
Meeting: Traffic Management Meeting

Date: 11 September 2013

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

Report of: Jane Moakes, Assistant Director Environmental Services

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

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

Public/Exempt: Public

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

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety and improve parking facilities.

Financial:

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

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report.

RECOMMENDATION(S):

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

- a) The proposed disabled space in Cantilupe Close, Eaton Bray be withdrawn and consideration be given to identifying an alternative location to the front/side of the applicant's home.**

Background and Information

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

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

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

7 In respect of the other locations, the following representations have been received:-

- Alfred Street, Dunstable – 1 objection
- Churchill Road, Dunstable – 1 objection
- Park Street, Dunstable – 2 objections
- Victoria Street, Dunstable – 2 objections
- Fenwick Road, Houghton Regis – 2 objections.
- Fensome Drive, Houghton Regis – 1 objection
- Church Mead, Studham – 2 objections.
- Cantilupe Close, Eaton Bray – 6 objections.

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

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

9. The main points raised by those objecting to the proposed disabled parking spaces are as follows:-

10. Alfred Street, Dunstable

The objector says that the couple who have applied for the disabled space are active and often stay away from home. Given the fact that many residents have more than one car and there is insufficient on-street parking capacity, it is unfair for them to have a disabled space that will be frequently unused. Due to its length the disabled bay will effectively take up two parking spaces.

11. Churchill Road, Dunstable

The objection is on the grounds that the applicant has a driveway that could be used for parking. On-street parking is already heavy in Churchill Way and the proposal will remove a valuable space. The objector questions how long the applicant will be living at this address.

12. Park Street, Dunstable

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

13. Victoria Street, Dunstable

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

14. Fenwick Road, Houghton Regis

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

15. Fensome Drive, Houghton Regis

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

16. Church Mead, Studham

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

17. Cantilupe Close, Eaton Bray

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

Responses and Conclusion

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

24. Victoria Street, Dunstable

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

25. Fenwick Road, Houghton Regis

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

26. Fensome Drive, Houghton Regis

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

27. Church Mead, Studham

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

28. Cantilupe Close, Eaton Bray

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

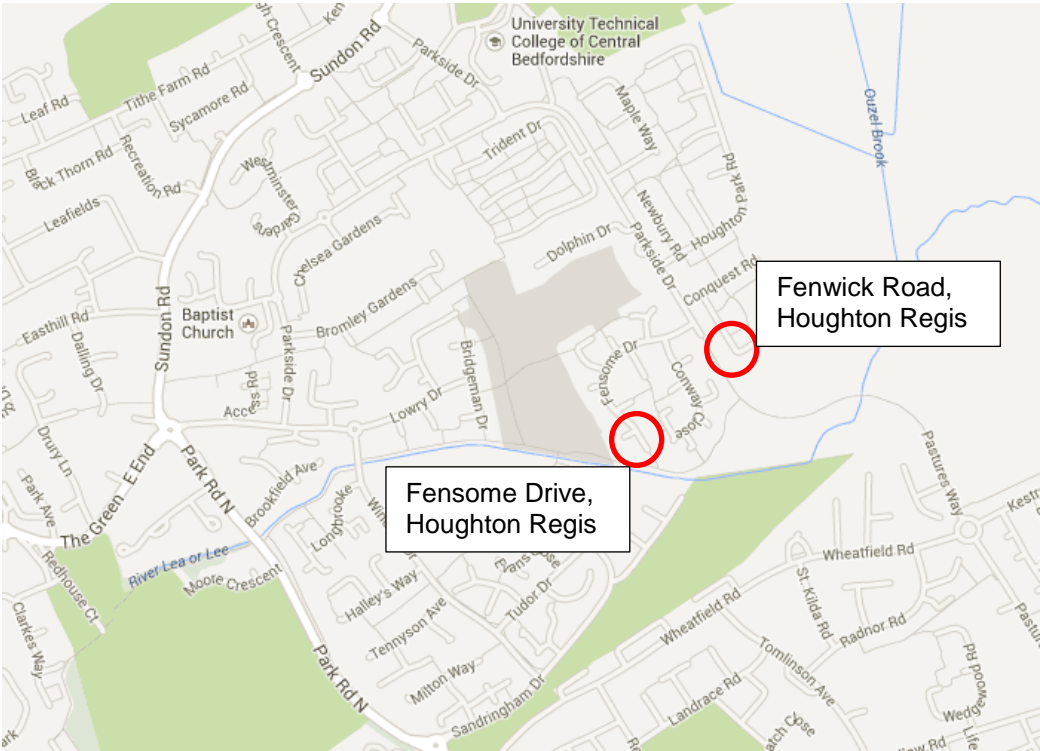
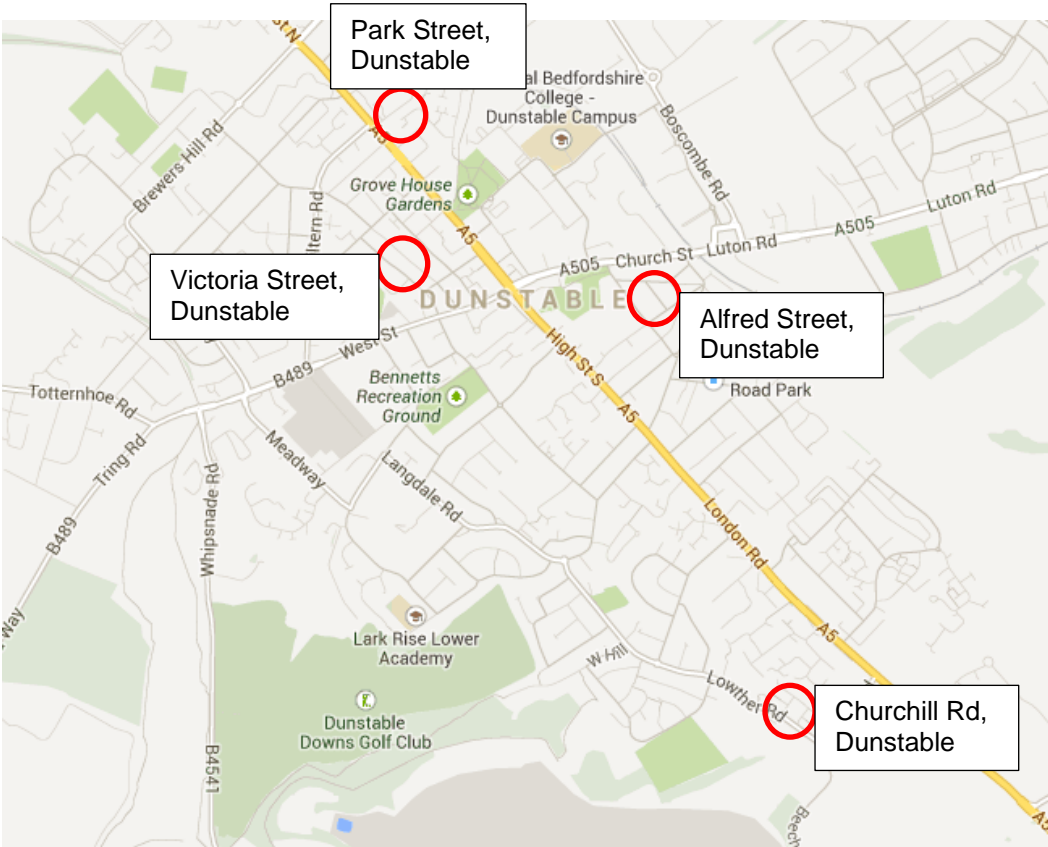
However, the applicant reportedly already uses the parking area to the front/side of his home and these spaces would seem to be a more sensible location at which to provide a disabled space. Consequently, it is recommended that the current proposal be put on hold pending consideration being given to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

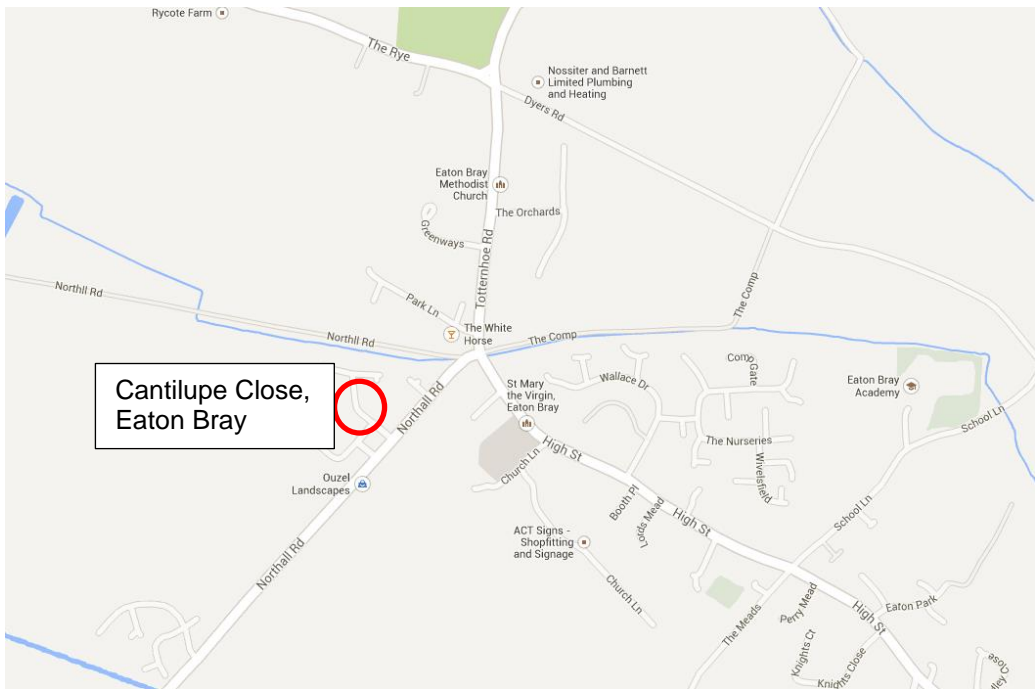
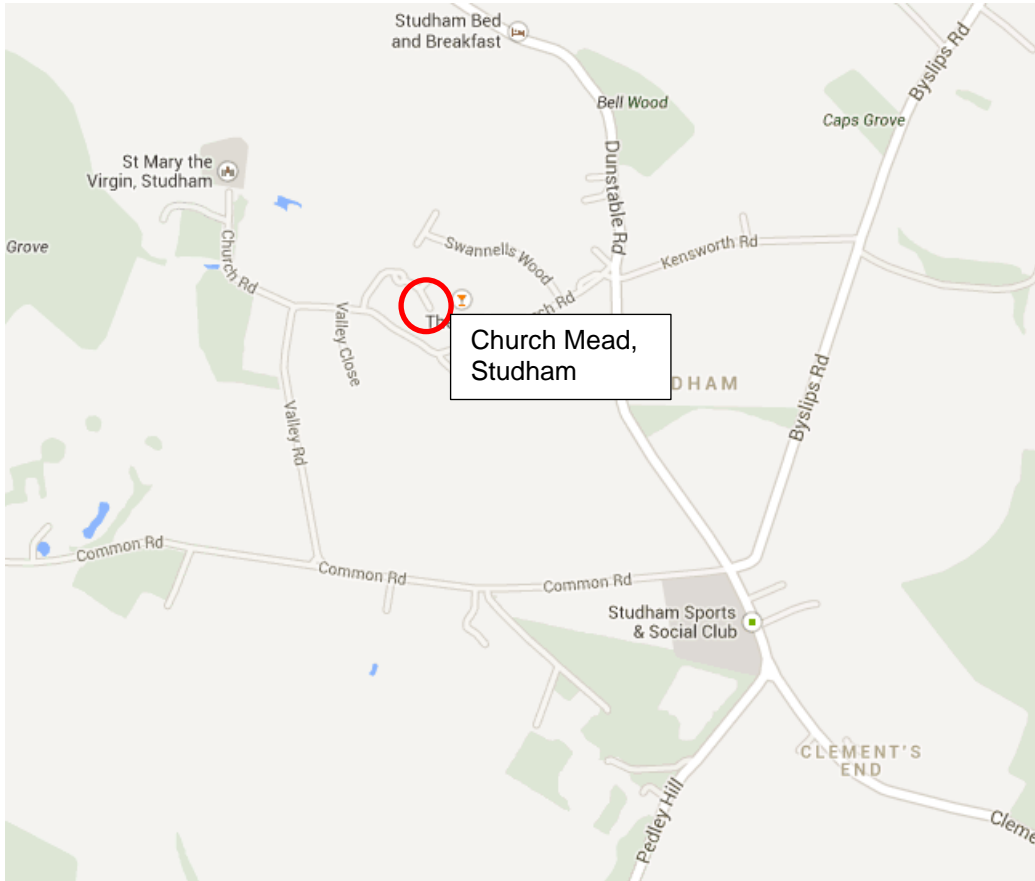


Appendices:

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

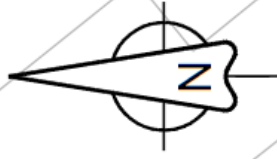
Appendix A





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PARK STREET

23

26

24

9'9"

2'4"

DISABLED



Parking space for Disabled Badge Holders only

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	Drawn: MA			Preliminary
	Design: MA			For comment
	Chkd: GPB			For tender
	Appd: NO'L			For construction
	Date: 17/06/13			As constructed
				Other



Client

Project Name
23 Park Street,
Dunstable (CRN143756)

Drawing Title
Transportation
Proposed disabled
parking bay.

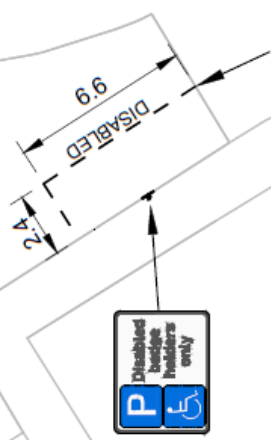
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FENWICK ROAD



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	Chkd: GPB			For tender
	Appd: NO/L			For construction
	Date: 17/06/13			As constructed
				Other



Client

Project Name
**46 Fenwick Road,
 Houghton Regis
 (CRN 150557)**

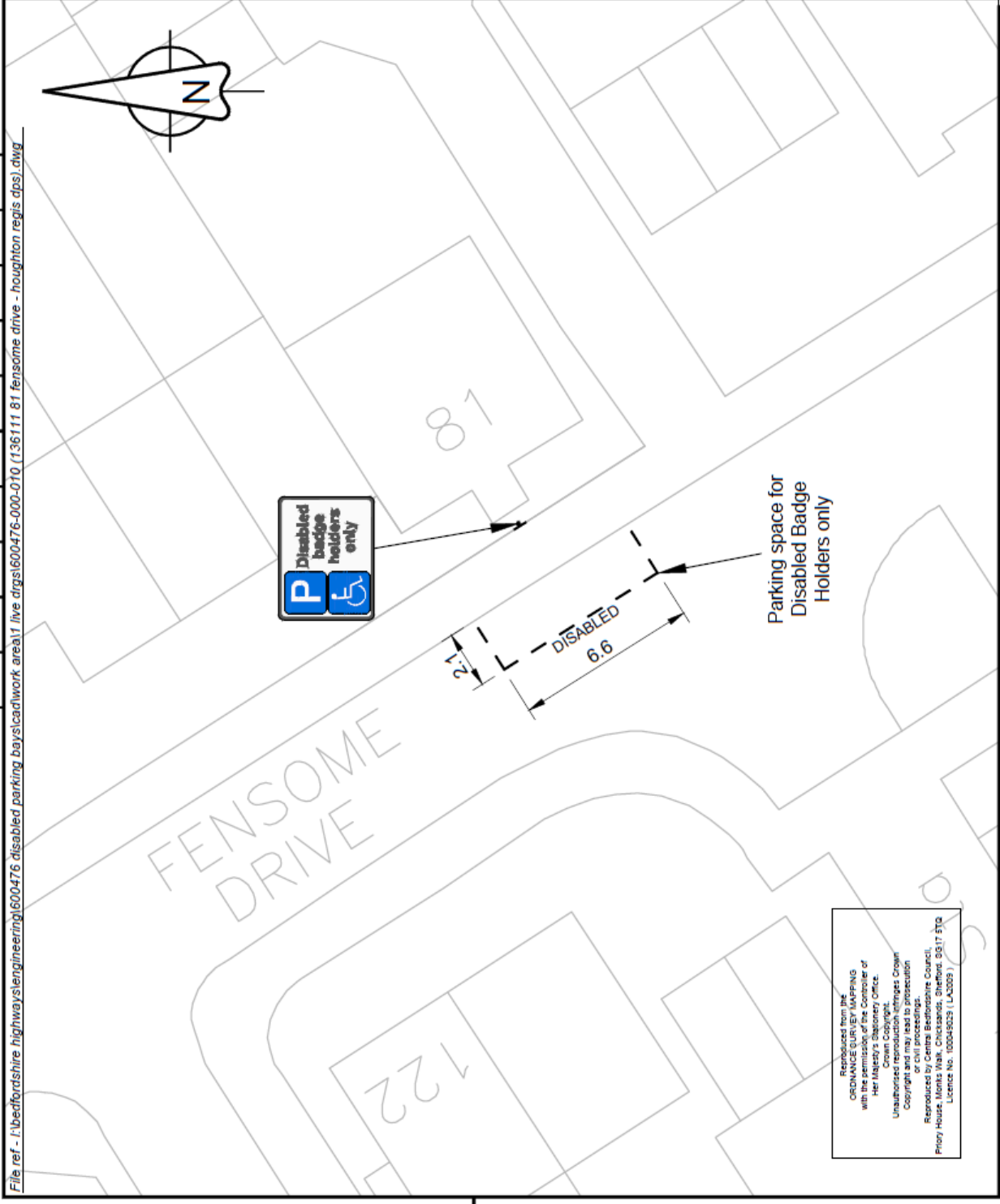
Drawing Title
**Transportation
 Proposed disabled
 parking bay.**

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	Drawn: MA			Preliminary
	Design: MA			For comment
	Chkd: GPB			For tender
	Appd: NOL			For construction
	Date: 17/06/13			As constructed
				Other
				✓

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 Client
Project Name 81 Fensome Drive, Houghton Regis (CRN 136111)
Drawing Title Transportation Proposed disabled parking bay.
Original Drg Size : A4 Scale : 1:200 Dimensions : m Copyright © Amey
Drawing No 600476-000-010
Rev -

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PUBLIC NOTICE

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

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

Effect of the Order:

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

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

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

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

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

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

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

3 July 2013



PUBLIC NOTICE

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

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

Effect of the Order:

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

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

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

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

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

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

24 July 2013

Appendix D – Objection – Alfred Street, Dunstable

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

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

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

Appendix E – Objection – Churchill Way, Dunstable

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

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

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

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

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

Appendix F – Objections – Park Street, Dunstable

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

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

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

Objection as follows-

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

Appendix G – Objections – Victoria Street, Dunstable

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

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

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

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

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

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

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

Appendix H – Objections – Fenwick Road, Houghton Regis

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

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

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

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

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

Please find below the reasons for my objection:

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

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

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

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

Appendix I – Objection – Fensome Drive, Houghton Regis

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

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

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

Appendix J – Objections – Church Mead, Studham

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

There is no purpose for this at all!

I live at No x.

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

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

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

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

Appendix K – Objections – Cantilupe Close, Eaton Bray

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Therefore we confirm that we reject to this proposal.

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

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

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

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

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

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

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

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

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

Additional comments:-

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

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

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

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

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

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

Please can you acknowledge receipt of this correspondence.

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

Our comments are:

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

Other options we suggest considering:

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