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

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**Contact Officer:** Steve Hall  
[steve.hall@amey.co.uk](mailto:steve.hall@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable Watling  
**Function of:** Council

## **CORPORATE IMPLICATIONS**

### **Council Priorities:**

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

### **Financial:**

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

### **Legal:**

None as part of this report

### **Risk Management:**

None as part of this report

### **Staffing (including Trades Unions):**

None as part of this report

### **Equalities/Human Rights:**

None as part of this report

**Community Safety:**

None as part of this report

**Sustainability:**

None as part of this report

**RECOMMENDATIONS:**

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

**Background and Information**

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

7. The main points raised by those in the Langdale Road shops area were as follows:-
  - a) The proposals are “car unfriendly” and will have a negative impact on businesses.
  - b) The area to the rear of the shops is in a poor state of repair and there have been instances of vandalism to cars. It is suggested that the area should be improved, including the installation of CCTV and better lighting.
  - c) The proposed bus stand marking opposite the shops are too long and could be shortened to allow some cars to park there. They also cover long time periods, including Sundays, which is excessive.
  - d) The proposed restrictions will mean that drivers will choose to park in Appleby Gardens and/or further into Patterdale Close. Consideration needs to be given to introducing restrictions to address this.
  
8. The main points raised by those in the Hillyfields area were as follows:-
  - a) One resident of Hillyfields wants the proposals modified, so that the restrictions do not extend across their driveway to enable them to park there.
  - b) Concrete bollards should be installed at the junction of Langdale Road and Hillyfields to stop obstructive parking on the corners.
  - c) One resident does not want the restrictions to extend to the straighter part of Langdale Road to the west of Easedale Close.
  - d) The more important issue to tackle is the speed of traffic on Langdale Road and measures should be implemented to address that.
  - e) The restrictions do not need to extend so far into Hillyfields as this will stop residents parking outside their homes. If restrictions are imposed they suggest permits to exempt them from the restrictions.

## **Results and the Way Forward**

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

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

## **Appendices:**

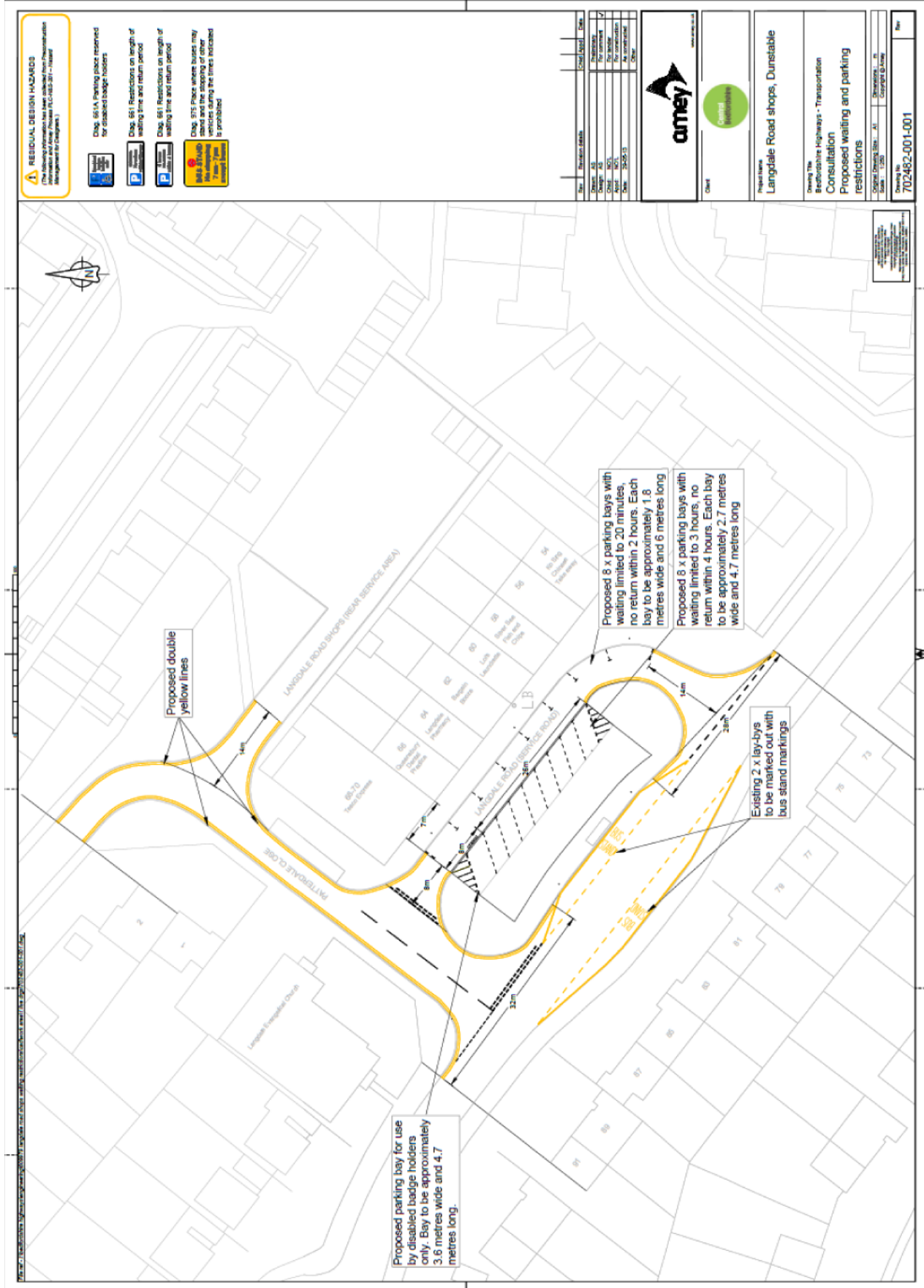
Appendix A – Drawings showing proposed parking restrictions

Appendix B – Public notice of proposals

Appendix C – Representations relating to Langdale Road shops proposals

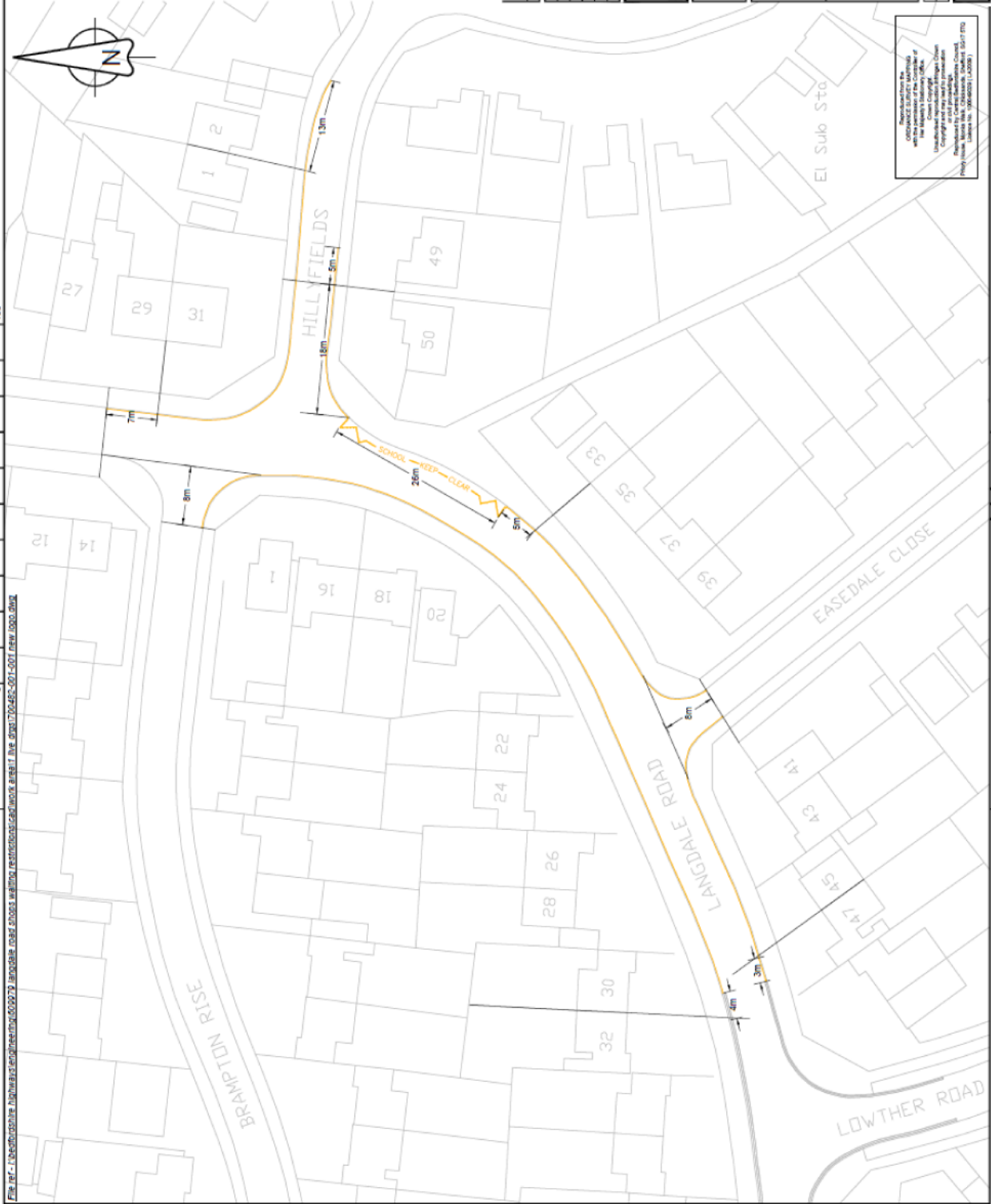
Appendix D – Representations relating to Hillyfields area proposals

# APPENDIX A



File ref.: I:\bedfordshire\_highways\engineering\600979\_langdale\_road\_school\_waiting\_restrictions\cadwork\sheet1.dwg 20/11/2013 17:02:20 I:\new\_000.dwg

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**DESIGN HAZARDS**  
 (The following information has been collected from Preconstruction Information and Army Process PLC-HS-207 - Hazard Management for Designers.)  
 1. Please enter project specific hazards here.

- Proposed no waiting (single yellow lines) Monday to Friday, 8.15am - 4.15pm
- Proposed no waiting (single yellow lines) Monday to Friday, 8.15am - 4.15pm
- Proposed no stopping on school entrance/exit. Monday to Friday, 8am - 5pm
- Proposed no waiting at any time (double yellow lines) already consulted on

Rev	Revision details	NOI	NOI Ref	NOI Date
1	As constructed	AS	19-03-13	
2	For construction	NC		
3	For tender	SH		
4	For comment	AS		
5	Preliminary	AS		

**amey**  
www.amey.co.uk

**bedfordshire**

Client

Project Name  
**Langdale Road,  
 Dunstable**

Drawing Title  
**Proposed single yellow  
 lines / school keep clear**

Drawing No  
**600979-001-004**

Original Dwg Size: A3  
 Dimensions: m  
 Scale: 1:500  
 Copyright © Amey

Rev  
**B**

Drawn by: [Name]  
 Checked by: [Name]  
 Approved by: [Name]  
 Date: [Date]



# PUBLIC NOTICE

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

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

Effect of the Order:

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

Further Details of the proposal and plans may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable Bedfordshire LU5 4HA or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://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](mailto:centralbedsconsultation@amey.co.uk) stating the grounds on which they are made by 5 August 2013.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG1917 5TQ

Marcel Coiffait  
Director of Community Services

14 July 2013



## APPENDIX C

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Additional comments .....

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

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

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

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

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

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

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

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

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

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

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## APPENDIX D

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

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

I look forward to a positive response.

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

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

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

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

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

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

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

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

Please take this opportunity to resolve this matter.

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

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

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

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

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

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

Look forward to a positive reply

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