
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 LATP.

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

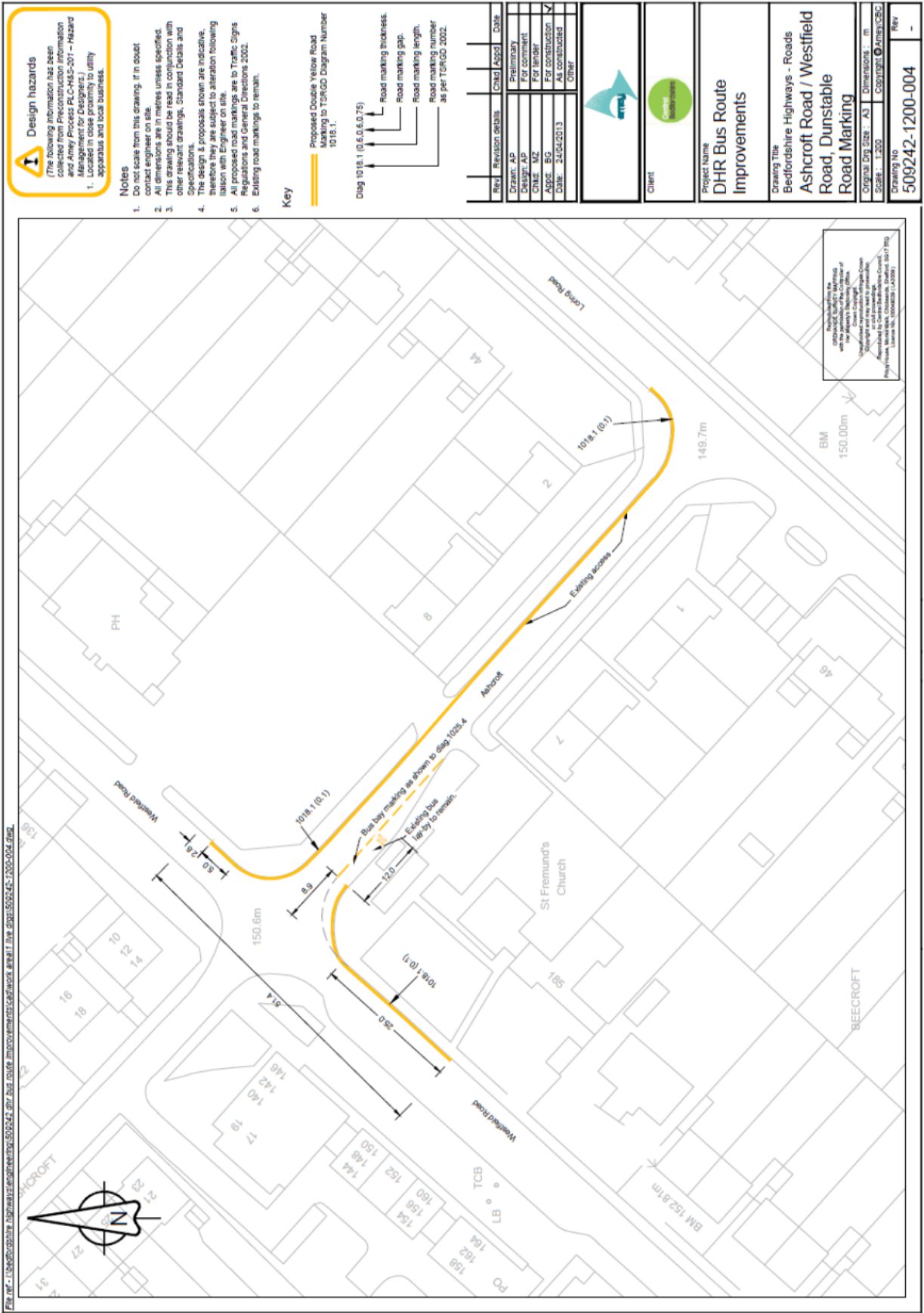


**Westfield Road/
Ashcroft**

**Southwood Road
(junctions from London
Rd to Graham Rd)**

**Southwood Road
(cul-de-sac section
& turnaround area)**

Appendix B



File ref.: 1000000010 Highway Improvement for 509242_gdr_bus route improvements/works/area 17_line_dwg-509242-1200-008.dwg

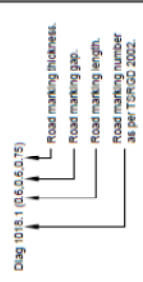


Design hazards
(The following information has been collected from Preconstruction Information and Any Process PLC-H&S-201 - Hazard Management for Designers.)
1. Located in close proximity to utility apparatus and residence properties.

- Notes**
- Do not scale from this drawing, if in doubt, contact engineer on site.
 - All dimensions are in metres unless specified.
 - This drawing should be read in conjunction with other relevant drawings, Standard Details and Specifications.
 - The design & proposals shown are indicative, therefore they are subject to alteration following liaison with Engineer on site.
 - All road markings are to Traffic Signs Regulations and General Directions 2002.
 - Existing road markings coloured grey to remain.

Key

- Proposed Double Yellow Road Marking to TSGDG Diagram Number 1018.1.



Rev	Revision details	Chgd	Issd	Date
	Drawn: AP			
	Design: AP			
	Checked: MZ			
	Approved: BG			
	Date: 24/04/2013			

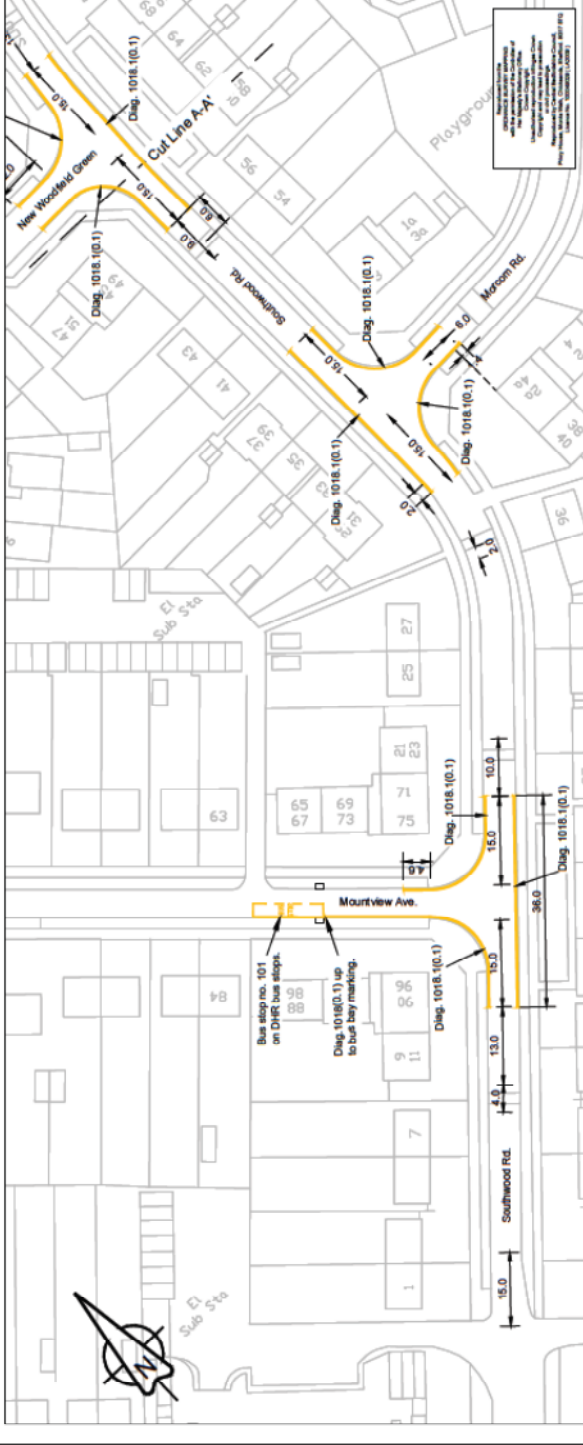


Client
Project Name
DHR Bus Route Improvements

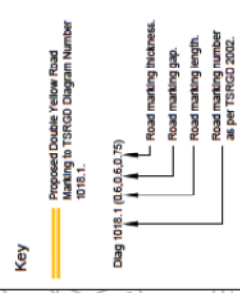
Drawing Title
**Bedfordshire Highways - Roads
Southwood Road
Cul-de-sac, Dunstable
Road Marking**

Original Dwg Size: A3	Dimensions: m
Scale: 1:150	Copyright © Anyu-CBC
Drawing No:	Rev
509242-1200-005	-

File ref.: Bedfordshire Highways Engineering\509242_07_Bus_Route_Improvements\dwg\work_area\1_Dwg_509242-1200-006.dwg



- Notes**
- Do not scale from this drawing, if in doubt contact Engineer on file.
 - All dimensions are in metres unless specified.
 - This drawing should be read in conjunction with other relevant drawings, Standard Details and Specifications.
 - This design & the proposals shown are indicative, therefore they are subject to alteration following liaison with Engineer on file.
 - Existing kerb height and levels to be maintained.



Rev	Revision Details	Crtd	Appd	Date
Drawn: AP	Preliminary			
Design: AP	For comment			
Check: MZ	For tender			
Appd: BG	For construction			
Date: 24/04/2013	As constructed			
	Other			



Client

Project Name
 DHR Bus Route Improvements

Drawing Title
 Bedfordshire Highways - Roads
 Southwood Road,
 Dunstable - Entire length
 Road Marking

Original Dwg Size: A3	Dimensions: m
Scale: 1:10	Copyright: © Auster/CSC
Drawing No	Rev
509242-1200-006	-



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 ill 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.
