
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
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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

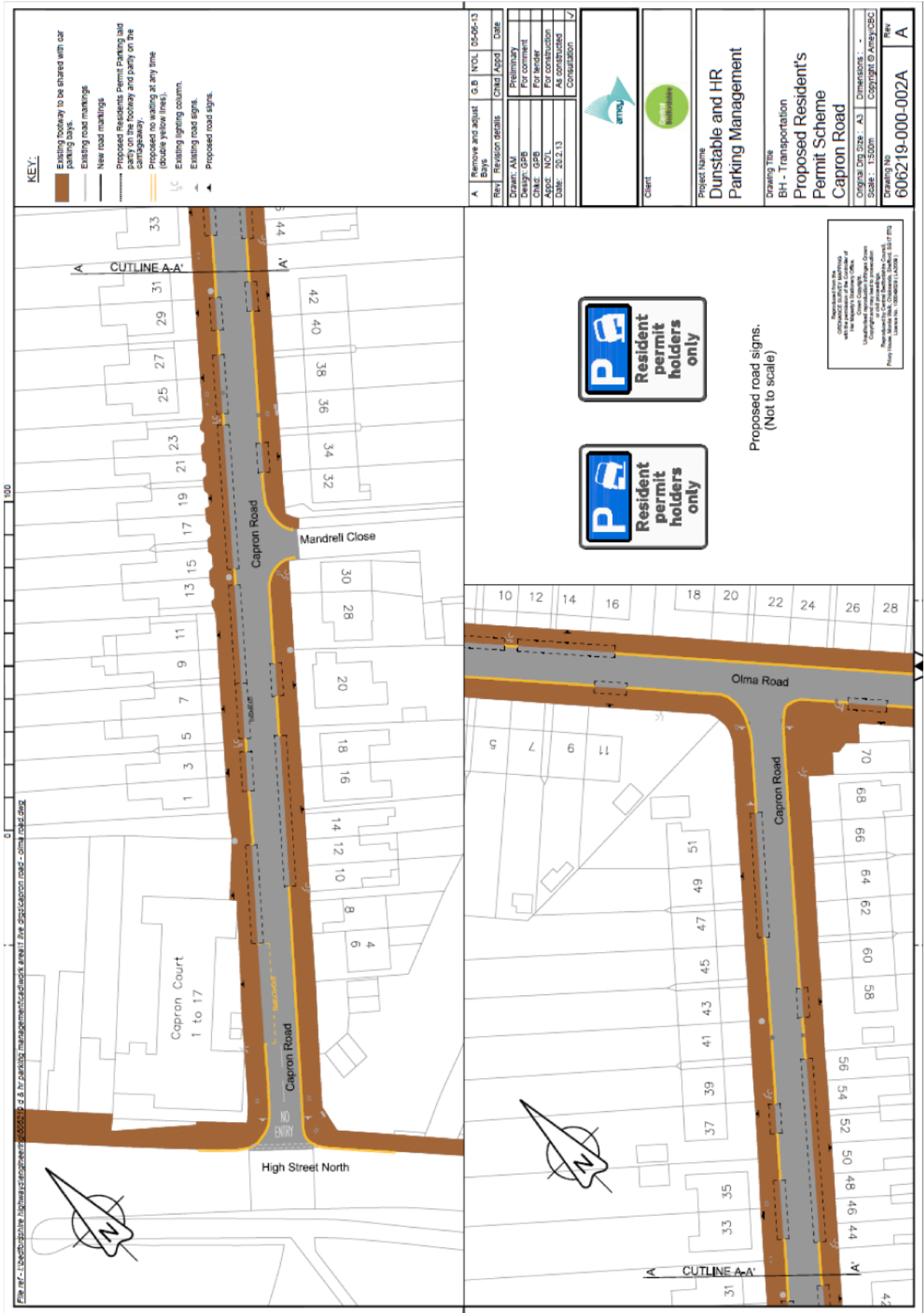
Appendix B

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





- KEY:**
- Existing roadway to be shared with car parking bays.
 - Existing road markings.
 - New road markings.
 - Proposed Residents Permit Parking laid partly on the roadway and partly on the vergeside.
 - Proposed yellow line at any time (double yellow line).
 - Existing lighting column.
 - Existing road signs.
 - Proposed road signs.

Rev	Remove and adjust	Chd	Appd	Date
A	Remove and adjust	G.B	NOL	05-06-13

Drawn: AM	Design: GPB	Checked: GPB	Approved: NOL	Date: 20.12.13
Primary	For comment	For tender	For construction	As constructed
				Consultation



Client

Project Name
**Dunstable and HR
Parking Management**

Drawing Title
**BH- Transportation
Proposed Resident's
Permit Scheme
Olma Road**

Original Drawing Size: A3
Dimensions: -
Scale: 1:500 m
Copyright: © Amey/CBC

Drawing No
606219 - 000 -001A

Rev
A



Proposed road signs.
(Not to scale)

Drawings shall be used in accordance with the conditions of the relevant contract documents. The contractor shall be responsible for ensuring that the drawings are used in accordance with the contract documents. The contractor shall be responsible for ensuring that the drawings are used in accordance with the contract documents. The contractor shall be responsible for ensuring that the drawings are used in accordance with the contract documents.

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 Details of 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 26 July 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.
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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 75 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.