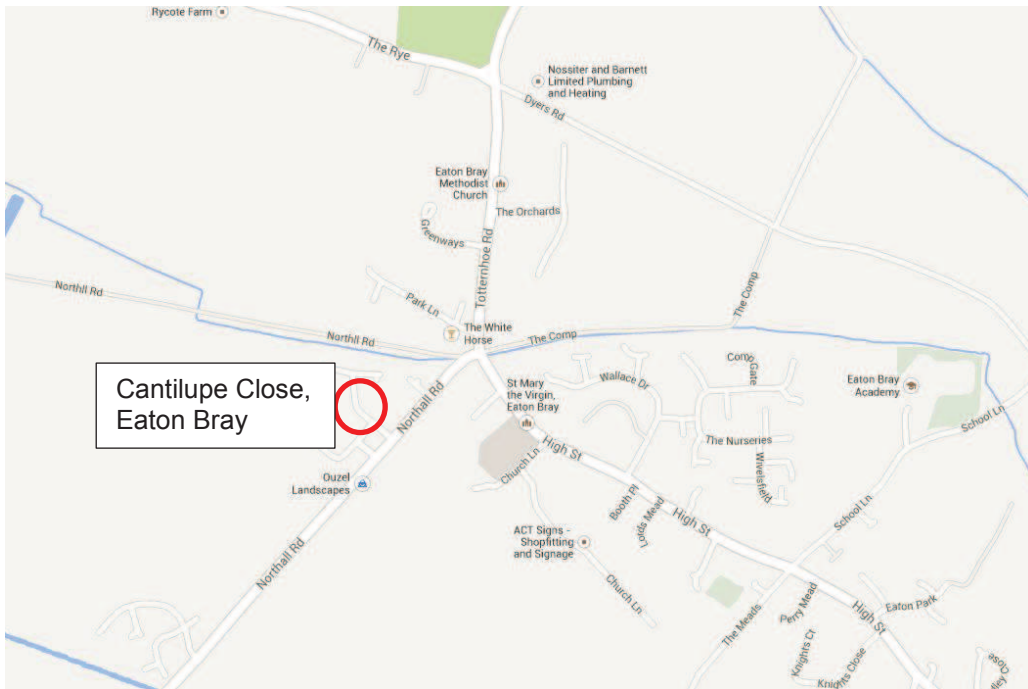
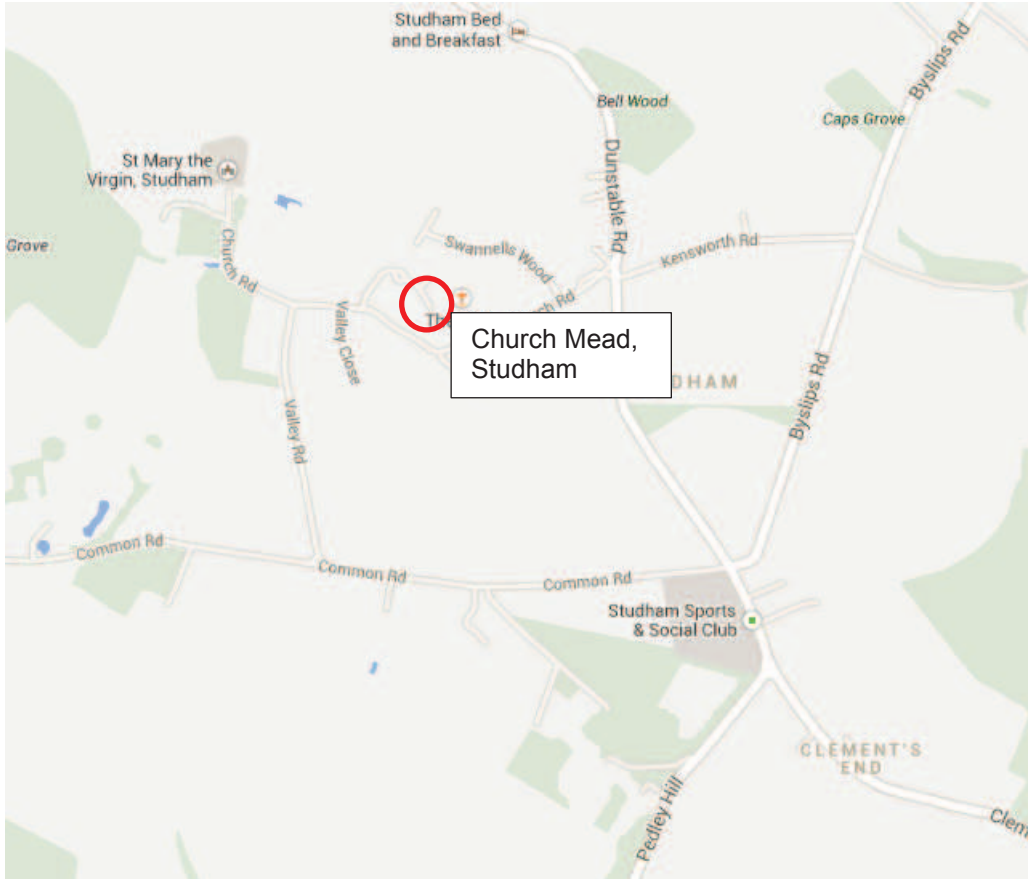


Appendices:

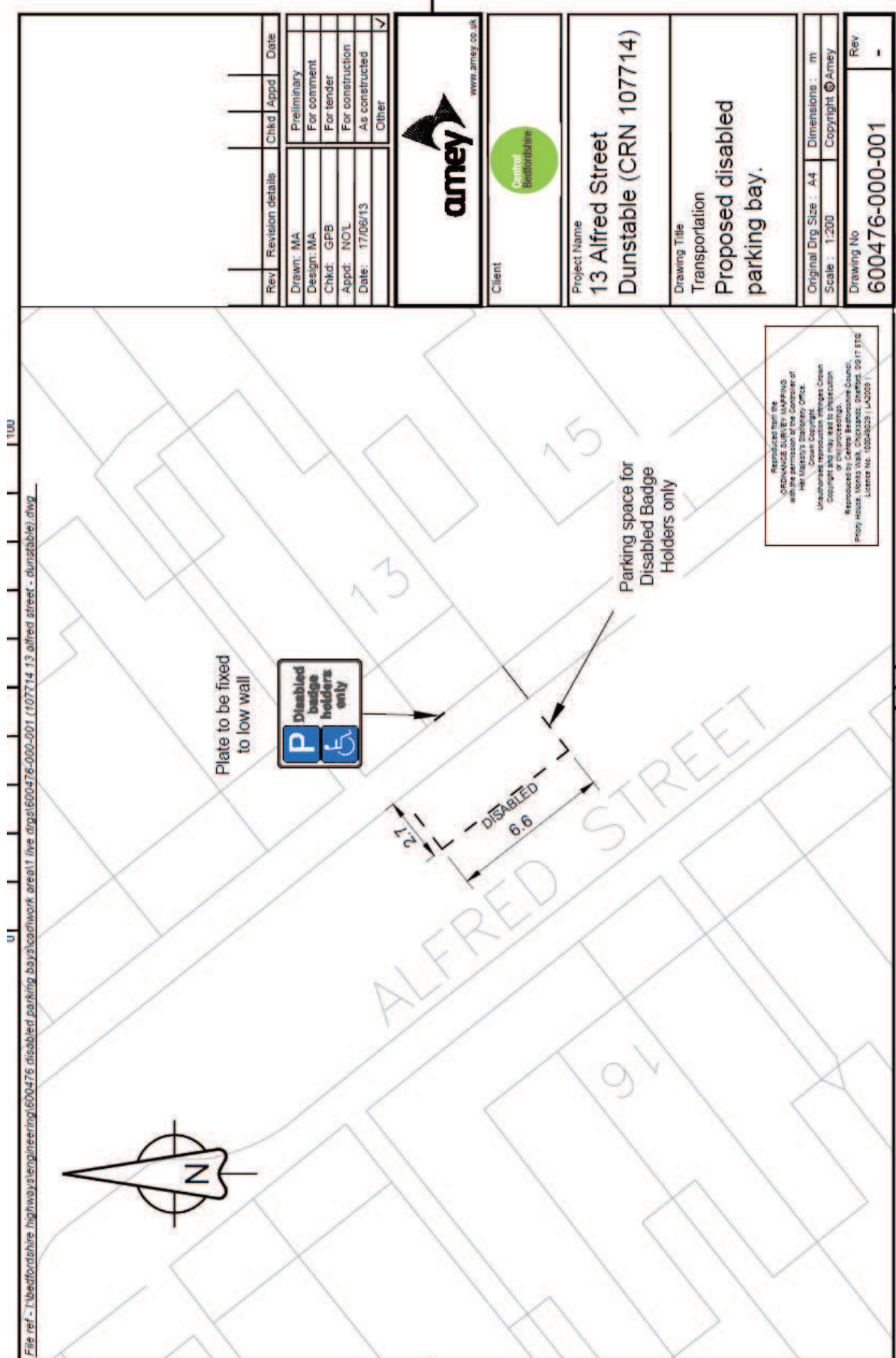
- Appendix A – Overview mpas
- Appendix B – Drawings of Proposed Disabled Parking Spaces
- Appendix C – Public Notices for Proposed Waiting Restrictions
- Appendix D – Objection – Alfred Street, Dunstable
- Appendix E – Objection – Churchill Road, Dunstable
- Appendix F – Objections – Park Street, Dunstable
- Appendix G – Objections – Victoria Street, Dunstable
- Appendix H – Objections – Fenwick Road, Houghton Regis
- Appendix I – Objection – Fensome Drive, Houghton Regis
- Appendix J – Objections – Church Mead, Studham
- Appendix K – Objections – Cantilupe Close, Eaton Bray

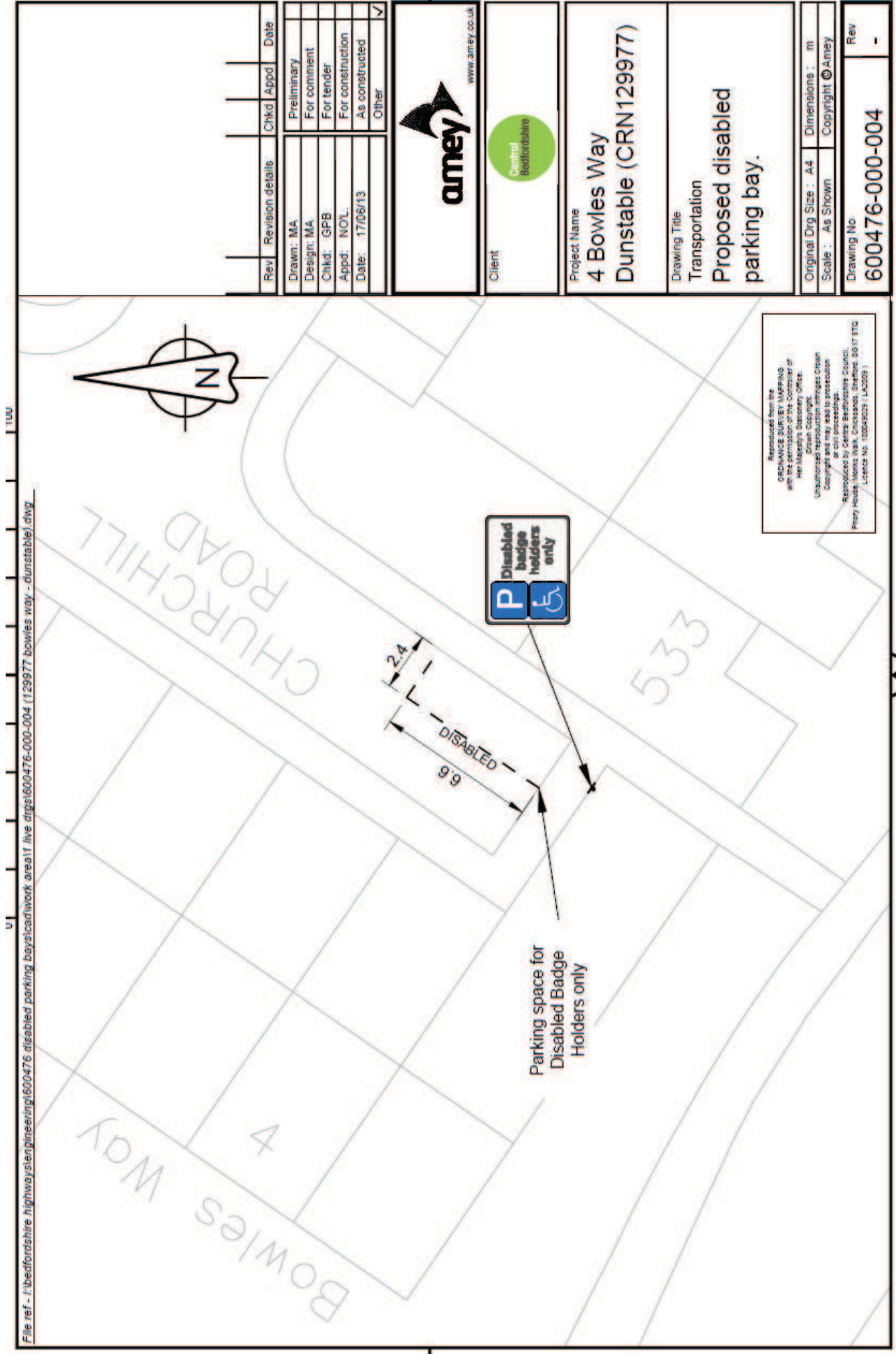
Appendix A





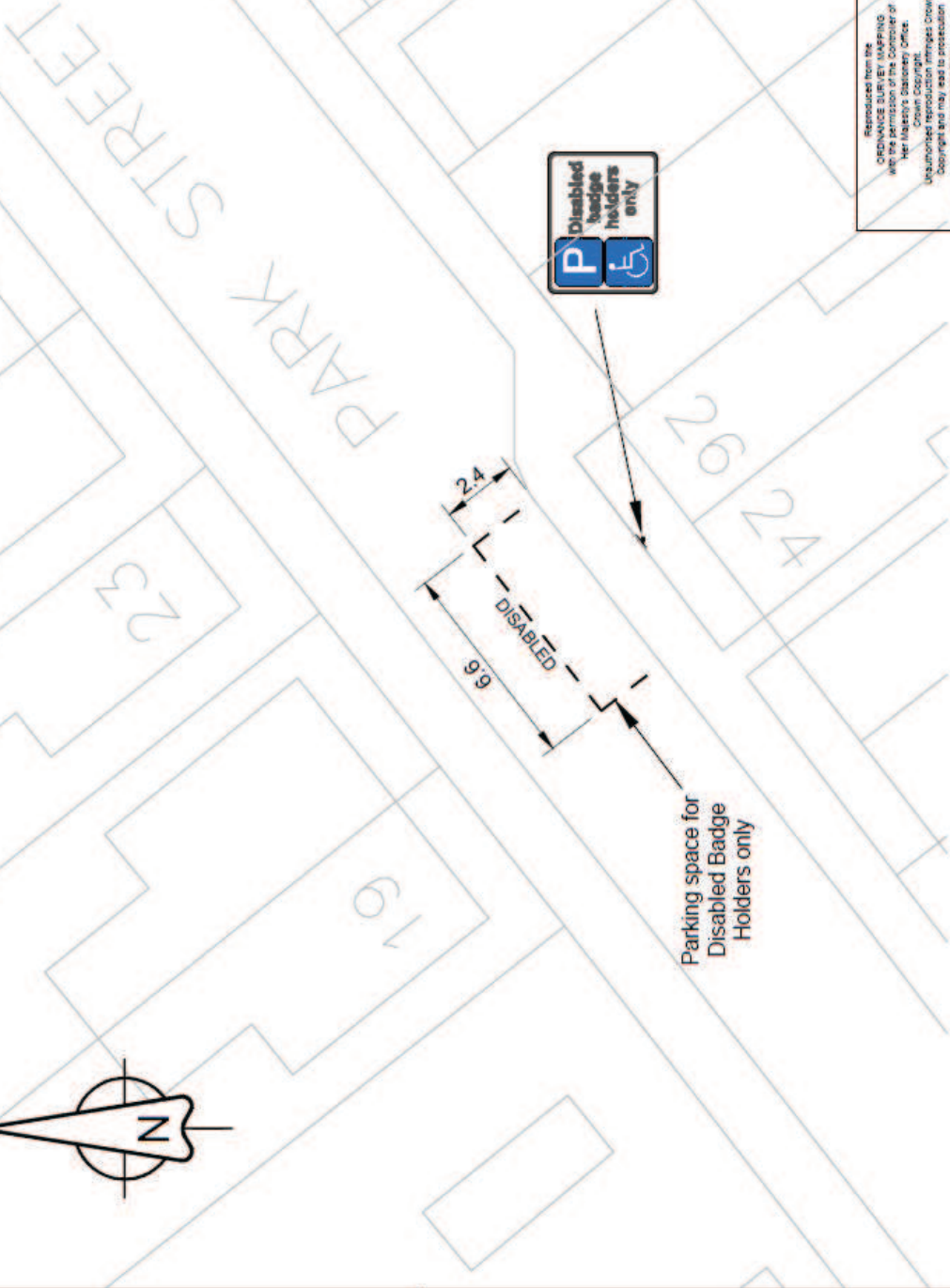
Appendix B





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	Drawn: MA			
	Design: MA			
	Chkd: GPB			
	Appd: NOVL			
	Date: 17/06/13			
	Preliminary			
	For comment			
	For tender			
	For construction			
	As constructed			
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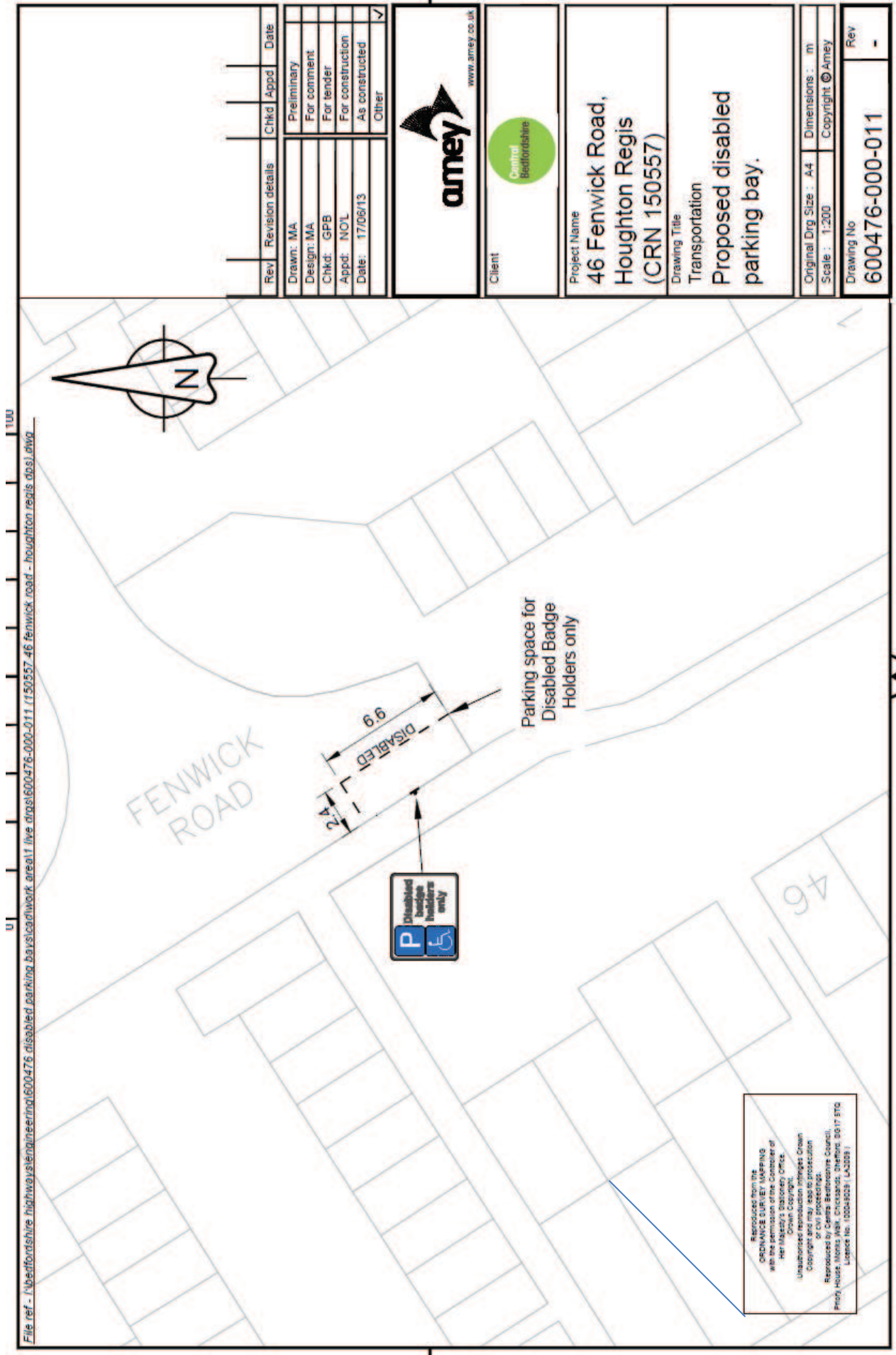
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Central Bedfordshire

Project Name
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Dunstable (CRN143756)

Drawing Title
Transportation
Proposed disabled
parking bay.

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	Chkd: GPB			For tender
	Appd: NO/L			For construction
	Date: 17/06/13			As constructed
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Project Name
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Houghton Regis
(CRN 150557)**

Drawing Title
**Transportation
Proposed disabled
parking bay.**

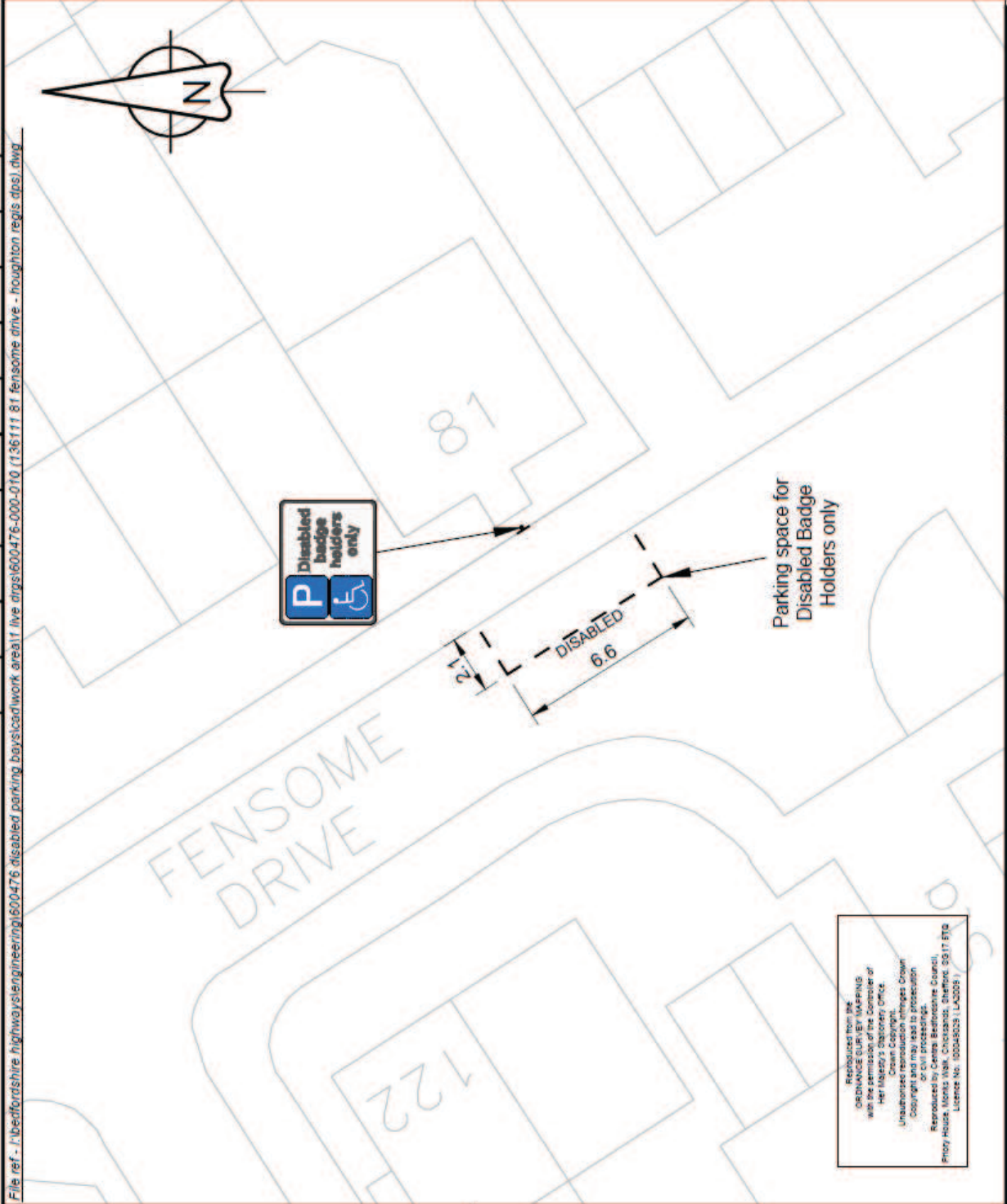
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	Design: MA			
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	Appd: NOL			
	Date: 17/06/13			



Client: 

Project Name
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Houghton Regis
(CRN 136111)

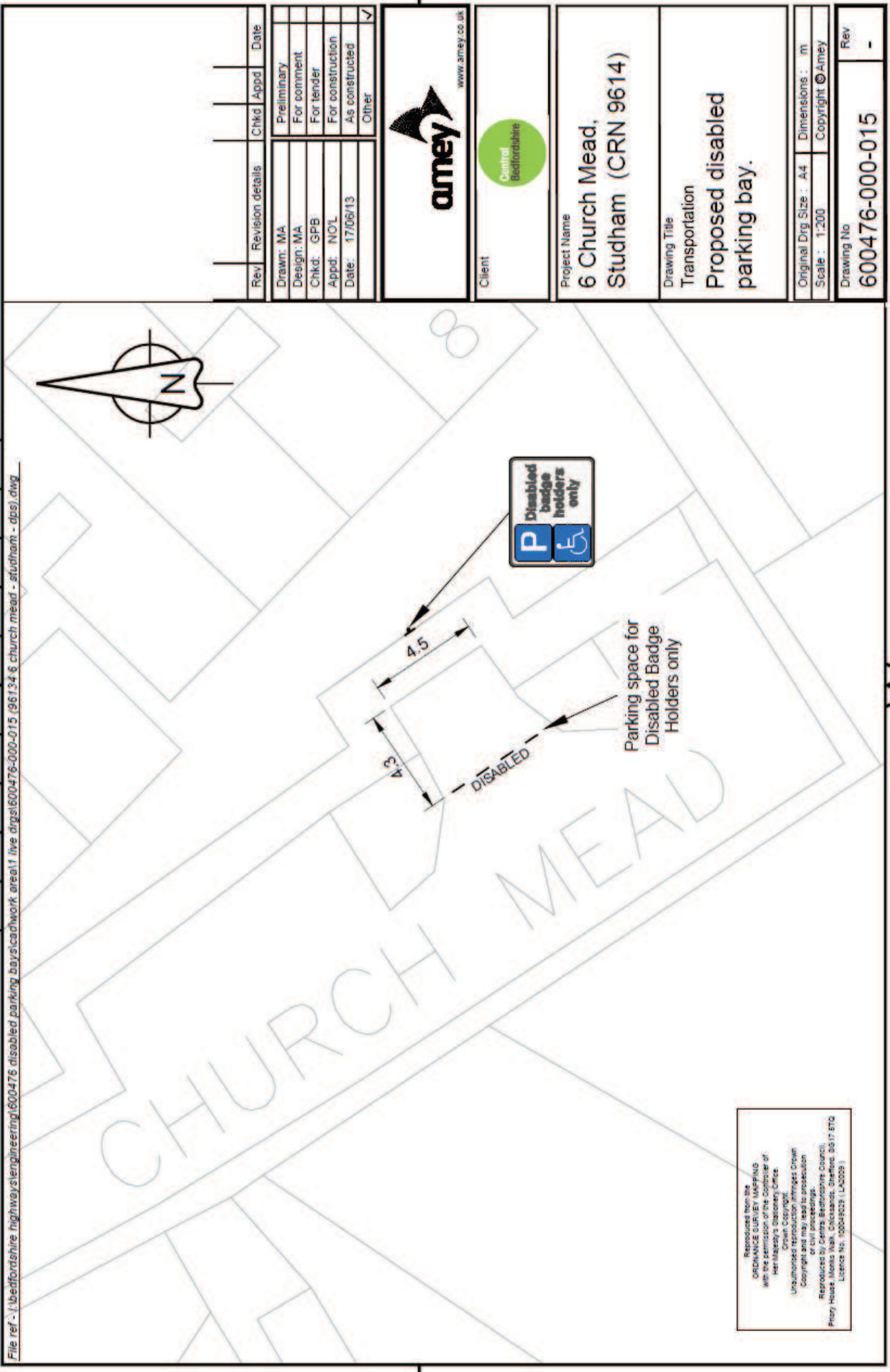
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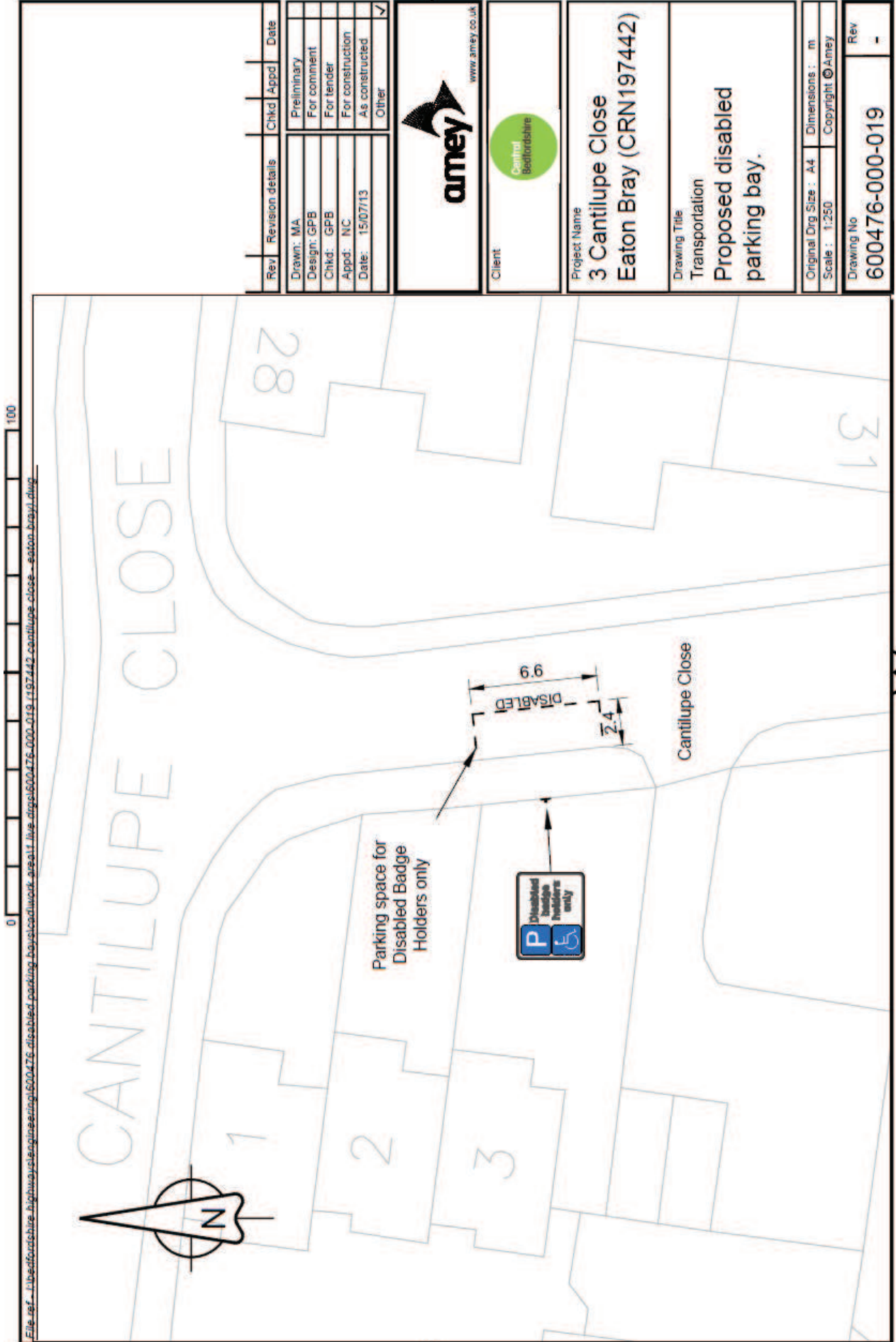
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Project Name
6 Church Mead,
Studham (CRN 9614)

Drawing Title
Transportation
**Proposed disabled
parking bay.**

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PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE DISABLED PERSONS' PARKING SPACES AT VARIOUS LOCATIONS IN CENTRAL BEDFORDSHIRE

Reason for proposals: The proposed Order is considered necessary in the interests of improving parking facilities for disabled persons. The proposed disabled parking spaces are mainly in residential streets where on-street parking is heavy and disabled persons frequently experience difficulties in finding a parking space close to their home.

Effect of the Order:

To introduce Parking Places for Disabled Badge Holders at the following locations:-

1. Alfred Street, Dunstable, north-east side, from a point in line with the south-east flank wall of no.13 Alfred Street extending in a north-westerly direction for approximately 7 metres.
2. Allenby Avenue, Dunstable, west side, from a point in line with the south flank wall of no.28 Allenby Avenue extending in a northerly direction for approximately 7 metres.
3. Chiltern Road, Dunstable, south-east side, from a point in line with the boundary of nos.34 and 36 Chiltern Road extending in a north-easterly direction for approximately 7 metres. (re-location of existing disabled parking space)
4. Churchill Road (south-east spur), Dunstable, south-east side, from a point approximately 2 metres north-east of the boundary of nos.2 and 4 Bowles Way extending in a north-easterly direction for approximately 7 metres.
5. Graham Road, Dunstable, south-west side, from a point in line with the projection of the north-west flank wall of nos.42/44 Graham Road extending in a south-easterly direction for approximately 7 metres.
6. Park Street, Dunstable, south-east side, from a point approximately 3 metres north-east of the boundary of nos.24 and 26 Park Street extending in a south-westerly direction for approximately 7 metres.
7. Victoria Street, Dunstable, south-west side, from a point in line with the boundary of nos.92 and 94 Victoria Street extending in a south-easterly direction for approximately 7 metres.
8. Cemetery Road, Houghton Regis, north-east side, from a point approximately 2 metres south-east of the north-west flank wall of no.6 Cemetery Road extending in a south-easterly direction for approximately 7 metres.
9. Cumberland Street, Houghton Regis, south-west side, a point in line with the boundary of nos.1 and 2 Malmsey Cottages extending in a north-westerly direction for approximately 7 metres.
10. Fensome Drive, Houghton Regis, north-east side, from a point in line with the boundary of nos.79 and 81 Fensome Drive extending in a south-easterly direction for approximately 7 metres.
11. Fenwick Road, Houghton Regis, south-west side, from a point approximately 1 metres south-east of the boundary of nos.40 and 42 Fenwick Road extending in a north-westerly direction for approximately 7 metres.
12. Plaiters Way, Houghton Regis, north-west side, from a point approximately 5 metres north-east of the boundary of nos.81 and 83 Plaiters Way extending in a north-easterly direction for approximately 7 metres.

13. Trident Drive, Houghton Regis, at the southern end of the parking bay at the south-eastern corner adjacent to Neptune Close for the full depth of the parking bay and extending northwards by approximately 4 metres (parking place at right angles to road).
14. Church Mead, Studham, east side, for the whole of the southern parking area from a point in line with the boundary of nos.4 and 6 Church Mead extending in a northerly direction for approximately 4 metres (parking place at right angles to road).

Further Details of the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place LU5 4HA and Houghton Regis Library, Bedford Square, LU5 5ES or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 26 July 2013.

Order Title: if made will be "Central Bedfordshire 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 SG1917 5TQ

Marcel Coiffait
Director of Community Services

3 July 2013



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE DISABLED PERSONS' PARKING SPACES IN TOTTERNHOE AND EATON BRAY

Reason for proposals: The proposed Order is considered necessary in the interests of improving parking facilities for disabled persons. The proposed disabled parking spaces are in residential streets where on-street parking is heavy and disabled persons frequently experience difficulties in finding a parking space close to their home.

Effect of the Order:

To introduce Parking Places for Disabled Badge Holders at the following locations:-

15. Lancotbury Close, Totternhoe, north-west side of loop road, from a point in line with the boundary of nos.21 and 22 Lancotbury Close extending in a south-westerly direction for approximately 7 metres.
16. Park Avenue, Totternhoe, north side, from a point approximately 1 metre east of the boundary of nos.16 and 17 Park Avenue extending in a south-westerly direction for a distance of approximately 7 metres.
17. Cantilupe Close, Eaton Bray, west side, from a point in line with the boundary of nos.2 and 3 Cantilupe Close extending in a southerly direction for a distance of approximately 7 metres.

Further Details of the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place LU5 4HA or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 16 August 2013.

Order Title: if made will be "Central Bedfordshire 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 SG1917 5TQ

Marcel Coiffait
Director of Community Services

24 July 2013

Appendix D – Objection – Alfred Street, Dunstable

I am writing in regards to the letter I received from yourself regarding a disabled parking bay outside 13 Alfred street.

I live at xx Alfred street opposite number 13. I don't feel that a disabled bay is necessary on the grounds that the couple who live at number 13 are very mobile and active, and are away every weekend from Friday morning to Monday evening therefore 3 evenings out of 7 the couple aren't even at home. Thus telling me that if they are active enough to go away every weekend is a disabled bay even necessary. And in the time they are away every weekend that's not just 1 parking space not being used but 2 because of the size of the bay you are planning. As all the houses have no off street parking and a lot of houses having more than 1 car, as both I and my partner have a car each parking can be very limited therefore I feel this is very unfair on all the residents in the area. Is a parking bay necessary for a couple who will only use it 4 nights a week.

I await to from you soon please email me at my address

Appendix E – Objection – Churchill Way, Dunstable

I've recieved a copy of the above proposal and living at 2 Bowles Way I strongly object to the plan as 4 Bowles Way has a perfectly servicable/usable drive, which from time to time they park their car on, but most of the time choose not to.

My objection is - this access road is hard enough to park in (as it is so congested) without people not using their drives but having a dedicated space.

One has to ask if the person is that disabled they need to park that close to their house, why don't they park on their drive? Even closer!!

Also for how much longer will they be living in a town house which involves going up and down stairs all the time?

If you go ahead and put the bay in, when the disabled person no longer lives there, how soon will it be removed to free up parking spaces again?

Appendix F – Objections – Park Street, Dunstable

This is an email to formally object to the proposal of a disabled parking bay in park street, Dunstable. The parking space would be directly outside my front door, which would vastly restrict the parking options for my family that includes my 19 month old son. I believe that there is sufficient space to accommodate the proposal in the parking bay directly opposite 23 park street without restricting the parking options outside 26 and 24 park street.

I have not been notified if any alternative options have been considered and would appreciate any feedback regarding this matter. I strongly object to your current proposal and look forward to your response.

Please accept this e-mail as record of our objection for the proposed disabled parking bay.

Objection as follows-

- 1, it must be shown there are on street parking problems, we have received no evidence/data to confirm this to be an issue.
- 2, disabled passengers may legally be picked up and dropped off anywhere on the highway as the disabled badge holder is a non driver we believe there is no requirement for a disabled persons parking space.
- 3, We believe as does our solicitor that our property will be devalued due to the proposed parking bay and sign on our boundary fence therefore if this proposal were to go ahead we will be seeking compensation.
- 4, There is ample parking opposite 23 park street in the lay-by which is always freely available.

Appendix G – Objections – Victoria Street, Dunstable

I would like to vigorously oppose the application to install a Disabled person parking space in the space shown on your form CRN 148450.

I am a disabled blue badge holder and although do not have a vehicle at this present time, I will again be having a mobility vehicle in September. I indeed had a mobility car up until last April and a residents parking permit.

The applicant of this proposal lives in flats which indeed have their own car parking areas and I feel that one of these spaces should be allocated instead. The residents of Victoria Street with parking permits or anybody else are not allowed into this area as your 2 signs state 'Tenants and Residents parking only' and 'SBDC Parking strictly reserved for Residents only'.

How many more Victoria Street residents will be able to apply for special allocated disabled spaces up and down this road? Blue badge holders, like me, already have 3 hours parking allowance and can park many places. Also anybody is allowed 2 hours free parking anywhere in these street bays and I feel that this is simply enough for visitors, disabled or able bodied.

This would be taking away a much needed space in these 3 to 4 streets where a majority of the households have permits, and there most certainly is NOT enough car parking spaces already. Parking spaces here must be kept mainly for residents especially as most of our houses do not have any drive-ways or off road parking.

Reference your proposal for a disabled parking space opposite my house. I would like to object to this. The reasons are as follows;

1. The space is for a person who lives in the council flats that have there own parking area at the rear of their property.
2. The street is already over crowded with cars with not enough parking spaces.
3. There is a disabled parking space in the council block of flats at the bottom of the road, which does not get used.
4. Residents of Victoria Street are not allowed to use the parking at flats so why should we loose a space in the already congested street.
5. It would be dangerous for person in question when getting in and out of his vehicle, as Victoria Street is a rat run for cars that exceed the speed limit.
6. There are normally plenty of empty spaces in their car park so making one a disabled space shouldn't be an issue and would be safer for the person in question.

Appendix H – Objections – Fenwick Road, Houghton Regis

I write to you in regards to the proposed Disability parking space for number 46 Fenwick road, Houghton Regis Dunstable. I have to strongly object to the proposed parking space. The reasons for my objections are plain and simple There is not enough space for all the residents to park their vehicles outside their homes already without losing one more . I Live at number xx the allocated space is right outside my house therefore I would be inconvenienced at all times. I am a duty manager at London Luton Airport and I work shifts which mean i finish work sometime as late as 3 in the morning ,I already have to park my car blocks away due to the volume of cars .The Garages allocated are not safe to use due to acts of mindless vandalism.

A better solution to solve all the parking needs for all the residents would be to Tarmac all the grass area in front of houses 44 -52.This would mean no 46 could have a disabled parking space outside HER own house and the other residents could also park outside their home .Some of the residents already park on their front gardens including no 46 so this would enable them to have driveways built.

In the Marsh Farm Estate in Luton ideas like this have been adopted and grass areas have been tarmaced allowing more parking spaces and at the same time improving the overall look to the area.

If a Disabled parking space is essential it should go to one of the residents whom lives at no xx she is in a wheel chair and does not complain still works and is able to drive and parks where ever spaces arise. The lady at number 46 is fit enough to walk her dogs 5 times a day and mow her lawn and clean her windows. if this qualifies her to be disabled then i must be blind .

I strongly object to the proposal to put a disabled person's parking space outside my property, xx Fenwick Road.

Please find below the reasons for my objection:

- 1.) The applicant has a garage which should be used for parking. The access to the garage is paved and would not cause anyone with disability difficulties to access.
- 2.) There are alternatives available to the applicant, she could for example ask for the road to be extended to outside her property and then drop the kerb and park on her front garden. The applicant already does this on occasion.
- 3.) There are proposals to open the road behind the property as part of the Woodside project. If this goes ahead the applicant could use her back garden for parking.
- 4.) The proposed parking space would run directly outside my property, and not outside that of the applicant. I had already contacted the council with a view of dropping the kerb outside my own property so that I could install a driveway. This application would prevent me from proceeding to drop the kerb outside my home and would effect my rights to enjoy my property.
- 5.) The installation of the bay would also de-value my property as parking is already limited in this area.
- 6.) All of the residents along our row have young children and so parking is essential to all of the houses. At the moment parking is on a first come basis and so everyone is able to, at some stage park close to their property. The installation of this space will block where 2/3 cars are currently able to park and would have a detrimental effect on the entire row of houses.
- 7.) I do not know the extent of the applicants' disability however I do know the type of property that she lives in. The house has a very steep and narrow set of stairs, if she is able to live in this type of property I cannot see that she would have difficulty walking

from either the garage to her property or any other parking space along the main road. The applicant is a dog owner and is able to walk her dog and so would be able to walk from any parking space.

- 8.) This bay is directly outside my property and I have not been contacted to give my consent to it, which is outlined as part of the council's policy.

I am objecting to this application as such a parking bay should only be installed if the applicant has no alternative parking available as outlined in the councils' own policy. There is not an issue with parking in the area. If the applicant was granted it would have a detrimental effect on the surrounding properties.

Appendix I – Objection – Fensome Drive, Houghton Regis

I refer to your letter dated 4th July 2013 which contained details of a proposed disabled parking bay outside No. 81 Fensome Drive, Houghton Regis LU5 5SF. I have emailed you on 7th July 2013 (and again last week) but have not received confirmation of receipt from yourselves and am therefore now writing to you as I feel I must raise the following objections to the proposal:

- 1) The extent of the proposed parking bay covers the entire frontage of 81 Fensome Drive, a length of some 6.6 metres. As the residents of number 81 have only one vehicle, this is far larger than is necessary for them to park a single vehicle and to gain access to it. I also notice that the edge of the proposed parking bay (as per drawing 600476-000-010) comes in line with the demarcation line between numbers 81 and 79 Fensome Drive. Surely, and considering that there is no property to the other side of nr 81, the parking bay could be made smaller so that the edge of the proposed bay could be moved back somewhat away from the boundary line between the two properties?
- 2) I understand that the disabled resident of 81 Fensome Drive (Mr R. Cainey) is now at an advanced stage of a terminal illness. When he passes away, what are your proposals for the future of this disabled parking bay? If it is the intention that this is a permanent arrangement (and from your written proposal, it appears that it is) this will mean that for all time other residents, including future residents of 81 Fensome Drive (unless they are unfortunate enough to be disabled themselves) will be precluded from parking in that position.
- 3) Fensome Drive is a fairly restricted residential street. I see from your proposal that you have included permanent post mounted signage. In such a restricted area space wise, is it really necessary to have post mounted signage adjacent to the pavement outside residential properties?

In conclusion, and speaking personally, I find the whole proposal wholly unnecessary at this stage. The residents of number 81 seem to me never to have had any serious problems in parking outside their property (even though I realise Mr Cainey is disabled) and they have been parking there without problems for many years. Therefore, in my opinion, the whole proposal will involve unnecessary expenditure on the part of the council, unnecessary problems in future years for future residents and will produce an unsightly addition to street signage in an already not over large residential area.

Appendix J – Objections – Church Mead, Studham

I wish to lodge an objection to the proposed disabled parking bay outside Nos 6 & 7 Church Mead.

There is no purpose for this at all!

I live at No x.

My neighbours at No x Mr & Mrs Xxxxx also wish to lodge their objection to this proposed scheme.

Please do not hesitate to contact me on xxxxxx if you require any further information.

I would also appreciate knowing the outcome of this consultation, as there are only 8 bungalows in all and I think we should all have been consulted individually.

I wish to object to the above proposal The outcome of having this bay marked out will do nothing but cause, bad feeling and resentment among the rest of the current residents in this little close, there are only 8 little bungalows here. There are currently 4 residents who have disabled badges and to my knowledge at least 3 of them do not see the need for this marked out disabled bay, its a total waste of time and public spending.

Appendix K – Objections – Cantilupe Close, Eaton Bray

I am writing with regards to a letter that I received this morning outlining the proposal to install a Disabled Parking Space near to my home.

The proposed Disabled space is shown to be at the rear of number 3 Cantilupe Close, Eaton Bray, Dunstable, LU62EA - Ref: CRN197442.

I wish to **STRONGLY** oppose this proposal on the following grounds:

- This will obstruct the road in terms of access for emergency vehicles
- This will obstruct visibility on the road and make it dangerous, especially where cars turn the corner and children are playing on the street
- This will obstruct access to and from more than one driveway.

Currently, access to number 30 is severely restricted by cars occasionally parking in the area of the proposed parking bay. That is when these vehicles are parked half on the kerb and half on the road. Therefore, having a car parked fully on the road would completely block access.

Currently access from number 29 is severely restricted by cars occasionally parking in the area of the proposed parking bay. This is because it is not possible to swing a car out of the drive when a car is on the opposite side of the road.

Note that numbers 29 and 30 Cantilupe Close are directly opposite the proposed disabled parking space.

Therefore, the permanent placement of a vehicle in the proposed parking bay would cause a considerable amount of issues and obstructions for the residents of Cantilupe Close. When the current occupant of number 3 Cantilupe Close first moved to the property, he was parking in the area of the proposed parking bay and more than one resident made it clear the obstruction it was causing. He has since, for the past 8 months been parking in the allocated parking bays for the bungalows which are at the side of his property in Cantilupe Close.

There are never any parking or availability issues with these bays. They are never completely full. The occupant of Number 3 Cantilupe Close parks in the same bay every day. Walking to this bay is only a few metres further than walking the length of his back garden to get to the rear of the property. I cannot therefore comprehend why a disabled bay at the rear of his property will be of any benefit, justifies the cost, or presents any logic surrounding the situation?

If a disabled bay is absolutely necessary, this should be situated within the current parking bays outside the bungalows in Cantilupe Close.

A parking bay should not be installed on a narrow road where it would cause major access and safety issues.

I would like yourselves and/or the council to keep me fully informed on this issue and I wish to make it clear that I will strongly oppose this "development" by whatever means necessary, involving local councillors if necessary.

We have received your proposal to install a Disabled Parking Space near our home.

On viewing your drawing and the location this space is to be installed, this will cause major issues for us when parking our car on our drive. To swing around to park onto our drive or when we are reversing off, is going to cause an obstruction.

In fact I came home this afternoon and there was a car parked in this area, whether this was anything to do with these residents or just a visitor, this shows how difficult it will be for us on a daily basis. I have enclosed a photo for your perusal (our car is on the drive).

We also feel that it is not entirely a safe area for there to be a disabled space, if an ambulance needs to get pass when there are other cars parked nearby this could cause a problem. Also various other large vehicles like Dust-Carts and general home deliveries (Tesco's, Argos, etc.)

Therefore we confirm that we reject to this proposal.

We have just seen your proposal to introduce a disabled parking bay outside No. 3 Cantilupe Close and strongly object to this for the reasons described below.

The current tenant of No. 3 (Applicant), along with other tenants of Nos. 1 to 16, have never to our knowledge had any problem finding a parking spot in their allocated parking bays (top-left of your drawing). At all times of day and night there are empty spots, and the Applicant always appears to have their car parked in exactly the same spot every day so **the Applicant is not finding any difficulty parking near their house.**

We found out about this proposal before seeing your Public Notice because the Applicant is bragging to neighbours that they have requested a disabled parking bay to upset the owners of No. 29 – the two parties have argued in the past about the Applicant parking immediately opposite the driveway exit of No. 29. This situation was resolved by a police officer who asked the Applicant to move their car to one of the allocated parking spaces due to causing an obstruction in the road; the Applicant has subsequently parked in the allocated spaces at all times except when occasionally needing to unload heavy items from their car. When unloading heavy items, the Applicant has never to our knowledge had a problem parking outside the back-gate of No. 3 as the road is usually empty during office hours when they arrive home and so the Applicant has the pick of any spot they want.

The location of the proposed disabled parking space appears to be solely for the use of the Applicant. The front doors to house Nos. 1 to 3 are on the west side of the houses so the proposed space is further away from the Applicant's front door than they currently already park.

If you feel the need to introduce one or more disabled spots in Cantilupe Close, it would make much more sense to mark up space(s) in the parking already allocated to Nos 1. To 16 (which is at the top-left of your drawing) so that they are available for use by *all* elderly residents. As we understand the rules around disabled parking bays, they cannot be created for the sole use of one person, and yet that is what the proposed position would seek to do.

Regarding the Central Bedfordshire Council Policy on providing Individual, On-Street Disabled Parking Bays:

- Section 2.4 states *"Applicants should have no alternative off-street parking facilities"*. The applicant has adequate off-street parking facilities already available at the top-left of your drawing as explained above.
- Section 2.5 states *"under no circumstances will a Bay be provided in a position that compromises road safety"*. The applicant has parked in the proposed position for a number of weeks before the police officer asked them to move; parking in this position caused a viewing obstruction when heading in a northerly direction in terms of seeing traffic coming from both sides of the T-junction. This is a fairly-heavily used road with carers racing in and out of the close to attend residents in Nos. 1 to 16, along with residents of Northall Close using the T-junction to turn their cars around throughout the day and night, plus residents of Nos. 17 to 27 regularly using the eastern-arm of the Close. Additionally during the period when the applicant was parked in the proposed location at least one emergency vehicle struggled to get through.
- Section 2.9 states *"If an existing Bay is found in any applicant's street then a review of this Bay will be carried out before any potential new Bays are installed"*. Although not currently marked as disabled parking spaces, the parking allocated to residents of Nos 1 to 16 at the top-left of your drawing appears to already be adequate for the total of:
 - the number of residents who own cars,
 - plus all of the carers who arrive during the day,
 - plus any additional visitors that arrive at any time of day, including weekends.

As stated above, the Applicant already uses the same parking spot every day in this allocated parking so is not finding any difficulty parking near their house.

Background: [REDACTED] has lived at No. [REDACTED] since 2005 and [REDACTED] since 2009. We are regularly at home throughout the day and night (during the week and at weekends) and our kitchen window looks out along the western-arm of Cantilupe Close so we are very aware of the traffic movements in the area throughout the day and night and of where the Applicant currently parks their car.

Additional comments:-

As a follow up, the Applicant is today building a shed in their back garden completely unaided. The Applicant is picking up fence panels, bending down and walking in and out of the house without any form of support (sticks, etc) or help from other people, and is moving around without any visible difficulty as I would if building the same structure.

According to your Policy, section 2.2, the Applicant must be "in receipt of the Higher Rate of the Mobility Component of the Disability Living Allowance". From looking at your link to the DLA page, this suggests the Applicant must have "walking difficulties" or "need help looking after yourself".

Based on what we have seen today and with the other structures the Applicant has built in their back garden over recent months, either they are not in receipt of Higher Rate of the Mobility Component of the Disability Living Allowance, or they are wrongly claiming this allowance.

Further to your letter dated 23rd July I am writing to lodge my objection to this installation of the disabled parking space outside my property. Having read the guidelines available on the Council website in relation to the provision of a Disabled Parking Bay my objections to the proposal are as follows:-

1. It is clearly stated in the proposal posted on the Central Bedfordshire website that “the proposed disabled parking spaces are in residential streets where on-street parking is heavy and disabled persons frequently experience difficulties in finding a parking space close to their home”. Off-street parking is readily available to residents of the retirement bungalows (numbers 1-15), including The Applicant. This designated parking area, which includes space for carers and Emergency Services, is never full and The Applicant has been parking in this area with no issues for a number of months.
2. In article 2.1 it states “Disabled Parking Bays will be considered on the basis that any such facility will be available for the use by any registered Disabled Blue Badge Holder” From the proposal, it is clear that the proposed space would solely benefit The Applicant, as it would be built directly outside The Applicant’s back gate. No other individual would benefit from the proposed space as it would require them to walk further to their properties than they currently do from the designated off- road parking location.
3. In article 2.3 it states “We will assess that the applicant’s street has on-going problems which causes more than reasonable difficulties for the applicant to park and access their property”. The provision of this Disabled Parking Bay would be at the back gate to The Applicant’s property. The Applicant’s front door is easily accessible from the off-street parking highlighted in point 1. Should The Applicant wish to utilise their back gate, there are off-road parking bays to the left of The Applicant’s house. Therefore, The Applicant would have no difficulties in accessing their property and the proposed bay is not required.
4. In 2.4 it states “Applicants should have no alternative available off-street parking facilities”. As previously highlighted, The Applicant has alternative off-street parking available to them on a flat hard standing in the cul-de-sac.
5. In article 2.5 it states “...under no circumstances will a Bay be provided in a position that compromises road safety...”. During office hours Cantilupe Close/ Northall close has very little traffic and parking is considerably easier than in the evening and at weekends. I usually return home from work in the late evening, and at this time I have to squeeze by cars parked in Northall Close to be able to get into Cantilupe Close. The only safe access I have to my driveway/garage is by completing a u-turn outside number 28 as I am unable to access my driveway by any other means due to the volume and locations of parked cars. The provision of the proposed bay will make this manoeuvre impossible and as such render my driveway and garage unusable. I am obviously extremely concerned about this for two reasons. The first reason is that I will have nowhere to park the two vehicles belonging to the residents of my house. Secondly, there will be an impact on the value of the property, which I own. It should also be noted that in the winter this road is not gritted and invariably becomes dangerous very quickly. The proposed bay is situated just beyond a bend and the exits of 4 driveways. The provision of the proposed bay will increase the potential for an accident or damage occurring to any vehicle parked in the proposed bay during adverse weather conditions. I would like to see the results of any risk assessment that has been undertaken detailing that this is not the case including the time of day this assessment was undertaken.

My daughter and I have lived at number xx Cantilupe Close for 23 years. We are regularly at home during the day and at night and are able to monitor traffic and parking issues. The kitchen and master bedroom windows of my property are directly opposite the location of the proposed bay.

Please can you acknowledge receipt of this correspondence.

My husband and I have been residents of Cantilupe Close for the past 27 years and have grave concerns over this proposal due to the suggested location which we believe will not only cause difficulties for several neighbours in accessing their driveways, but will also pose a potential hazard and restrict access to the close, especially for emergency vehicles and the transport vehicles that visit regularly to take residents to medical appointments and care facilities.

Our comments are:

- According to your stated criteria, the street must have "on going parking problems which causes more than reasonable difficulties for the applicant to park their vehicle and access their property". There is plentiful designated parking for the bungalows around the corner from the proposed parking bay with access to the property through the front rather than back door. Even with carers coming and going to the various occupants of the bungalows, it is highly unusual for there not to be a space in our experience.
- If the proposed bay is introduced, it will not only make it extremely difficult for several of the properties opposite to access their driveways, but will also cause a potential safety issue with anyone parking opposite which would potentially require restricting parking on that side of the road with double yellow lines.
- The distance from the existing parking for the bungalows to the front door of the property is similar to that from the proposed bay to the back door.
- The entrance to the close already suffers from overflow parking from Northall Close, with cars parking on both sides of the road, which will then be followed almost immediately by the disabled bay.
- Our road is not gritted in bad weather and any vehicle parked in the disabled bay would be very vulnerable for being hit by anyone trying to negotiate the other parked cars.
- Over the past 27 years there have been many residents of the bungalows with mobility issues, yet to our knowledge there has never been a need to consider providing disabled bays before now and yet the number of vehicles owned or visiting the bungalows has remained pretty static during that time.

Other options we suggest considering:

- Designating one or more of the existing parking spaces for the bungalows as disabled bays.
- Increasing the number of spaces outside the bungalows by removing the block pavia vehicle ingress island part way along those parking spaces.
- Allocate a disabled bay on the South side of the bungalow hammerhead where it would not be on the main thoroughfare for the entire close and therefore less of a safety issue as well as not restricting access to anyone's driveway.
- Allocate a disabled bay in the garage area immediately to the South of the property and install a side gate for the resident.

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Meeting: Traffic Management Meeting
Date: 11 September 2013
Subject: Capron Road and Olma Road, Dunstable - To consider objections to proposed parking controls
Report of: Jane Moakes, Assistant Director Community Safety and Public Protection
Summary: To report to the Executive Member for Sustainable Communities Services the receipt of objections following publication of proposals relating to on-street parking restrictions in Capron Road and Olma Road, Dunstable

Contact Officer: Gary Baldwin
gary.baldwin@amey.co.uk
Public/Exempt: Public
Wards Affected: Dunstable Northfields
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety, facilitate the free flow of traffic and improve the amenity of streets for residents.

Financial:

The cost of assessing, processing and implementing the whole scheme will be approximately £15,000 in total or £9,000 if the permit scheme is not introduced. This can be funded from within the current LATP budget for parking management in Dunstable and Houghton Regis for which £30,000 has been allocated in the 2013/14 financial year.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

None as part of this report

Sustainability:

None as part of this report

RECOMMENDATIONS:

1. That the proposed footway parking scheme, including complimentary no waiting at any time, be implemented as published.
2. That the proposed residents permit parking scheme be put on hold and the outcome of the implementation of the footway parking be monitored. A further report be presented to this meeting to outline the results of that monitoring and recommend whether the permit parking scheme be implemented.

Background and Information

1. A report was considered at the Traffic Management meeting held On 19th June 2012, presenting a petition from residents of Capron Road. Residents asked for the existing 7am to 7pm waiting restrictions to be removed. The decision taken at that meeting was to temporarily reduce the times of the no waiting to Monday to Saturday 8am-6pm for a trial period. In addition it was agreed that, longer term, consideration would be given to formalising partial footway parking i.e. two wheels up on the footway.
2. Permitting vehicles to be parked half on the footway is becoming an increasingly used way of maximising parking capacity in streets with high levels of on-street parking. However, it is only feasible on roads that have wide footways, so that an acceptable width of footway remains for pedestrians. Capron Road and Olma Road both have sufficiently wide footways that half-on/half-off parking can be accommodated.
3. In addition, some residents have reported that the road is used for all-day parking by non-residents, thereby denying space for residents. A possible solution to that issue is to consider implementing a residents' permit parking scheme. Consequently, it was decided to consult residents on proposals for both footway parking and a permit scheme.
4. A preliminary consultation exercise was carried out in February/March 2013. Residents of both Capron Road and Olma Road received a letter and questionnaire with pre-paid return envelope. They were asked if they were concerned about parking in their road, whether they would support the idea of allowing vehicles to be parked half on the road and if they would support a permit parking scheme.

5. Appendix A shows the results of the consultation, but the main points were:-
- Replies were received from 41% of Capron Road residents and 47% of Olma Road residents.
 - Of those that responded; 87% of Capron Road residents and 94% of Olma Road residents said that they were concerned about parking in their road.
 - In Capron Road, 90% of those who replied said that they would support both footway parking and a permit scheme.
 - In Olma Road, 67% of those who replied said that they would support both footway parking and a permit scheme.

On that basis it was decided to proceed with formally publishing proposals and undertaking statutory consultation.

- 6 The proposals were formally advertised by public notice during July 2013. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and Elected Members. Residents in both Capron Road and Olma Road were individually consulted and a total of 12 objections were received, 6 from residents of Capron Road and 6 from residents of Olma Road. Full copies of the representations received are included in Appendix E and the following is a summary of the responses.

7. The main points raised were as follows:-
- a) The marking of footway parking spaces will reduce the overall parking capacity of both roads because these will not extend across driveways. This means that the current practise of residents parking across their own driveways will have to cease as these will be covered by double yellow lines.
 - b) Those people who have not paid for a proper dropped kerb access do not have bays marked across them, therefore the Council is condoning unauthorised footway crossings.
 - c) The marking of footway parking bays will effectively stop those who might want to apply for dropped kerbs from doing so.
 - d) If the footway parking bays are full there are concerns that residents will have nowhere to stop to load/unload goods.
 - e) Some residents choose to park on the road rather than using their driveways, but they should be required to do so.
 - f) The scheme will encourage more residents of Capron Road to park in Olma Road, thereby reducing space available for Olma Road residents.
 - g) Concerns about the cost of residents permits, particularly for second and third ones.
 - h) Concerns about the number of visitor permits that can be bought and the cost of them, particularly for those who have regular visits by carers/close relatives.
 - i) Owners of larger/taller vehicles will not be eligible for a permit which could impact on their employment.
 - j) A permit will not guarantee residents a parking space.

- k) A simpler, cheaper and less disruptive solution would be to reduce the existing waiting restrictions to no waiting Monday to Friday only and from, say, 9am-4.30pm.
- l) One objector refers to the recent High Court judgement against Barnet Council's planned increase in the cost of residents permits. The objector says that the law states that permit parking permit schemes are only to be applied to prevent or stop traffic congestion; that any money raised can only be used to administer the scheme, and that parking charges should not be a town hall stealth tax.

Results and the Way Forward

8. In answer to the representations received, Bedfordshire Highways' comments are as follows:-
- a) It is accepted that some people currently park across their own driveway, which obviously increases the parking capacity of both roads. However, with permissive footway parking, white boxes must be marked to show drivers where they are allowed to park and if these were extended across driveways it would give the impression that anyone could park there. All areas where footway parking is not allowed would have no waiting at any time (double yellow lines).
 - b) The footway parking bays could be extended across unauthorised driveways, but it is expected that if a permit scheme is introduced some of these residents will apply for vehicle crossings in which case the traffic Order would need to be amended. In some cases it is impractical to mark parking bays across these unauthorised driveways, due the adjacent driveways or their location. Those residents with unauthorised footways crossings should be encouraged to apply for them.
 - c) The footway parking scheme in itself will not prevent residents applying for a vehicle crossing, but there are relatively few locations remaining where a footway parking space is proposed where it would be feasible to install a dropped crossing.
 - d) It is legally possible to stop on yellow lines to load and unload and there are sufficient lengths of double yellow line where people could stop for a short period of time for this purpose.
 - e) It is likely that if a permit scheme is introduced, residents will park on their driveway if they are able. The Council does not have the power to force people to park on their own driveway.
 - f) The proposed permit scheme will include both roads, so residents would be able to park in either road to allow some flexibility if there were no free spaces in their own road. It would be impractical to set up two separate schemes where residents could only park in their own road.
 - g) The cost of the first resident permit for each household has been reduced to £10 to make it more affordable. The costs of a second and third permit where unchanged at £70 and £90 respectively. These costs are seen as reasonable and broadly in line with other Councils' charges.

- h) Residents are permitted to apply for a maximum of 3 books of 25 on-day visitor permits. The current cost is £30 per book. This may cause some difficulties for people who receive multiple visits, for example from carers and relatives.
 - i) The current rule is that a residents' permit is only available to vehicles not exceeding 5.3 metres long and 2.28 metres high. This effectively means that only car-sized vans can apply for a permit. Larger commercial vehicles take up extra space and the parking of such large vehicles in residential streets is seen as unacceptable by some people.
 - j) A permit does not guarantee anyone a parking space, but if there are non-residents parking in Capron Road and Olma Road all day, then a permit scheme would greatly increase the chances of finding a parking space in the day time. However, if there are concerns about a shortage of available parking overnight and weekend a permit scheme would achieve very little because it is assumed that during those times most parked cars belong to residents.
 - k) It would be feasible to amend the existing single yellow line restrictions from 7am-7pm seven days a week to a suitable Monday to Friday (or Saturday) restriction. However, this would not permit drivers to park half on the footway outside of those times. The footway parking element of the proposed scheme is seen as a way of legalising that activity. The marking out of footway parking bays would also better manage the way that residents currently park and could reduce the instances of footways being obstructed for pedestrians.
 - l) The Barnet Council case was the result of the Council proposing a substantial increase in permit costs following a period during which the costs were frozen. In addition, they planned to use the surplus revenue generated to fund unrelated highway works. The planned increase was seen as unfair because parking charges should not be used to generate revenue and it was deemed unfair to increase charges to one group of residents to fund wider highway works. Central Bedfordshire Council has recently made the decision to reduce the cost of residents' permits, which is at a level that could not be construed as a "town hall stealth tax".
8. The preliminary consultation exercise indicated that there was a reasonable level of support for parking controls. However, given that less than 50% of residents responded, it is impossible know the views of those who chose not to reply.

There is clearly some opposition to both footway parking and a residents' permit scheme in Capron Road and Olma Road. However, the receipt of 12 objections from a total of 112 homes does not suggest total rejection of the scheme.

There does appear to be some reasonable concerns about the cost of permits and, in particular, the cost of visitor permit and the number that residents may apply for. This appears to be of particular concern to those who rely heavily on carers and regular visits from relatives.

Observations would suggest that during the daytime there are parking spaces available in both Capron Road and Olma Road, which tends to lessen the justification for permit parking. Parking is heavier overnight and at the weekend, but a permit parking scheme would bring about little or no change to that.

In recent months more households have applied for vehicular accesses, which might have been prompted by the published proposals. The impact of this is that less on-street space is available, which also make a permit scheme less attractive.

9. Possible options are:-

- a) Implement the published scheme in its entirety.
- b) Implement just the footway parking and complimentary no waiting at any time (double yellow lines), but defer a decision on the permit scheme. This would provide an opportunity to monitor the effectiveness of the footway parking and determine whether a permit scheme is really needed.
- c) Permanently amend the yellow line restrictions, so that they are operational only during the working day. This would be a simple solution, clearly supported by some residents, but would not resolve the current practice of unregulated footway parking.
- d) No change. There are clearly concerns about parking in Capron Road and the present activity of unregulated footway parking should be addressed, so this course of action is not recommended.

10. It is recommended that option b) be pursued. There does not appear to be overwhelming support for permit parking, particularly from Olma Road residents, probably because they suffer less from non-resident parking.

In addition there are clearly concerns about permit costs, particularly for visitors. Capron Road and Olma Road are not located close to obvious sources of non-resident parking, such as a railway station or town centre, and a strong case has not been made for residents' permits in this area.

Permits parking schemes operating 7 days a week, 24 hours a day without any provision for free short-stay parking have recently been introduced in Leighton-Linslade and some residents have expressed concerns about these. Some people have complained about the maximum number of visitor permits that each household can apply for and the cost. The Council may wish to monitor the operation of these new permit zones before implementing further schemes.

The implementation of footway parking would address some of the current concerns about parking capacity in both roads. Its effectiveness could be monitored over a 3-6 month period and a subsequent decision taken on whether to implement permit parking.

Appendices:

- Appendix A – Preliminary consultation results – Capron Road
- Appendix B – Preliminary consultation results – Olma Road
- Appendix C – Drawings showing proposed parking restrictions
- Appendix D – Public notice of proposals
- Appendix E – Representations

Appendix A

CAPRON ROAD (74 homes ¹)	Yes	% of returns	% of whole street	No	% of returns	% of whole street	No answer	% of returns	% of whole street	Total	% returned
Q2. Concerned about parking	26	87	35	3	10	4	1	3	1	30	41
Q3. Support half on/half off parking	24	80	32	6	20	8	0	0	0	30	41
Q4. Support residents permit scheme	24	80	32	4	13	5	2	7	3	30	41

* Includes Capron Court

COMMENTS

- Cost of permits
- Cost of second permit too high
- Cost of visitor permit too high
- Restrict permits to those with off-road parking
- Concerned about number of spaces available
- Capron Court residents should have to park in their own spaces
- Enforcement issues
- Difficulties turning out of Capron Court
- Ambulance bay to be enforceable
- Parking bays should be for cars only - no commercials
- South-east side of Capron Road should be no parking
- Parking bays will block larger vehicles leaving driveways

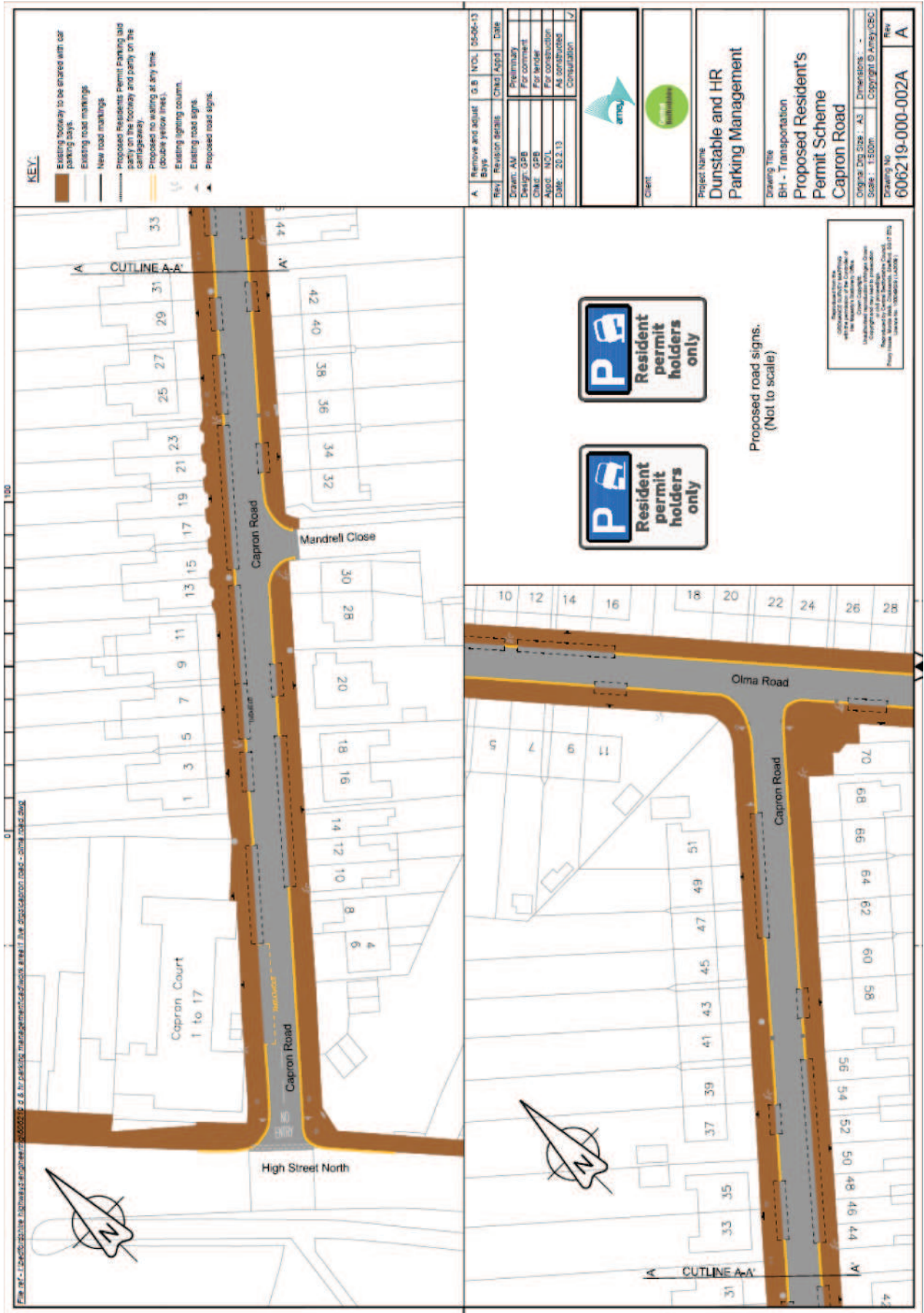
Appendix B

OLMA ROAD (38 homes)	Yes	% of returns	% of whole street	No	% of returns	% of whole street	No answer	% of returns	% of whole street	Total	% returned
Q2. Concerned about parking	17	94	45	1	6	3	0	0	0	18	47
Q3. Support half on/half off parking	12	67	32	5	28	13	1	6	3	18	47
Q4. Support residents permit scheme	12	67	32	5	28	13	1	6	3	18	47

COMMENTS

Suggest DYL at Houghton Road junction
 Suggest SYL on SW side up to Capron Road
 Should not have to pay to park outside own home
 Cost of second permit too high
 Permit should be for one road only
 Restrict permits to those without off-road parking
 No.34-48 should be given access from Northfields
 Wants designated space outside own home
 Needs a turnaround area at end of Olma Road
 Need yellow line across driveway
 Parking by large vans
 Permits should be for Olma Road only
 Want to be able to park across own driveway
 More people will install driveways, so nothing will be gained
 Parking bays will block larger vehicles leaving driveways
 Footway parking is unsafe
 More concerned about rat-running/speeding

Appendix C



Appendix D

The logo for Central Bedfordshire, featuring the text "Central Bedfordshire" in white on a green circular background.

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A RESIDENTS PERMIT PARKING ZONE AND NO WAITING AT ANY TIME IN CAPRON ROAD AND OLMA ROAD, DUNSTABLE

Reason for the proposal: The proposed Order is considered necessary for facilitating the passage of traffic and for preserving or improving the amenities of the area through which the road runs. The residents permit parking zone is intended to address all-day parking by non-residents of Capron Road and Olma Road. To better manage parking and increase capacity, it is proposed that vehicles will be permitted to park partly on the footway. Those lengths of road that will not be designated as permit parking are proposed to be no waiting at any time to ensure that they are kept clear of parked vehicles.

Effect of the Order:

To introduce Parking by Resident Permit Holders (Spaces marked half on the road and half on the footway) on the following lengths of road in Dunstable:-

CAPRON ROAD

1. North-west side, from a point approximately 25 metres north-east of the front wall of Capron Court in a north-easterly direction for a distance of approximately 15 metres.
2. North-west side, from a point approximately 2 metres south-west of the boundary of nos.1 and 3 Capron Road in a north-easterly direction to a point approximately 4 metres north-east of the boundary of nos.1 and 3 Capron Road.
3. North-west side, from a point in line with the boundary of nos.7 and 9 Capron Road in a north-easterly direction to a point approximately 1 metre south-west of the boundary of nos.13 and 15 Capron Road.
4. North-west side, from a point approximately 1 metre north-east of the boundary of nos.13 and 15 Capron Road in a north-easterly direction to a point in line with the north-east flank wall of no.23 Capron Road.
5. North-west side, from a point in line with the south-west flank wall of no.25 Capron Road in a north-easterly direction to a point approximately 3 metres north-east of the boundary of nos.25 and 27 Capron Road.
6. North-west side, from a point in line with the south-west flank wall of no.29 Capron Road in a north-easterly direction to a point in line with the boundary of nos.29 and 31 Capron Road.
7. North-west side, from a point approximately 1 metre north-east of the south-west flank wall of no.33 Capron Road in a north-easterly direction to a point approximately 4 metres north-east of the boundary of nos.33 and 25 Capron Road.
8. North-west side, from a point approximately 4 metres north-east of the boundary of nos.35 and 37 Capron Road in a north-easterly direction to a point approximately 1 metre south-west of the boundary of nos.37 and 39 Capron Road.
9. North-west side, from a point approximately 1 metre north-east of the boundary of nos.45 and 47 Capron Road in a north-easterly direction to a point approximately 7 metres north-east of the boundary of nos.49 and 51 Capron Road.
10. South-east side, from a point approximately 3 metres south-west of the boundary of nos.10 and 12 Capron Road in a north-easterly direction to a point in line with the north-east flank wall of no.18 Capron Road.
11. South-east side, from a point approximately 5 metres north-east of the boundary of nos.18 and 20 Capron Road in a north-easterly direction to a point approximately 2 metres south-west of the boundary of nos.20 and 28 Capron Road.
12. South-east side, from a point in line with the boundary of nos.32 and 34 Capron Road in a north-easterly direction to a point approximately 1 metre south-west of the boundary of nos.34 and 36 Capron Road.

13. South-east side, from a point approximately 1 metre north-east of the boundary of nos.40 and 42 Capron Road in a north-easterly direction to a point in line with the north-east flank wall of no.42 Capron Road.
14. South-east side, from a point approximately 3 metres south-west of the boundary of nos.46 and 48 Capron Road in a north-easterly direction to a point approximately 3 metres north-east of the boundary of nos.54 and 56 Capron Road.
15. South-east side, from a point approximately 5 metres north-east of the boundary of nos.56 and 58 Capron Road in a north-easterly direction to a point approximately 1 metre south-west of the boundary of nos.58 and 60 Capron Road.

OLMA ROAD

1. North-east side, from a point approximately 5 metres north-west of the rear wall of no.68a Houghton Road in a south-easterly direction to a point approximately 6 metres north-west of the boundary of no.68a Houghton Road and no.2 Olma Road.
2. North-east side, from a point approximately 4 metres north-west of the boundary of nos.2 and 4 Olma Road in a south-easterly direction to a point approximately 1 metre north-west of the boundary of nos.10 and 12 Olma Road.
3. North-east side, from a point approximately 1 metre south-east of the boundary of nos.10 and 12 Olma Road in a south-easterly direction to a point approximately 4 metres south-east of the boundary of nos.14 and 16 Olma Road.
4. North-east side, from a point in line with the boundary of nos.30 and 32 Olma Road in a south-easterly direction to a point approximately 4 metres north-west of the boundary of nos.32 and 34 Olma Road.
5. North-east side, from a point approximately 5 metres south-east of the boundary of nos.32 and 34 Olma Road in a south-easterly direction to a point approximately 5 metres south-east of the boundary of nos.46 and 48 Olma Road.
6. South-west side, from a point approximately 5 metres north-west of the rear wall of no.68a Houghton Road in a south-easterly direction to a point approximately 6 metres north-west of the boundary of nos.2 and 4 Olma Road.
7. South-west side, from a point approximately 5 metres north-west of the boundary of nos.1 and 3 Olma Road in a south-easterly direction to a point in line with the boundary of nos.1 and 3 Olma Road.
8. South-west side, from a point in line with the boundary of nos.9 and 11 Olma Road in a south-easterly direction to a point approximately 5 metres south-east of the boundary of nos.9 and 11 Olma Road.
9. South-west side, from a point approximately 1 metre south-east of the boundary of nos.26 and 28 Olma Road in a south-easterly direction to a point approximately 1 metre south-east of the boundary of nos.28 and 30 Olma Road.
10. South-west side, from a point approximately 5 metres north-west of the boundary of nos.13 and 15 Olma Road in a south-easterly direction to a point approximately 4 metres south-east of the boundary of nos.17 and 19 Olma Road.
11. South-west side, from a point in line with the north-west flank wall of no.21 Olma Road in a south-easterly direction to a point approximately 5 metres south-east of the boundary of nos.46 and 48 Olma.

Residences eligible to apply for a permit to park in the lengths of road identified above:-

Capron Road All residential premises, including Capron Court.
Olma Road All residential premises.

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

CAPRON ROAD

1. North-west side, from a point in line with the front wall of Capron Court in a north-easterly direction for a distance of approximately 10 metres.
2. North-west side, from a point approximately 5 metres south-west of the south-west flank wall of no.1 Capron Road in a north-easterly direction to a point approximately 2 metres south-west of the boundary of nos.1 and 3 Capron Road.
3. North-west side, from a point approximately 4 metres north-east of the boundary of nos.1 and 3 Capron Road in a north-easterly direction to a point approximately 1 metre north-east of the

boundary of nos.3 and 4 Capron Road.

4. North-west side, from a point approximately 1 metre south-west of the boundary of nos.13 and 15 Capron Road in a north-easterly direction to a point approximately 1 metre north-east of the boundary of nos.13 and 15 Capron Road.
5. North-west side, from a point in line with the north-east flank wall of no.23 Capron Road in a north-easterly direction to a point in line with the south-west flank wall of no.25 Capron Road.
6. North-west side, from a point approximately 3 metres north-east of the boundary of nos.25 and 27 Capron Road in a north-easterly direction to a point in line with the south-west flank wall of no.29 Capron Road.
7. North-west side, from a point in line with the boundary of nos.29 and 31 Capron Road in a north-easterly direction to a point approximately 1 metre north-east of the south-west flank wall of no.33 Capron Road.
8. North-west side, from a point approximately 4 metres north-east of the boundary of nos.33 and 25 Capron Road in a north-easterly direction to a point approximately 4 metres north-east of the boundary of nos.35 and 37 Capron Road.
9. North-west side, from a point approximately 1 metre south-west of the boundary of nos.37 and 39 Capron Road in a north-easterly direction to a point approximately 1 metre north-east of the boundary of nos.45 and 47 Capron Road.
10. North-west side, from a point approximately 7 metres north-east of the boundary of nos.49 and 51 Capron Road in a north-easterly direction to its junction with Olma Road.
11. South-east side, from a point in line with the front wall of Capron Court in a north-easterly direction to a point approximately 3 metres south-west of the boundary of nos.10 and 12 Capron Road.
12. South-east side, from a point in line with the north-east flank wall of no.18 Capron Road in a north-easterly direction to a point approximately 5 metres north-east of the boundary of nos.18 and 20 Capron Road.
13. South-east side, from a point approximately 2 metres south-west of the boundary of nos.20 and 28 Capron Road in a north-easterly direction to a point in line with the boundary of nos.32 and 34 Capron Road.
14. South-east side, from a point approximately 1 metre south-west of the boundary of nos.34 and 36 Capron Road in a north-easterly direction to a point approximately 1 metre north-east of the boundary of nos.40 and 42 Capron Road.
15. South-east side, from a point in line with the north-east flank wall of no.42 Capron Road in a north-easterly direction to a point approximately 3 metres south-west of the boundary of nos.46 and 48 Capron Road.
16. South-east side, from a point approximately 3 metres north-east of the boundary of nos.54 and 56 Capron Road in a north-easterly direction to a point approximately 5 metres north-east of the boundary of nos.56 and 58 Capron Road.
17. South-east side, from a point approximately 1 metre south-west of the boundary of nos.58 and 60 Capron Road in a north-easterly direction to its junction with Olma Road.

HOUGHTON ROAD

1. North-west side, from a point in line with the boundary of nos.66 and 68 Houghton Road in a north-easterly direction to a point in line with the boundary of nos.68a and 70 Houghton Road.

OLMA ROAD

1. Both sides, from its junction with Houghton Road in a south-easterly direction to a point approximately 5 metres north-west of the rear wall of no.68a Houghton Road.
2. North-east side, from a point approximately 6 metres north-west of the boundary of no.68a Houghton Road and no.2 Olma Road in a south-easterly direction to a point approximately 4 metres north-west of the boundary of nos.2 and 4 Olma Road.
3. North-east side, from a point approximately 1 metre north-west of the boundary of nos.10 and 12 Olma Road in a south-easterly direction to a point approximately 1 metre south-east of the boundary of nos.10 and 12 Olma Road.
4. North-east side, from a point approximately 4 metres south-east of the boundary of nos.14 and 16 Olma Road in a south-easterly direction to a point in line with the boundary of nos.30 and 32 Olma Road.
5. North-east side, from a point approximately 4 metres north-west of the boundary of nos.32 and 34 Olma Road in a south-easterly direction to a point approximately 5 metres south-east of the boundary of nos.32 and 34 Olma Road.
6. Both sides, from a point approximately 5 metres south-east of the boundary of nos.46 and 48 Olma

Road in a south-easterly direction to the south-eastern end of Olma Road.

7. South-west side, from a point approximately 6 metres north-west of the boundary of nos.2 and 4 Olma Road in a south-easterly direction to a point approximately 5 metres north-west of the boundary of nos.1 and 3 Olma Road.
8. South-west side, from a point in line with the boundary of nos.1 and 3 Olma Road in a south-easterly direction to a point in line with the boundary of nos.9 and 11 Olma Road.
9. South-west side, from a point approximately 5 metres south-east of the boundary of nos.9 and 11 Olma Road in a south-easterly direction to a point approximately 1 metre south-east of the boundary of nos.26 and 28 Olma Road.
10. South-west side, from a point approximately 1 metre south-east of the boundary of nos.28 and 30 Olma Road in a south-easterly direction to a point approximately 5 metres north-west of the boundary of nos.13 and 15 Olma Road.
11. South-west side, from a point approximately 4 metres south-east of the boundary of nos.17 and 19 Olma Road in a south-easterly direction to a point in line with the north-west flank wall of no.21 Olma Road.

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

Capron Road North-west side, from a point approximately 10 metres north-east of the front wall of Capron Court in a north-easterly direction for a distance of approximately 15 metres.

To introduce Parking for Disabled Badge Holders (Space marked half on the road and half on the footway) only on the following lengths of road in Dunstable:-

Capron Road North-west side, from a point approximately 1 metre north-east of the boundary of nos.3 and 4 Capron Road in a north-easterly direction to a point in line with the boundary of nos.7 and 9 Capron Road.

Further Detailsof the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 26July 2013.

Order Titles: 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 SG1917 5TQ

Marcel Coiffait
Director of Community Services

3 July 2013

Appendix E

Having just read your ridiculous proposal for the parking in Olma and Capron road, i feel as a resident i should inform you of the problems.

I guess its easy for you to sit back in your cushy office and mess with people's lives, but i am afraid your not ruining mine, what sort of person thinks this is a good idea?? a moron who wants to make money, that's the sort of person.

You are not solving the issue at all, your just deflecting it in order to make a few quid, i wish people like you would get off your backside and come round to speak to the residents and view the problems for yourself, not send pointless bits of paper that not everyone fills out anyway, but hey i suppose you have to make your money from someone i suppose??.

If you actually took the time to come here, then you would see the problem, parking bays are not the solution, as most people's driving up here is awful-having had my car hit 3 times i feel i am a good judge.

What actually would work would be permits, however marked bays are a ridiculous idea, but its the residents of capron road that are causing the problems, they have driveways and are refusing to park their vechiles on the road, at number 21 olma road they have two vechiles and they park both on the road. people that have a driveway should only be granted one permit and more visitor permits.

The most simple solution(which doesn't make you money) so probably wouldn't happen is to take half of the foot way away from both sides in olma and capron road, that will allow ample parking, then the council should register all houses that have driveways and they should park their cars on their drives, that would reduce about 6 vechiles in olma road alone, and roughly 10 cars in capron road.

I expect someone is getting paid stupid amounts of money to think of a complex solution on how to make money, so why not use common sense for once??.

I am writing in response to the above parking scheme to inform you that I personally object to permit parking being enforced on Capron rd.

I am a resident and feel that this would not benefit us at all due to the cost involved. I also have concerns that this would prevent me from converting my front garden into a drive in the future. I agree however that the current restrictions in place are too restrictive, but feel that a cheaper option of removing this would suffice. I also agree that parking is being used by non residents but this is usually during working hours and therefore does not cause a problem to residents.

I look forward to your response.

Thank you for your letter dated 2 July 2013 regarding the above scheme.

I wish to object to this proposal, my address is xx Olma Road.

I am writing to object to the proposed Parking Scheme, particularly in relation to Capron Court where my mother is a resident.

The scheme proposed does not take into account the needs of the residents of Capron Court, which is an extra care, sheltered housing scheme, and is home to some extremely vulnerable and elderly citizens. These people, including my mother, are unable to access crucial services

themselves and are totally dependant on either services coming to them or being taken to them by either a friend or relative.

Either way the necessity for visitors to gain ready access to Capron Court is extremely high and in some cases can be a matter of urgency. The need to be able to park is, therefore, not purely a matter of convenience but essential and the only way in which the residents are able to access the services they need.

My mother, not a car owner, would not be eligible for a permit herself and she would be restricted to a maximum of just 75 visitor permits a year at a cost of £90. The number of permits is simply not adequate and the cost of £90 equivalent to the cost of a permit for a third car household is grossly unfair.

My mother – aged 93 - has 25 scheduled visits from a hairdresser and 12 schedule visits from a chiropodist per annum. That is 37 permits. A former neighbour also visits every week: that's 52, making a total of 89, well in excess of the maximum number of permits. That doesn't allow for my visits, which is a minimum of three times a week, (last week I was there 6 out of 7 days) or visits by other family members, let alone, doctors, social workers and carers and doesn't include the times I need to gain access to take my mother to visit the hospital or doctor's surgery.

It can be argued that Capron Court as its own Car Park and its own Ambulance Bay but neither these are the advantages they at first seem. Both areas at the moment have no restrictions on them and can – and are - therefore used by anybody not able to find parking elsewhere in Capron Road. This situation will only get worse once the restrictions of permits come into play. In any case the car park only has 7 spaces to serve 17 flats and their visitors.

If this scheme goes ahead - and I most certainly hope that it does not - I trust that the Council will look specifically into the needs of the residents of Capron Court and help to alleviate the adverse effects that introducing such a scheme may have on them. Also to make it fairer to them so that they are not over penalised financially simply because of their age and consequent access issues.

I dread the day when I receive an emergency call and am unable to gain urgent access to my mother because of the Capron Road parking restrictions.

As a resident of Capron Road I am objecting to the proposed parking bays. Although I feel that something needs to be done regarding the parking in this road I do not feel that this will alleviate the situation. I am concerned that the number of bays will reduce the number of spaces available and permits will not guarantee holders a space. Additionally the cost of permits to those household that need more than one car and do not have the option of off road parking is excessive. I would also question the size of the ambulance bay as this also impacts residence parking and has always been a concern that has not been addressed.

Ms X Xxxx and myself Mr X Xxxx are residents of No.xxOlma Rd and have objections to the proposed parking scheme.

Ms Xxxx is retired and a car owner, and has little trouble parking on week days between 9.00am to 3.00pm. But at weekends she can't use her car because on returning home the only legal spaces are full, and she would have to park in the next road, Northview Road. Ms Xxxx has a disabled friend who can park on the single yellow line outside our house when she visits.

(limited time) but if the marked bays proposed are full in Olma Rd where does she park safely ? She can not walk far.

My own problems with the current parking start when I arrive home from work at 5.00pm, I very rarely get a space and have to unload my car outside my house (single yellow line) Then park in Northview Rd. After 7.00pm I can collect my car and park outside my house until the

next morning when I leave for work at 7.00am. Saturdays/Sundays I have to get up early to move my car somewhere usually back into Northview Rd until we are ready either to load the car with tools/mower etc to work on our allotment or to go out. Usually trying to return home after 7.00pm so that we can unload and park on the yellow line outside our house.

You will appreciate that walking to and from Northview Rd has not been fun during bad weather and the dark nights in winter. Driving back into the busy traffic on Houghton Rd to turn into Northview Rd is sometimes difficult too.

Some of the cars/vans taking the only legal spaces in our road are from Houghton Rd but more recently are from Capron Rd.

Would your Parking Scheme work for us No

If the bays in our road are full how do I load/unload my vehicle – park across someones driveway? Or park on a junction? Come home from work and park in Northview Rd and leave my car there?

So what does new parking bays and a £70 permit give me ?almost certainly more inconvenience.

I've answered here some of your most frequently asked questions you received

1, Won't parking on the footway obstruct pedestrians and cause a safety hazard ?

Yes it will.

If

we keep the single yellow line N side of Olma Rd and S side of Capron Rd, parking occurs on the footway on only one side of each road at evenings, this leaves a wide footway down each road where pedestrians can feel safe to use. Both Capron Rd and Olma Rd are used by the disabled that use mobility vehicles and groups of people as a short cut during the day and night. This wide footway keeps them safely away from the cars. During the day of course all footways are clear. With this new scheme all footways are reduced in width. especially during refuse (bin) collection days, It brings pedestrians and cars closer together. Vandalism and damage to cars will increase.

2, Would I be able to park across my drive ?Residents that now park across their driveways free up spaces on the road. But under the new scheme will need to park in a marked bays, so we will have more cars looking for fewer spaces.

3, Will people who have driveways be able to buy permits ?I see you write – If they were unable to purchase a permit they would be forced to park outside of the area which is seen to be unfair. Is it not unfair for me to be forced to park outside of the area ? This will probably cost me £70 to do so.

4, Where will my visitors park ?The only residents to purchase visitor permits will be ones without driveways. With a limit to 3 books of 25, 75 visitor permits a year at a cost of £90 ! Is the council now telling us how many visitors we may have ? When other residents allow their visitors to park in their driveways with no limit! At a cost of £10. Is this again fair ?

We need to keep the road layout the same, Have a restriction put on the single yellow line so that no one can park between 08.00 and 17.00 Monday to Friday. This would keep the road clear during the day without reducing any footway at all. Disable residents/visitors can then park close to their homes/friends houses. Anyone needing to load/unload near their homes especially with young children can do so. Then as residents return home from work and at the weekend/Bank holidays can park as we do now on the single yellow line. But this still leaves a safe wide footway down one side of each road.

This is not expensive to achieve either just a few new plates with the new restrictions attached to the lamp posts. We need both roads to be residents only, but it must be fair on everyone who is resident here. The costs and restrictions seem highest on those without driveways. This is a problem that is beginning to rule our lives and a difficult one to solve we know.

I write regarding the proposed parking permit scheme being suggested for Capron and Olma Road is Dunstable. I am totally against this scheme for the reasons listed below.

1. I have a company van which I require in order to carry out my duties with my employer. This van is 2.6 metres high and according to your letter that came through the post, I would not be allowed a permit for this. As part of my duties, I am on a 24 hour call out for my company and my employer insists that this vehicle should be parked outside my house. I have had a vehicle of this size for over 15 years with my current employer and have never experienced any problems in parking it close to my house in Capron Road. However, I am now extremely concerned for my job security if I were not allowed a permit for it, should this monstrous scheme go ahead.
 2. There are a number of people of the northern side of Capron Road who voluntarily park across their driveways in order to free up space in the street. Under this proposed scheme, this would not be permitted. With this in mind I have calculated that by bringing in parking bays this would not increase the number of parking spaces in the street. All that would be achieved is people being forced to pay for permits that will help to fill the council's coffers. On top of this, I am pretty sure that the council's civil enforcement officers will virtually live in the street in the hope of issuing as many fixed penalty notices as possible in order to fill the council's purse.
 3. Having spoken to many of my fellow residents, whilst many of them signed a petition acknowledging there was a parking problem in the street, there is total outrage that we see no possible improvement to the parking problems. As I stated in my previous letter, altering the restrictions on the yellow line to Monday to Friday 9am to 4.30pm will solve all the problems. There are always many vacant parking spaces available during these hours in the week.
 4. The plan that you have sent through shows that there a number of properties that have no dropped kerb but the front garden are being used as driveways. However, the plans show that you are not prepared to put parking bays outside these properties. Considering I was forced to pay £1173 for my own drop kerb when my builder could of carried out this work to the same specifications as the Amey contractors for half the price, I find this totally unacceptable and if this happens I shall be seeking a reimbursement from you.
 5. Finally, I have lived in this street for all of my 49 years and I am afraid that the council's handling of this terrible scheme is causing a huge amount of social disharmony among residents and if this scheme goes ahead the council will undoubtedly have made this an even worse problem where the only winners will be the bank balance of the council. I urge you to ditch this ridiculous scheme.
-

Dear Sir Re your letter dated 2nd July 2013

It has been suggested by Mr Gary Baldwin that I write to you regarding the above plan.

I am registered disabled. Outside my property I have a disabled bay which most people seem to ignore and park there anyway.

I have carers to help me two or three times a week for about 2 hours each time. I see from your letter that if I have to purchase visitor permits the maximum per year would only cover 15 visits. My carers would be here for between 100 and 150 times each year at a minimum and therefore this arrangement could not work. Apart from anything else I would not be able to afford the cost involved. Apart from the regular carers my family come at weekends to help me and this would cause extra cost.

It seems to me that no consideration is being given to someone in my situation and your comments on the following would be appreciated

1. Could the disabled bay be signed for blue badge holders only
2. Carers coming to me are not always the same and therefore it would be impossible to register a particular car number
3. What consideration is being given to properties with multiple occupancy and possibly a number of vehicles

I would also point out that there will be no alternative parking places in the area as the only roads are Olma Road and Capton Road which are all covered in your proposed scheme. I would not expect people who come to help me ~~on~~ walking what would be very long distances to my house.

I would be most grateful if you would take these matters into urgent consideration before any final decisions are taken.

I await your reply to this letter

Sir I would like to object to the parking permit scheme proposed in Olma Road Dunstable on the following grounds,

1. The law states that parking permit schemes are only to be applied to prevent or stop traffic congestion I cannot see how as the part of Olma Road I live on is a cul-de-sac it is to prevent traffic congestion
2. It is stated in law that any monies raised through a permit parking scheme is only allowed to be spent on the administering of the said parking scheme and no other purpose. The charges that are proposed will raise much more revenue than would be required to administer the scheme.
3. In respect of the charges proposed I have been told that there would be no guarantee of a parking space for each permit purchased therefore I fail to see why you as the council can charge myself and others for a service (parking space) and not provide what is paid for.
- 4 The local Government Minister Brandon Lewis said "This government has been very clear that parking charges are not, and should not be, a town hall stealth tax on local residents". I think this scheme to apply parking charges to Olma Road is a clear case of a town hall stealth tax.

I hereby formally object to this Proposed Parking Scheme

During weekdays there are invariably vacant parking spaces after 8.45am before they are taken up again by residents returning home around 4.30pm.

The parking problems could easily be solved at a minimal cost to the Council Tax payer by simply amending the existing No Waiting restrictions (yellow lines) to No Waiting 9.00am to 4.30pm Monday to Friday only excluding Bank and/or Public Holidays.

By adopting the above suggestion parking problems would be resolved.

In this era of justifiable financial cut-backs and restrictions there would be no need for the Council to provide parking bays or to introduce unwanted permit schemes, as outlined in your letter.

My main concern is that parking across my own drive will no longer be permitted. Before agreeing to pay for a dropped kerb I was assured by Amey that parking across my driveway would be permitted. Now you intend to renege on that undertaking!

At least six times each month I am picked up and dropped off by car from my driveway as my mobility as a Blue Badge holder is not what it used to be. The drivers never park there in order to come into my house. I really cannot believe that I am expected to purchase a visitor permit for this purpose!

As far as I can see this is another cash generating system for this council similar to the one in Barnet which has been declared illegal.

I look forward, please, to your reply

PS

Incidentally, your drawing shows that you are condoning the illegal practice of existing vehicular access to at least six properties over the public pavement that have no constructed dropped kerbs for this purpose. They still enjoy their own illegal access to their drives without having to pay for expensive dropped kerbs!

I wish to log my objection to the above mentioned proposed scheme for a number of reasons mainly concerning the layout adjacent to my own property at number 16 Olma Road.

With a bay marked in such proximity to my access to my own drive, I feel i would incur further difficulty and danger when attempting to turn into and out of my driveway.

It is fair to say that vehicles already park outside during unrestricted hours and presently mount nearly the entire walkway, leaving a wider roadway for vehicles to pass and this has already caused some 'near miss' incidents to say the least.

A bay marked half way into the road, would make a greater obstacle to deal with and i feel an unnecessary one.

If the bay were moved a little further back, or my corner flagstone could be moved further back to allow a wider turning space this could be feasibly possible without added inconvenience and danger.

Also some areas of the foot way are closer to the frontage of some properties than others.

With the inclusion of a bay outside these houses (including mine) the houses with larger frontages are afforded more privacy which in my opinion is unfair to those close to said vehicles enduring doors slamming, loading/unloading car washing etc.

I wondered also about restrictions, if any, there would be concerning commercial vehicles?

IE: Which type/size of commercial vehicle would be allowed to park in proposed bays?

I ask this as preferably a large vehicle wouldnt remain outside my window, blocking the view of the street and oncoming traffic etc.

There are already a number of large transit sized vehicles already taking up a large amount of parking and i feel that in a residential area, such parking should be limited to car/MPV sized vehicles with a restriction on larger vehicles unless unloading perhaps?

Also i wondered about the installation of more poles to affix signage to. Are these entirely necessary?

Could the existing Lighting columns suffice the addition of proposed signage?

This would be a far more cost effective way to administer the legal signage in my opinion.

I hope that Amey will call for a physical meeting in order to discuss the concerns of some and reach a universal agreement before this scheme is forwarded to the next stage.

I would like to object to the proposed residents' parking scheme. As far as I am concerned, as an Olma Road resident, we will just be paying for Capron Road residents to continue to use our spaces in Olma Road legitimately, meaning we would still have nowhere to park. It will also mean that only one of our family of six could have a car as the cost would prohibit further cars in the family, despite them being essential for work. I would also be unable to afford visitors passes, preventing us from having any guests.

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Meeting: Traffic Management Meeting
Date: 11 September 2013
Subject: Langdale Road shops lay-by and Hillyfields area,
Dunstable - To consider objections to proposed parking
controls
Report of: Jane Moakes, Assistant Director Community Safety and Public
Protection
Summary: To report to the Executive Member for Sustainable Communities
Services the receipt of objections following publication of proposals
relating to on-street parking restrictions in the vicinity of the Langdale
Road shops lay-by and in the Hillyfields area, Dunstable

Contact Officer: Steve Hall
steve.hall@amey.co.uk
Public/Exempt: Public
Wards Affected: Dunstable Watling
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

To improve highway safety, facilitate the free flow of traffic, better manage parking near for businesses and improve the amenity of streets for residents.

Financial:

The cost of introducing the required traffic Orders and undertaking the necessary traffic signing and road marking work will be approximately £3,000 which has been funded from the Traffic Manager's discretionary scheme budget. Some of the construction work can be undertaken as part of the larger Meadway, Langdale Road, Lowther Road improvement scheme.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

None as part of this report

Sustainability:

None as part of this report

RECOMMENDATIONS:

- 1. That the parking restriction proposals be implemented as published in both the Langdale Road shops lay-by area and Hillyfields area, Dunstable with the following exceptions:-**

Background and Information

1. As part of the process of consultation for the Lowther Rd/Langdale Road/Meadway traffic management scheme it was highlighted that two further areas required consideration for the management of parking. Concerns were raised by members and Residents about parking at school times in the vicinity of the pedestrian access to Ardley Hill Lower School off Langdale Road near Hillyfields.
2. There was also a requirement to address current parking arrangements at, and in the vicinity of, the Langdale Road/Patterdale Close shops to make better use of the spaces provided through parking management.
3. Neither of these issues had been included within the original scheme consultations.
4. These restrictions are therefore proposed in addition to and support and expand upon those recently approved and being implemented as part of the Meadway, Langdale, Lowther traffic calming and resurfacing schemes.
5. The proposals were formally advertised by public notice during July/August 2013. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and Elected Members. Residents and businesses likely to be directly affected were individually consulted and notices were displayed on site.
6. A total of 11 objections were received, 7 from residents and businesses in the Langdale Road shops area and 4 from residents in the Hillyfields area. Full copies of the representations received are included in Appendix D and the following is a summary of the responses.

7. The main points raised by those in the Langdale Road shops area were as follows:-
 - a) The proposals are “car unfriendly” and will have a negative impact on businesses.
 - b) The area to the rear of the shops is in a poor state of repair and there have been instances of vandalism to cars. It is suggested that the area should be improved, including the installation of CCTV and better lighting.
 - c) The proposed bus stand marking opposite the shops are too long and could be shortened to allow some cars to park there. They also cover long time periods, including Sundays, which is excessive.
 - d) The proposed restrictions will mean that drivers will choose to park in Appleby Gardens and/or further into Patterdale Close. Consideration needs to be given to introducing restrictions to address this.

8. The main points raised by those in the Hillyfields area were as follows:-
 - a) One resident of Hillyfields wants the proposals modified, so that the restrictions do not extend across their driveway to enable them to park there.
 - b) Concrete bollards should be installed at the junction of Langdale Road and Hillyfields to stop obstructive parking on the corners.
 - c) One resident does not want the restrictions to extend to the straighter part of Langdale Road to the west of Easedale Close.
 - d) The more important issue to tackle is the speed of traffic on Langdale Road and measures should be implemented to address that.
 - e) The restrictions do not need to extend so far into Hillyfields as this will stop residents parking outside their homes. If restrictions are imposed they suggest permits to exempt them from the restrictions.

Results and the Way Forward

9. In answer to the representations received in respect of the Langdale Road shops area, Bedfordshire Highways’ comments are as follows:-
 - a) The proposals are aimed at encouraging a regular turnover of parking outside the shops, which should be of benefit to business owners – and to discourage the current situation where the parking spaces available are being monopolised by the shop workers – rather than the shoppers. Those spaces immediately outside the shops would be limited to 20 minutes parking, with the spaces on the opposite side of the lay-by limited to 3 hours. It is felt that these times would adequately provide for both short-term stops and longer-stay parking, so would be of benefit to all businesses.
 - b) The area to the rear of the shops is not owned by Central Bedfordshire Council, so any improvements would be the responsibility of others. It is not unreasonable to expect business owners and shops workers to park there to free-up space at the front of the shops for customers.

- c) The extent of the bus laybys markings is to allow for uninterrupted/unimpeded access and egress to the lay-by by keeping the tapers free of parked vehicles. Otherwise car drivers could/would park within the tapers and actually prevent the bus from properly accessing the lay-by and pulling up alongside the special raised kerbs. These raised crossings are put in to ensure access is available to all users whether or not they are able bodied and are being rolled out across Dunstable in conjunction with works associated with the Guided Bus Way. The duration of the restriction is standardised across Central Bedfordshire, unless stops are used over an extended duration, when the time restrictions may be extended to suit.
 - d) With any parking restriction proposal there is always the possibility that this will have a knock-on effect in nearby streets. However, it is impossible to predict with any certainty where drivers will choose to park and the impact that this will have. It is suggested that if the proposed parking restrictions are implemented, parking in the area be monitored and if significant difficulties arise then consideration be given to additional parking controls.
10. In answer to the representations received in respect of the Hillyfields area, Bedfordshire Highways' comments are as follows:-
- a) The proposed single yellow line could be shortened slightly as this would not compromise the scheme. – It should be noted that if the resident subsequently finds that blocking of their driveway to be a problem an H-bar marking for they would be charged may be their only option.
 - b) It is hope that the proposed waiting restrictions would address the main issues with parking at the start and end of the school day. Parking on the footway within the extent of any waiting restrictions is an offence, so could be tackled by parking enforcement officers without the need for bollards.
 - c) This section of single yellow lines will join up to the previously advertised ones that are about to come into operation to protect the junction of Langdale Road and Lowther Road. If they were omitted that would encourage parking in this location on the bend approaching the school.
 - d) There are no plans to implement any speed-reducing measures at present and currently no funding identified for such works. The provision of traffic calming is not deemed to be priority when considered alongside numerous other potential locations in central Bedfordshire.
 - e) The restrictions are at the extents advertised in response to request received. To reduce the extent is possible but there may then be an adverse effect due to parental parking at school times.
11. It is recommended that the restrictions in the vicinity of the Langdale Road shops area and Hillyfields area be implemented as published.

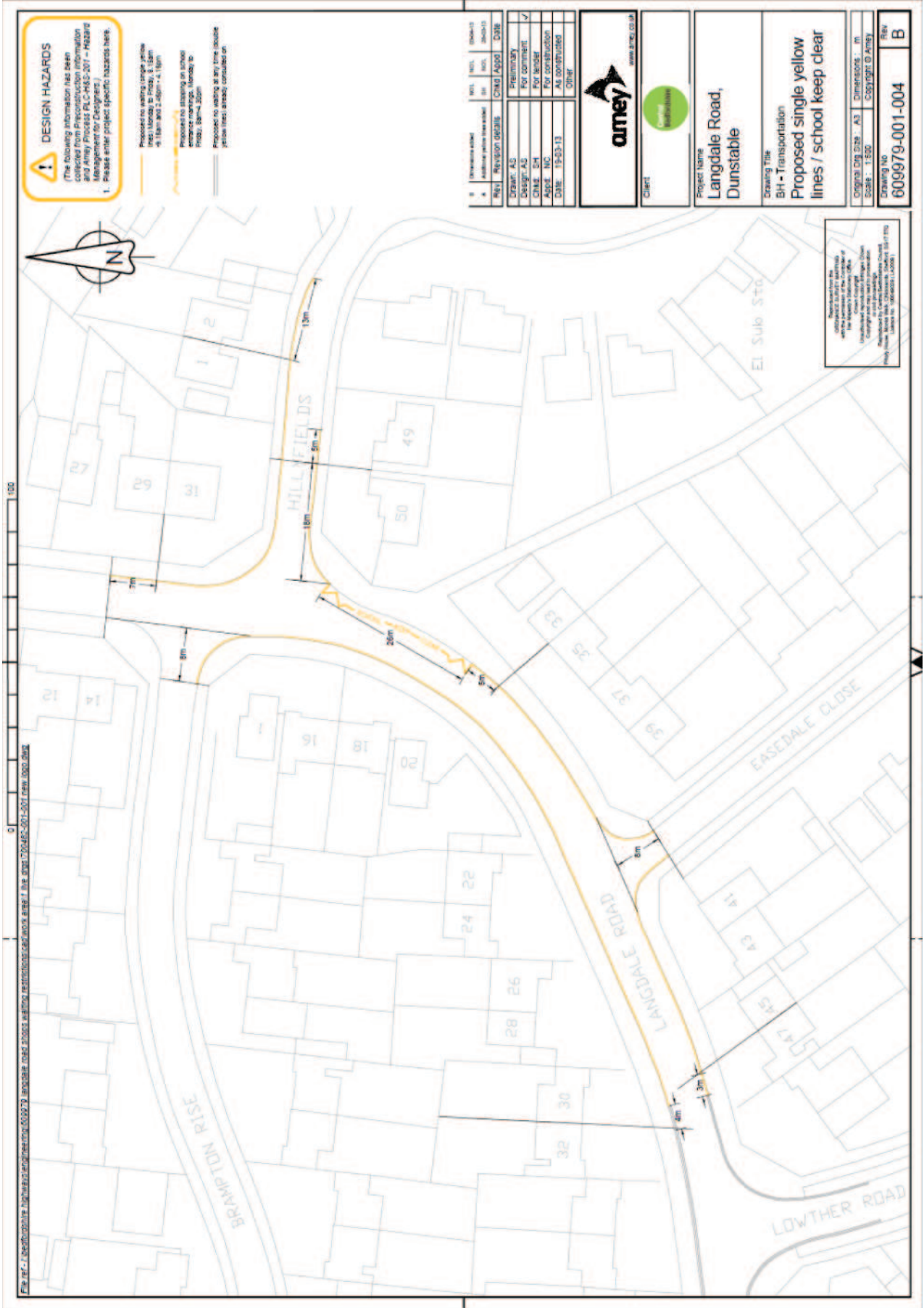
Appendices:

Appendix A – Drawings showing proposed parking restrictions

Appendix B – Public notice of proposals

Appendix C – Representations relating to Langdale Road shops proposals

Appendix D – Representations relating to Hillyfields area proposals



APPENDIX B



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN LANGDALE ROAD AND PATERDALE CLOSE AREA OF DUNSTABLE

Reason for proposal: The proposed Order is considered necessary for preserving and improving the amenities of the area. More specifically, the proposals are intended to better manage parking near to the Langdale Road shops and restrict parking at school times in the vicinity of the rear entrance to Ardley Hill Academy.

Effect of the Order:

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

Patterdale Close, both sides from its junction with Langdale Road extending in a generally north-easterly direction to a point in line with the south-east flank wall of no.2 Patterdale Close.

Langdale Road, north-east side from a projected line from the north eastern flank wall of No. 91 Langdale Road extending in a south-easterly direction for a distance of approximately 32 metres.

Langdale Road, north east side from a projected line from the south eastern flank wall of no.73 Langdale Road extending in a north-westerly direction for a distance of 28 metres.

Langdale Road (service road) south-east side from the north eastern kerb line of Langdale Road extending in a north-easterly direction for a distance of approximately 14 metres.

Langdale Road (service road) north-west side from the north east kerb line of Langdale Road extending in a generally north-westerly direction to a point approximately 2 metres south-east of the boundary of nos.58 and 60 Langdale Road.

Langdale Road (service road) both sides, from the south east kerb line of Patterdale Close extending in a south-easterly direction for a distance of approximately 8 metres.

Langdale Road shops (rear service area) both sides, from the south-east kerb line of Patterdale Close extending in a south-easterly direction for a distance of approximately 14 metres.

To introduce 20 minutes Limited Waiting, no return within 2 hours, on the following lengths of road in Dunstable:-

Langdale Road (service road) north-east side, from a point 7 metres north-west of the boundary of no.68-70 Langdale Road and no.66 Langdale Road extending in a south-easterly direction for a distance of approximately 48 metres (divided into 8 parking spaces, approximately 6 metres long and 1.8 metres wide, marked parallel to the kerb).

To introduce 3 hours Limited Waiting, no return within 4 hours, on the following lengths of road in Dunstable:-

Langdale Road (service road) south-west side, from a point approximately 8 metres south-east of the north-west end of the kerbed parking area extending in a south-easterly direction for a distance of approximately 26 metres (divided into 8 echelon parking spaces, each to be approximately 2.7 metres wide)

To introduce parking for disabled badge holders only on the following lengths of road in Dunstable:-

Langdale Road (service road) south-west side, from a point approximately 4 metres south-east of the north-west end of the kerbed parking area extending in a south-easterly direction for a distance of approximately 3.6 metres.

To introduce No Waiting, Monday to Friday, 8.15am-9.15am and 2.45pm-4.15pm on the following lengths of road in Dunstable:-

Langdale Road, east side, from its junction with Hillyfields extending in a north-easterly direction to a point approximately 7 metres north-east of the property boundary of nos.29 and 31 Langdale Road.

Langdale Road, south-east side, from a point approximately 3 metres west of the property boundary of nos.47 and 45 Langdale Road extending in a north-easterly direction to a point approximately 5 metres north-east of the property boundary of nos.35 and 33 Langdale Road.

Hillyfields, south side, from a point approximately 5 metres east of the property boundary of nos.49 and 50 Hillyfields extending in a westerly direction for a distance of approximately 23 metres.

Hillyfields, north side, from a point approximately 13 metres east of the property boundary of nos.1 and 2 Hillyfields extending in a westerly direction to the junction with Langdale Road.

Easedale Close, both sides from its junction with Langdale Road extending in a south-easterly direction to a point in line with the front wall of no.41 Langdale Road.

Langdale Road, north-west side, from a point approximately 4 metres east of the property boundary of nos.32 and 30 Langdale Road extending in a north-easterly direction to the junction with Brampton Rise.

Brampton Rise, south side, from its eastern junction with Langdale Road extending in a westerly direction to a point in line with the front wall of no.14 Langdale Road.

To introduce no stopping on school entrance markings, Monday to Friday, 8am-4.30pm on the following lengths of road in Dunstable:-

Langdale Road, south-east side from a point approximately 5 metres north-east of the property boundary of nos.35 and 33 Langdale Road extending in a north-easterly direction for a distance of approximately 26 metres.

Further Details of the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable Bedfordshire LU5 4HA or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections: should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 5 August 2013.

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 2013"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

14 July 2013

APPENDIX C

I would like to formally object to the proposals in respect of the subject of this email on the basis of my **absolute disagreement to any parking restrictions** or changes you wish to impose on the current parking available **outside the parade of shops on Langdale Rd.**

I have no doubt enforcing parking, waiting and loading restrictions would have a profoundly negative impact on business, which I may add is currently bucking the trend of the dire situation in Dunstable Town Centre, which will never improve whilst it is "car unfriendly".

To make the area outside the parade equally "car unfriendly" makes no sense and makes one question the intelligence of the planning authority / central beds council if they appear not to be learning lessons from previous mistakes, particularly in light of the financially austere times we are having to endure and are likely to endure for the foreseeable future.

With regards to the facilities available to the rear of the shops, the current condition of the surface is terrible, with a high risk of damage to the cars due to the potholes present.

Also it is well documented that cars that have been parked in this facility previously have been vandalised - don't you think we would have used them otherwise? Some CCTV and lighting would be required as well to make these facilities viable.

It would be most unfair not to consider improving these facilities as gesture of goodwill to the successful businesses that have been paying business rates for nearly 10 years in what were previously unoccupied and therefore non-revenue generating premises.

It would be sensible and financially efficient to consider this improvement to the rear being done concurrently with the works proposed.

It is hoped you confirm receipt of this email and that you respond to the points I have raised with regards to parking.

I wish to object to the recent proposals detailed in the Public Notice related to the above. The main reason for the objection is that the proposals do not go far enough to solve a problem which is obviously an big issue within the community local to the shops.

There is a large area at the back of the shops which Tesco are systematically ruining by turning their HGV's in the area designed for parking cars which is in poor condition as it is. The area has one point of access, regularly blocked by Tesco vehicles and their associated loading cages.

Your proposal could/should bring into use the existing rear car park and the adjacent grassed areas. Tesco currently use the access road into the area as their 'yard' blocking it with their vehicles and associated equipment and badly rutting it. It would be far more sensible to bring traffic into the area from the access road off Langdale and out again past Tesco possibly over part of the grassed area onto Patterdale.

Your current proposals only serve as a means to prosecute people when they park whilst going to the shop. They will not either stop using these shops or use the rear car park which is unserviceable. With regard to cost, Tesco could be offered some kind of deal where they get their own load/unload area in return for funding repairs to the areas they have largely wrecked, and for providing a better access/egress from the area.

Apart from placing a time restriction to stop staff working in the shops from using the customer parking spaces, your proposal will be seen as yet another way of extracting money out of motorists who do not want to park all over the place but have little option, instead of using the opportunity to solve a problem.

I am referring to your letter dated 12th July 2013 and expressing my concerns to some of the points within this letter.

I currently have lived opposite the shops and in 8 years of residence have only been partially blocked on my drive on three occasions. I understand that parking can be an issue but your new restrictions, if implemented would cause some major difficulties to many visitors and residents.

My partner currently arrives home from work at 18-45; he will now be unable to park outside my house even though 83 & 85 Langdale are on the very edge of the bus lane. He then leaves for work at 07-15 and is parked outside the home at weekends. Our drive is not able to accommodate two cars, we would like guidance where parking is permitted for residential use – parking further down the road will be more hazardous to pedestrians and motorists.

I believe 7-7 is too long for a layby restriction 8-6 would be a better time period if having to be enforced, also I would suggest no restrictions for Sundays, parking is not an issue at all on Sundays.

I agree that staff parking behind the shops is a very good idea, if these bays were clearly marked both workers and shoppers would be able to use these. Clear sign posting must show where the parking is, I think that the general public believe this car park is for residential use only. The shops at Langdale must all be very profitable at the moment, to enforce all these restrictions could affect trade and force some businesses to close. There are a lot of elderly residents in this area and we must not encourage businesses to close or move altogether.

Finally 20 minute restrictions to visit the post office and one or two shops is not long enough, the chemist has a 20 minute waiting time for prescriptions and dental appointments are often not completed within 20 minutes. I would suggest a proposal of at least 30 minutes.

We are very concerned regarding the proposals to introduce waiting restrictions in the Langdale Road and Patterdale Close areas of Dunstable.

Our objections to these proposals is that no provision is made within them to protect the residents of Appleby Gardens, Dunstable. We feel strongly that restricting parking in Langdale Road and Patterdale Close will simply push the problem out into Appleby Gardens, in particular outside houses numbered 51 to 59 located at the narrow slip road at the top of Appleby Gardens.

We often struggle to leave our driveways when cars park outside them, due to the angle and narrow nature of the slip road. It already makes it very difficult for delivery and service vehicles to access our properties without pulling on to the green opposite and causing damage there. These problems will be considerably exacerbated by the current proposals.

We feel that waiting restrictions must extend into Appleby Gardens in order to address this problem. Without provision for Appleby Gardens, we wish to make it clear that we object most strongly to the proposals for the reasons outlined above. We recognise these objections must be made by 5th August 2013 and would welcome acknowledgement of this email.

I write regarding the proposals to introduce waiting restrictions in the Langdale Road and Patterdale Close areas of Dunstable i.e. the putative "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order2008) (Variation No.*) Order201*". I note that objections are required to be lodged with you before 5 August 2013.

My objection to these proposals is that no provision is made within them that will protect the interests of the residents of Appleby Gardens, Dunstable whose properties are situated most closely to the areas being targeted for waiting restrictions. I speak most particularly about the houses numbered 51 to 59 Appleby Gardens, but there could well be other properties adversely affected.

I would suggest that by restricting waiting around the Langdale shops, in the manner proposed, some of the current parking will be simply relocated to Appleby Gardens and, without doubt, to the narrow road running between Langdale Road and the top of Appleby Gardens which serves the properties I have identified specifically above. Access to and from driveways can be hampered by parked cars, and delivery vehicles and service vehicles (e.g. refuse collection wagons) already struggle at times to use the service road, with consequential damage being caused to the green space fronting the service road. These problems will be exacerbated considerably should more parking occur there, and it will if the proposals - as currently drafted - stand.

Unless some additional provision is incorporated within the proposals to protect Appleby Gardens then I object most strongly to them.

Additional comments

I write further to my submission of 26 July 2013 (above) relating to the above proposals.

Whilst recognising that the date for making objections has now passed I am able to provide some tangible evidence to support the observations I made previously and, if possible, I would ask that the following be allowed to supplement my original representations.

I am sure that you will be aware that major road improvements are underway on Langdale Road, Dunstable and, currently, those works are restricting vehicular access to the Langdale Road shops. As a consequence the conditions now prevailing replicate closely the impact of introducing parking restrictions in the vicinity of the shops, and demonstrate the displacement parking that will ensue. In my original submission I said "*... that by restricting waiting around the Langdale shops, in the manner proposed, some of the current parking will be simply relocated to Appleby Gardens and, without doubt, to the narrow road running between Langdale Road and the top of Appleby Gardens which serves the properties I have identified Access to and from driveways can be hampered by parked cars, and delivery vehicles and service vehicles (e.g. refuse collection wagons) already struggle at times to use the service road, with consequential damage being caused to the green space fronting the service road.*"

I attach two photographs which I took this morning from the driveway of xx Appleby Gardens, Dunstable - my home. I think they exemplify absolutely why my neighbours and I have concerns, and we believe these must be addressed constructively by the planners before the existing proposals are implemented. Not only will easy access to our homes be compromised, the green space in front of our houses will simply become a casual car park.

I am writing with regards to the "Public Notice: Proposed Parking Scheme – Langdale Road area, Dunstable".

Both myself and wife are pensioners and live at number x Patterdale Close and after having reviewed the documentation on the proposed changes, whilst we understand the aims of the proposals, we have some concerns.

We feel that by introducing no waiting time restrictions around the retail units, those workers/customers who may have parked their vehicles there will now use Patterdale Close and more specifically outside our residence to leave their cars for extended periods of time. This will therefore only serve to effectively move traffic from the shopping area to the more residential area on our road.

Consequently, we feel this will serve to create more congestion where we live and limit our ability to get in and out of our own residence. In particular, we may need to park some distance away which would be far from ideal, especially when dark or during winter months.

Overall, we feel that there is little to be gained in making these changes as it will only serve to effectively move vehicles from outside the shops to in front of private properties. We would hope that other possibilities are explored including the development of the space behind the shops if required.

Given we are both pensioners, we feel this will disproportionately affect our quality of life and would ask you to reconsider the proposals.

APPENDIX D

Please accept these objections/questions below to introduce a no waiting line in Hillyfields, south side, from a point approximately 5 metres east of the property boundary of No's 49 & 50 only for the following reasons:-

1. The road diagram that you have submitted (drawing No 609979-001-004) shows a yellow line crossing the driveway of 49 Hillyfields. You should notice from your records that the drop kerb drive way for No 49 Hillyfields has recently been extended by "Amey" and that the proposed yellow line will terminate about three quarters the way across the brand new driveway. As the home owner my family want the yellow line to stop at the boundary of 50 & 49 ie do not have the 5m yellow line painted across our driveway. Should we need to do so, this will allow me and other members of my family to have the ability to park across our own driveway; during the restricted parking times as we work shift work. Aesthetically it would not look pleasing to the eye either.
2. Additionally, to prevent further flouting of the law and to enable drivers turning safely out of Hillyfields in their cars, I would also like to propose that concrete bollards are sited on each corner of Langdale and Hillyfields to ensure better line of sight. This will also stop car owners parking on the pavements and make it safer for pedestrians and local wheel chair owners.
3. Will the ANPR car be making regular visits to the area?
 - a. Can local residents inform the local authority of there registration number plate of the cars parked on the yellow lines. If so what is the telephone number please?
4. What are the restrictions for local residents parking?

I look forward to a positive response.

I object to positioning yellow lines outside my house – no.xxLangdale Road - which is not on the bend in Langdale Road, where the school entrance down the alleyway is.

My grandchildren are dropped off at my house at this time in the morning. Where will they park without having to cross several roads.

The parking hazards are created by cars parked on both sides of the bend, my house is not on the bend.

The major safety hazard is vehicles going round the end far too fast. This is not just at school start/leaving times, this is at all times of night and day as local police records and my correspondence to Central Beds Council and our MP Andrew Selous will confirm.

The only way to slow traffic is to place a raised bump/crossing across the road by the alleyway which I have suggested many times to deaf ears!.

Ardley Hill School was built in the early 1960's. I have lived in my house since 1967. During that time there have been no warning signs in Langdale Road about a school entrance. There are no flashing amber lights - no 'slow' signs on the road and there is no crossing patrol. Indeed up until 18 months ago our local councilor was not even aware that there was an alley way or a school entrance down it in existence.

Thank you for your letter of 12th July 2013 received 15th July 2013 the contents of which I fully understand, however I am extremely upset and I feel misled. Councilor Hollick assured me that all my concerns would be looked at. Despite all this you are not addressing the major issue, which is the speed of traffic at this bend. It requires a sign indicating School and more importantly a form of slowing the traffic. A Chicane or speed bump. To make sure you all understand this, it is from Bull Pond Lane to the bend and up Langdale Road to the junction with Lowther Road.

Mr Chapman you, or whoever, are spending over £96,000,000 on a Bus Way from Dunstable to Luton, what will it cost to implement this request. I have lived here for over 40 years and put up with this situation. I am severely disabled. Getting in and out of my car at the front of the house is very dangerous.

Please take this opportunity to resolve this matter.

I am writing to on behalf of myself and my neighbour from No. x Hillyfields who strongly object to the parking restrictions you are proposing on the entrance to Hillyfields

As you can see from my address, I will be directly affected by the proposed parking restrictions. At the present time, we park our car on the road perfectly legally in front our house. With these proposals, we will have to park it on the other side of the road which will cause us inconvenience. Also, if we have parked outside our house and are not home to move it during the restricted times, I presume we could be fined. I find this very restrictive and dictatorial, with you dictating where and when I can park outside my own house.

This parking problem could have/should have been stopped before it got to this situation by the council and police enforcing how people parked close to the school. On a few occasions that the police did come round, nothing was done. If fines and points on licences had been issued then, the situation now might have been avoided. This parking problem is being caused by parents who should live within walking distance, driving to the school and parking irresponsibly, and it is myself, a law abiding local citizen who gets penalized. I do not see the fairness in that. Surely you should be penalizing the perpetrators who are the parents who are parking illegally, not me.

Also, I am also concerned that this will now effect the price of my house. What type of compensation are you going to offer?

If my objections to this proposed scheme are ignored, and you do go ahead with these dictatorial parking restrictions, then I would like a **"PARKING PERMIT"** that would make my cars exempt from the parking restrictions in the event that I leave my car, outside my own house, legally parked, and there is nobody able to move it during the restrictive times.

I hope you do take my views seriously, and think how your actions will effect the lives of myself and other residents in your proposed scheme, and that I have not wasted my time sending in this objection.

Look forward to a positive reply

Meeting: Traffic Management Meeting

Date: 11 September 2013

Subject: High Street, Arlesey – Consider Objections to Proposed Raised Tables

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of raised tables in High Street, Arlesey.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk

Public/Exempt: Public

Wards Affected: Arlesey

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The works are being funded by the LATP programme as part of the Walking and Cycling Routes – Arlesey/Stotfold. The expected cost of works is approx. £25,000

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:

The proposal will improve road safety for all road users.

Sustainability:

A safer environment near to the school will encourage walking and cycling and reduce use of travel to school by private car.

RECOMMENDATION(S):

That the proposals to install Raised Tables be implemented as published.

Background and Information

1. These measures were developed as part of the Walking and Cycling Arlesey/Stotfold scheme identified within the current Local Area Transport Plan for Arlesey and Stotfold in order to improve walking routes to/from school. The scheme was developed in accordance with the policy objectives set out by Central Bedfordshire. The proposals were developed in conjunction with CBC officers. Generally the scheme comprised of the following measures:

- Introduction of a 20mph zone outside the Lower School/Nursery/Community Centre site
- Provision of a raised zebra crossing
- Junction Improvements
- Provision of widened footway facilities

On completion of the scheme, speed data monitoring took place to assess the degree of speed reduction/compliance to the new 20mph limit.

'After' vehicle speeds are as follows (see plan overleaf):

Location	Northbound		Southbound		Combined	
	5 Day Ave (85 th %ile)	7Day Ave (85 th %ile)	5 Day Ave (85 th %ile)	7Day Ave (85 th %ile)	5 Day Ave (85 th %ile)	7Day Ave (85 th %ile)
Site 1	23.0 (26.0)	23.2 (25.3)	24.0 (24.7)	24.2 (24.9)	23.5 (25.4)	23.7 (25.0)
Site 2	21.5 (23.7)	21.7 (23.1)	20.6 (22.3)	20.9 (21.7)	21.1 (23.0)	21.3 (22.4)
Site 3	19.1 (22.8)	19.4 (22.2)	17.5 (19.8)	17.9 (18.7)	18.3 (21.3)	18.7 (20.0)
Site 4	24.9 (28.4)	25.7 (26.9)	21.8 (24.4)	22.0 (23.2)	23.3 (26.4)	23.9 (25.0)
Site 5	26.5 (29.6)	27.0 (28.8)	24.6 (27.6)	24.9 (26.8)	25.6 (28.4)	26.0 (27.5)

Findings showed that although speeds had generally been reduced, ideally additional features are required in order to further reduce speeds at two locations in order for the zone to be 'self-enforcing', as follows:

- (i) Between site 2 and 3 where 'between feature' speeds were observed to exceed 24mph. Unfortunately speed data was not able to be collected due to the lack of street furniture to mount data collection equipment. However, speed radar gun figure collected by Bedfordshire Police confirmed speeds increased between features.
- (ii) Between sites 4 and 5 where vehicle speeds are above the 'self-enforcing' limit, particularly on entry to the 20mph zone.

Arial Image showing 'After' Speed Data Locations:



2. There is always a safety benefit in making 20mph restrictions self-enforcing. It overcomes any need for requests for enforcement and supports the safety zone itself. This is of particular importance in the vicinity of schools and community buildings where road users may be more vulnerable in nature.
3. The proposals to introduce two additional raised tables were formally advertised by public notice in June and July 2013. Consultations were carried out with the emergency services and other statutory bodies, Arlesey Town Council relevant Elected Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.
4. Three objections have been received, including from Arlesey Town Council. A copy of the correspondence is included in Appendix C. The main points of objection are summarised below:-
 - a) The Town Council considers that the raised tables will not reduce vehicle speeds or make the area safer. The Town Council and a resident suggest that a pedestrian crossing would be a safer option.
 - b) The area is already congested and further traffic calming measures will make matters worse.
 - c) The proposed measures will increase traffic noise and emissions and cause damage to vehicles and the road.
 - d) Dissatisfaction with the highway improvements that have recently been implemented and opposition to any further speed-reducing measures. A more holistic approach should be taken.
 - e) Yellow lines are needed to address the issue of opposing traffic meeting at the bend to the south.
5. Bedfordshire Police have no objection to the proposal.

Responses and Conclusion

6. Bedfordshire Highways' response to the points above are as follows:-
 - a) We are satisfied that the proposed measures will bring about a further reduction in traffic speeds. This is expected to reduce the likelihood of collisions and the severity of any injury accidents. There is a zebra crossing at this location, which is considered to be the preferred form of crossing facility on roads with relatively low traffic speeds.
 - b) The additional traffic calming measures are unlikely to have a significant impact on congestion. Pedestrian activity in the area is high, particularly at certain times of the day, which is effectively the reason for installing measures to lower speeds and reduce the dominance of motor vehicles.
 - c) The additional measures are unlikely to bring about a substantial increase in noise and emissions. The proposed raised tables have been designed to relevant Regulations and standards and should not result in vehicle or road damage. The introduction of the additional features will promote a constant reduced speed which will reduce the likelihood of acceleration and braking.

- d) Measures already delivered as part of this scheme has been successful in reducing vehicle speeds. The introduction of the zebra crossing has seen vehicle speeds reduced to 18.7mph (combined 7 day average). Before scheme speeds in this vicinity were 23.7mph. It is therefore seen that the proposed traffic calming features are effective in reducing vehicle speeds. The Additional features are required to ensure the reduction of speed is consistent through the length of the 20mph zone.
 - e) Observations made on site between Amey staff, Bedfordshire Police and Central Bedfordshire officers showed that on-street parking at this location acted as a successful speed reducing feature. Vehicles were seen to give-way and pass without undue risk or conflict. As a result, we would be reluctant to introduce waiting restrictions on this length of road as free-flow vehicle speeds would increase. Physical measures have been deployed in order to prevent vehicles mounting the footways at this location. Evidence has seen this to be successful.
7. It is considered that the proposed measures are suitable for the character of the road and will be effective in bringing speeds down to acceptable levels for this length of road. Consequently, it is recommended that the proposed raised tables be implemented as published. The scheme is funded from the current LATP for Arlesey&Stotfold.

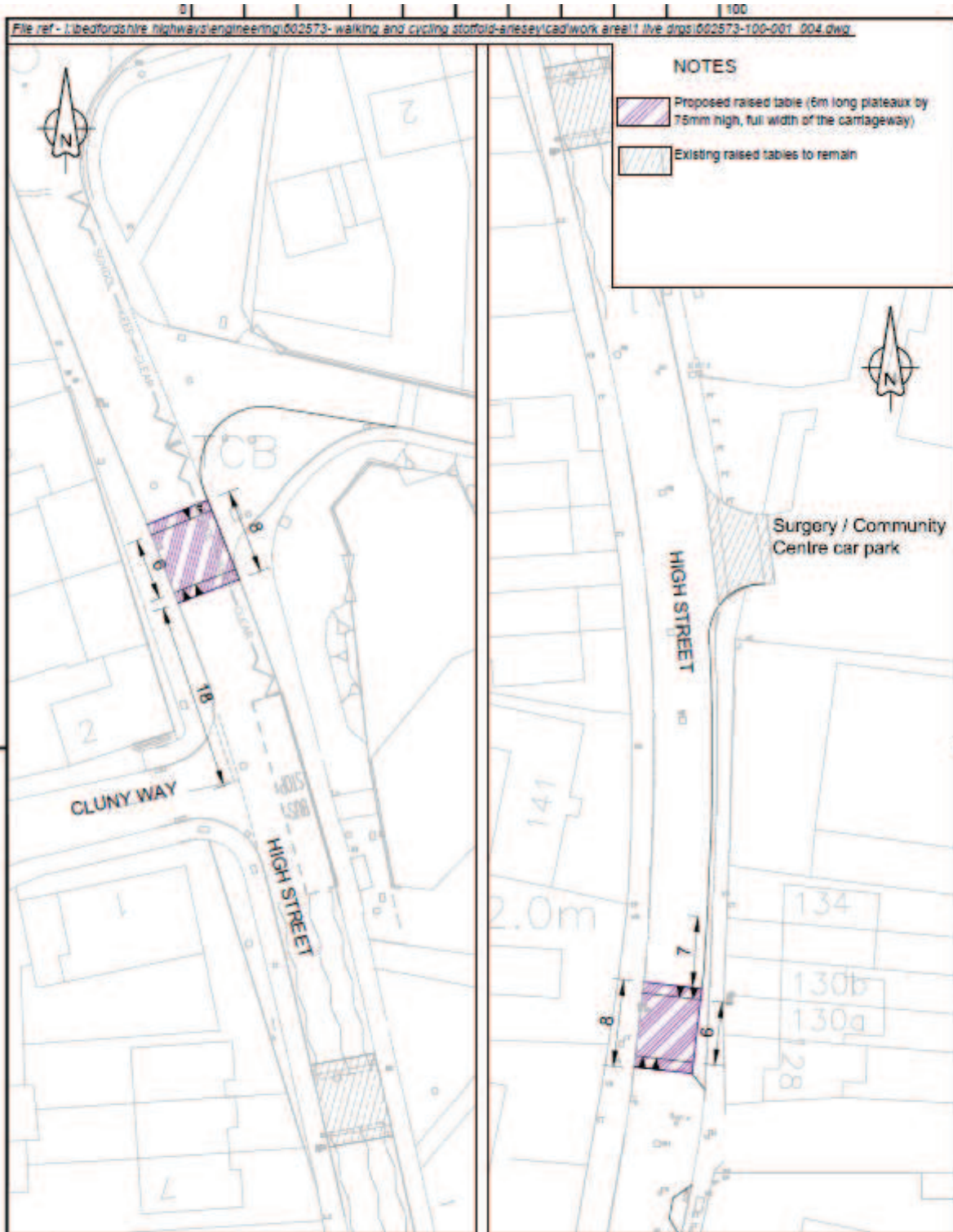
Appendices:

Appendix A – Drawing of Proposals

Appendix B – Public Notice for Proposed Raised Tables


Appendix C – Objections

Appendix A




Rev	Revision details	Chkd	Appd	Date
Drawn: AC			Preliminary	
Design: AC			For comment	✓
Chkd: GB			For tender	
Appd: NC			For construction	
Date: 19/06/13			As constructed	
			Other	

Project Name Walking & Cycling, Stotfold - Arlesey
Drawing Title Transportation Proposed Raised Tables
Original Drg Size : A4 Dimensions : m
Scale : 1:500 Copyright © Amey



www.amey.co.uk

Client



Drawing No 602573-100-004	Rev -
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Appendix B

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES – HIGH STREET, ARLESEY

CENTRAL BEDFORDSHIRE COUNCIL proposes to construct two Raised Tables under Section 90 A-I of the Highways Act 1980 and all other enabling powers in High Street, Arlesey. The tables are designed to reduce vehicle speeds and create a safer environment for all road users. These works are part of a wider scheme to improve pedestrian and cycling facilities.

A Raised Table, at a nominal height of 75mm, extending across the full width of the road, is proposed to be sited at the following locations in Arlesey:-

1. High Street, at a point approximately 22 metres north of its junction with Cluny Way.
2. High Street, at a point immediately outside nos.128 and 130a High Street.

Further Details of the proposals and a plan may be examined during normal opening hours at Arlesey Resource Centre and Library, High Street, Arlesey, SG15 6SN or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. For more information please contact Adrian Clothier, tel. 0845 365 6142 or e-mail adrian.clothier@amey.co.uk.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 19 July 2013.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 June 2013

Appendix C



Town Council Office: Arlesey Community Centre, High Street, Arlesey, Beds SG15 6SN
Telephone: 01462 733722 Fax: 01462 730860 Email: townclerk@arleseytc.co.uk
Web Site: arleseytc.co.uk

Town Clerk: Mrs Elsie Hare

Transportation Manager
Bedfordshire Highways
Woodlands Annex
Manton Lane
Bedford
MK41 7NU

DOCUMENT REF	153973	
AMEY		
CONTRACT	BEDFORDSHIRE HIGHWAYS	
ACTION	BY	CEN BEDFORDS
Y/N	DATE	
17 JUL 2013		
ORIGINAL		
FILE NO.		

16 July 2013

Dear Sir

Re: Project - Walking and Cycling, Stotfold and Arlesey
Transportation - Proposed Raised Tables, High Street Arlesey

With reference to the Public Notice for the above, Arlesey Town Council Town Council considered the proposal from Central Bedfordshire Council at the Town Council meeting held on 2 July 2013.

In their deliberations members were not in favour of the proposal to install two raised tables and were adamant they would not reduce vehicle speeds in any way or create a safer environment for all road users, most of all for children. It was resolved to respond on these grounds and also to suggest that a Controlled Pedestrian crossing would be the safer option. It was also suggested that the roundabout at the junction of High Street/Lymans Road should be reviewed as it is too large and too high.

If you have any queries concerning the Town Council's response please contact me.

Yours sincerely

Town Clerk

I write to object to the proposal to install raised tables on the High Street in Arlesey.

The area is already severely congested at peak times. Further traffic calming measures are likely to exacerbate an already intolerable situation.

They will not, as suggested in the consultation notice, "improve pedestrian and cycling facilities".

Raised platforms and speed bumps result in increased traffic noise as cars brake and accelerate. This increases vehicle emissions and air pollution. They can also cause damage to vehicles with low ground clearance and over time result in damage to the substructure of the road.

There is no alternative route to navigate the village except along this stretch of road nor is one envisaged in the near future.

It is clear that the recent works undertaken in the vicinity of the school have not improved the situation and continue to cause considerable inconvenience. A more palatable solution for the immediate area would be to have a pelican crossing and to extend the yellow zig-zag line restrictions to beyond the WI hall.

Furthermore I firmly believe that more holistic solution for Arlesey needs to be considered. Installing gates at the North and South entry points to the village would aid this and along with chicane type islands (with priority to those leaving) would reinforce the fact that speed limit is 30 in Arlesey and greatly aid motorists awareness of the need to moderate speed.

Punitive measures such as installation of speed humps and platforms is not the way to address Arlesey's current traffic problems. I would like to propose that a public meeting be held to discuss the issue more widely with the Arlesey community and look forward to receiving your response to this suggestion.

I understand two more 'raised tables' are being proposed in the high street of Arlesey down by the school. I STRONGLY OBJECT TO THIS PROPOSAL !

The total re structuring of the road in front of the school is no less than a shambles.

The roundabout is far too big for anything to go around it with any sense of normality and, if you observe the 'carbuncle' you call a roundabout, you will see 99% of the traffic use it as a speed bump and sail straight over it.

The speed bump (raised table) that is already there is too high and quite frankly I would like to challenge the height of it as I feel it is above the legal limit in height.

Travelling on from the speed hump is your road narrowing.....I'm surprised that this has not already caused an accident, for I know it has frayed a few tempers! There is no signage to say the road is narrowing. There is no demarcation on the road to signify the road is narrowing either. You will also see, more clearly from a drivers perspective rather than from a road map, that the road narrowing occurs on a bend. This bend, 90% of the time has cars parked on it so, not only do you have to negotiate the sudden narrowing of the road, you also have to try to see around a now blind bend and try to move forward. Yesterday I watched a lorry have to reverse back to the school twice as every time he tried to pull from the narrowing and parked cars, he was confronted by traffic coming towards him. AN ACCIDENT WAITING TO HAPPEN. You need to have double yellow lines from the school zig zag lines to about house number 120 so vehicles can traverse the blind bend.

The thought of having two more speed humps (raised tables) in amongst this total debacle you call traffic calming is quite frankly a waste of money and two more hazards that are not needed when you should be watching for kids and not vehicles trying to dodge man made obstacles.

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Meeting: Traffic Management Meeting
Date: 11 September 2013
Subject: Ivel Road, Shefford – Consider an Objection to Proposed Raised Tables and Traffic Calming Build-out
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of raised tables and a traffic calming build-out in Ivel Road, Shefford.

Contact Officer: Andrew Rosamond
andrew.rosamond@amey.co.uk
Public/Exempt: Public
Wards Affected: Shefford
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The works are being undertaken in connection with a new residential development and will be wholly funded via a section 278 agreement.

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:

The proposal will improve road safety for all road users.

Sustainability:

A reduction in vehicle speed will encourage pedestrian and cycle access to the town centre.

RECOMMENDATION(S):

That the proposals to install Raised Tables and a Traffic Calming Build-out be implemented as published.

Background and Information

1. The scheme is being funded by a Section 278 agreement connected with the re-development of the adjacent Bridge Farm site. It is a condition of the planning consent that the developer installs measures on Ivel Road to reduce traffic speeds appropriate for a 20mph speed limit. Other highway improvements are required, including modifications to the nearby roundabout junction with Churchill Way. These measures comprise in the main three raised tables.
2. The scheme as proposed has been required as a condition of the planning consent and as such has not been designed by Bedfordshire Highways though it has undergone technical approval checks.
3. In these situations Bed's Highways acting for Central Bedfordshire Council undertake the statutory consultation work on behalf of the developer under the S278 agreement process.
4. As part of the process a proposal to introduce a 20mph speed limit on Ivel Road adjacent to the residential development was previously published. No objections were received, so the reduced speed limit will be introduced in due course.
5. The proposals for the raised tables were formally advertised by public notice in July and August 2013. Consultations were carried out with the emergency services and other statutory bodies, Shefford Town Council and Ward Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.
6. One objection has been received. A copy of the correspondence is included in Appendix C. The main points of objection are summarised below:-
 - a) Speed is not an issue on this length of road due to the presence of parked cars.
 - b) Raised features force drivers to significantly reduce their speed which irritates other drivers.
 - c) Adjacent houses will suffer structural damage as a result of vehicles passing over the raised tables.
 - d) Even if traffic calming measures are deemed to be necessary, there is no justification for so many tables and the build-out over this short length of road.
 - e) A formal pedestrian crossing would be a better option.

7. Bedfordshire Police have no objection to the proposal.

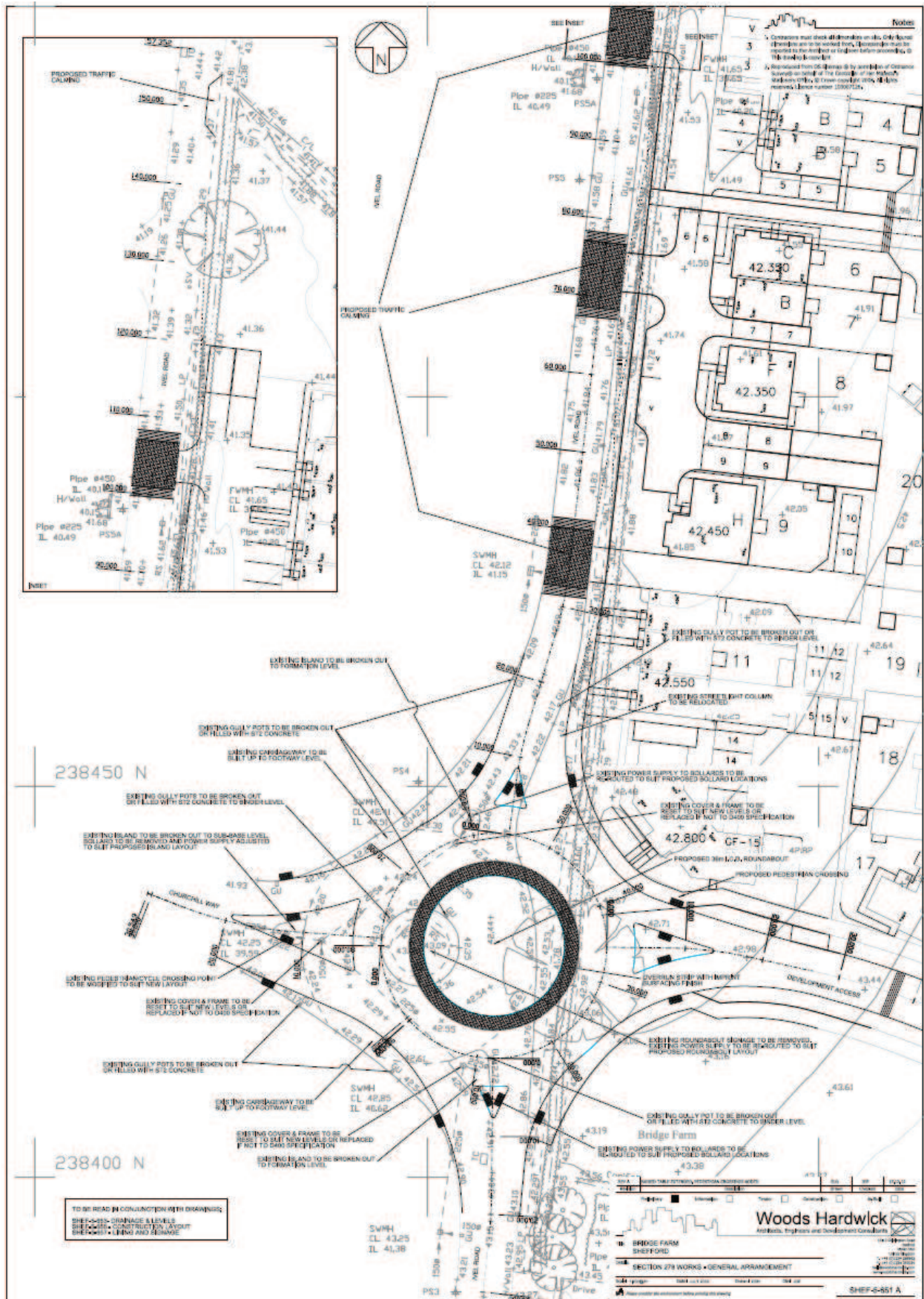
Responses and Conclusion

8. Bedfordshire Highways' response to the points above are as follows:-
- a) It is accepted that parked cars can act as an effective traffic calming measure, but most of the parking on Ivel Road takes place further north on Ivel Road. There is currently very little on-street parking on the stretch of road subject to these measures and that is not expected to change after the new homes are occupied. Hence, it is considered that the traffic calming measures are needed.
 - b) The planned traffic calming features will be constructed in accordance with all relevant Regulations and accepted standards. The raised tables should act as effective speed-reducing measures, whilst not being overly disruptive to emergency vehicles, bus services and general traffic.
 - c) There is no evidence to prove that traffic calming measures, including raised features, cause structural damage to adjacent buildings. No objections have been received from adjacent homeowners.
 - d) The spacing of the proposed measures is intended to reduce vehicle speeds to a level that will be compatible with a 20mph speed limit. The tables and build-out should ensure that the 20mph limit is largely self-enforcing.
 - e) It is now intended to provide improved pedestrian crossing facilities as described in paragraph 10. below. However, it is felt that the proposed raised tables are still required as they are more effective as a speed-reducing measure.
9. It is considered that the proposed scheme is suitable for the character of the road and will be effective in bringing speeds down to the desired 20mph. In addition, the objection was received from someone who does not live in Shefford, but appears to use Ivel Road when travelling into the town. The one objection received is from a person who lives outside the area and who clearly uses Ivel Road as a regular driving route. No objections have been received from local residents. Consequently, it is recommended that the proposed raised tables and traffic calming build-out be implemented as published.
10. A supplementary proposal is now proposed with the aim of providing further speed reducing measures and improved pedestrian facilities and is shown in Appendix D. It is proposed to lengthen the raised table to the north of the Churchill Way roundabout to enable it to become a raised zebra crossing. In addition, a further raised zebra is planned to be located to the south of the Churchill Way roundabout. This proposal has now been published and the required consultation has commenced. Works on the original traffic calming proposals is imminent, so a decision on those needs to be taken immediately.

Appendices:

- Appendix A – Drawing of Proposals
- Appendix B – Public Notice of Proposals
- Appendix C – Objection
- Appendix D – Additional highway improvements

Appendix A



Appendix B

PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED TABLES AND TRAFFIC CALMING BUILD-OUT – IVEL ROAD, SHEFFORD

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Tables and a Traffic Calming Build-out under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Ivel Road, Shefford. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users near to the new residential development.

Raised Tables at a nominal height of 75mm and approximately 10 metres long extending across the full width of the road are proposed to be sited at the following locations in Shefford:-

1. Ivel Road, at a point approximately 47 metres north of its junction with Churchill Way.
2. Ivel Road, at a point approximately 85 metres north of its junction with Churchill Way.
3. Ivel Road, at a point approximately 116 metres north of its junction with Churchill Way.

A Traffic Calming Build-out, approximately 8 metres long, extending from the footway on the eastern side of the road is proposed to be sited at the following location in Shefford:-

1. Ivel Road, at a point approximately 162 metres north of its junction with Churchill Way.

Further Details of the proposal and plans may be examined during normal opening hours at Shefford Library, High Street, Shefford SG17 5DD or online at www.centralbedfordshire.gov.uk/publicstatutorynotices. These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal.

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk stating the grounds on which they are made by 9 August 2013.

Priory House
Monks Walk
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

12 July 2013

Appendix C

Please register my objection to the traffic-calming tables and build-out proposed for Ivel Road, Shefford.

The stated reason for the proposed measures is "to reduce vehicle speeds and create a safer environment for all road users near to the new residential development". In my experience, vehicle speed is not an issue on this stretch of road because of the number of cars parked on the West side of Ivel Road, and the junction with Queen Elizabeth Drive, which Northbound vehicles often have to pass on the "wrong" side of the road.

Moreover, tables such as those planned are a real nuisance to law-abiding motorists, but do little to check the boy racers. My wife is registered disabled with a chronic back condition and has to reduce her speed to "dead slow" to negotiate them; far from calming the traffic, this often has the effect of enraging other drivers! And as the tables bring the road surface to the same level as the pavement, pedestrians tend to treat them as a crossing point. So if there are any in the vicinity as you approach, it is necessary to sound your horn to warn them that vehicles have right of way. With houses immediately adjacent to the road, another potential problem is damage to their foundations caused by repeated percussion as cars, buses and lorries hit the ramp. Even if calming is deemed to be necessary, there can be no justification for three tables in the space of 70m with a build out within a further 50m. Presumably the build-out would need to be signed with "Give Way" and "Priority" signs, but I don't see where these could go without obstructing the footpath. Also, where they were tried in Langford, there was evidence that drivers were actually speeding up to beat the oncoming traffic.

To my mind, these many negative factors taken together far outweigh any possible benefit. That said, a potential problem will arise with pedestrian traffic from the new estate needing to cross the road to get to and from both the town centre and the Tesco shop; children appearing from between parked vehicles could be a particular problem. Instead of traffic-calming tables, there may therefore be a case for a Pedestrian or Pelican crossing on either side of the roundabout, which would equally serve to slow the traffic.

Appendix D

