

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



please ask for Martha Clampitt
direct line 0300 300 4032
date 16 January 2014

NOTICE OF MEETING

TRAFFIC MANAGEMENT MEETING

Date & Time

Wednesday, 29 January 2014 4.00 p.m.

Venue at

**Committee Room 1, Watling House, High Street North,
Dunstable**

Richard Carr
Chief Executive

To: The Executive Member for Sustainable Communities - Services:

Cllr B J Spurr

All other Members of the Council - on request

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

AGENDA

1. **Members' Interests**

To receive from Members any declarations of interest.

Reports

Item	Subject	Page Nos.
2	A6001 London Road, Biggleswade – Consider Representation on Proposed 40mph Speed Limit Extension To consider for the implementation of an extension to the 40mph speed limit in A6001 London Road, Biggleswade following the receipt of an objection.	* 5 - 12
3	Flitwick Road, Ampthill – To Consider Objections to a Proposed Raised Zebra Crossing and associated Waiting Restrictions To consider objections to the installation of a raised zebra crossing and related parking controls in Flitwick Road, Ampthill.	* 13 - 24
4	Proposed Council-wide Verge and Footway Parking TRO – Consider Objections To consider objections to the implementation of an order to prohibition waiting and loading on verges and footways in Central Bedfordshire following the receipt of objections.	* 25 - 38
5	Faulkner's Way and St Mary's Way Area, Leighton-Linslade – Residents Permit Parking Scheme Amendments and Residents' Submissions To consider objections to the published amendments to the recently introduced residents permit parking schemes in Faulkner's Way and St Mary's Way, Beech Grove, Hawthorn Close and Cherry Tree Walk, Leighton-Linslade. A Petition from residents in the St Mary's Way area has been received and results of a locally organised consultation of Faulkner's Way residents have also been submitted.	* 39 - 74

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|---|--|---|---------|
| 6 | Petition Highlighting Parking Issues in Filland Court Sandy | * | 75 - 80 |
| | To receive a petition from residents of Filland Court, Sandy seeking a resolution of parking difficulties.. | | |
| 7 | Petition Requesting Central Bedfordshire Council to reconsider 20mph speed limits in Dunstable | * | 81 - 84 |
| | To receive a petition regarding the 20mph speed limits. | | |
| 8 | Poynters Road Dunstable – Petition Requesting Speed Reducing Measures | * | 85 - 92 |
| | To receive a petition from residents of Poynters Road seeking the implementation of speed reducing measures. | | |

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Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: A6001 London Road, Biggleswade – Consider Representation on Proposed 40mph Speed Limit Extension

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the implementation of an extension to the 40mph speed limit in A6001 London Road, Biggleswade following the receipt of an objection.

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

Public/Exempt: Public

Wards Affected: Biggleswade South

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety.

Financial:

The scheme is being funded via a section 278 agreement relating to the re-development of the retail park at the southern end of A6001 London Road.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, including pedestrians.

Sustainability:

A reduction in vehicle speeds will encourage lower vehicle emissions and encourage walking and cycling.

RECOMMENDATION(S):

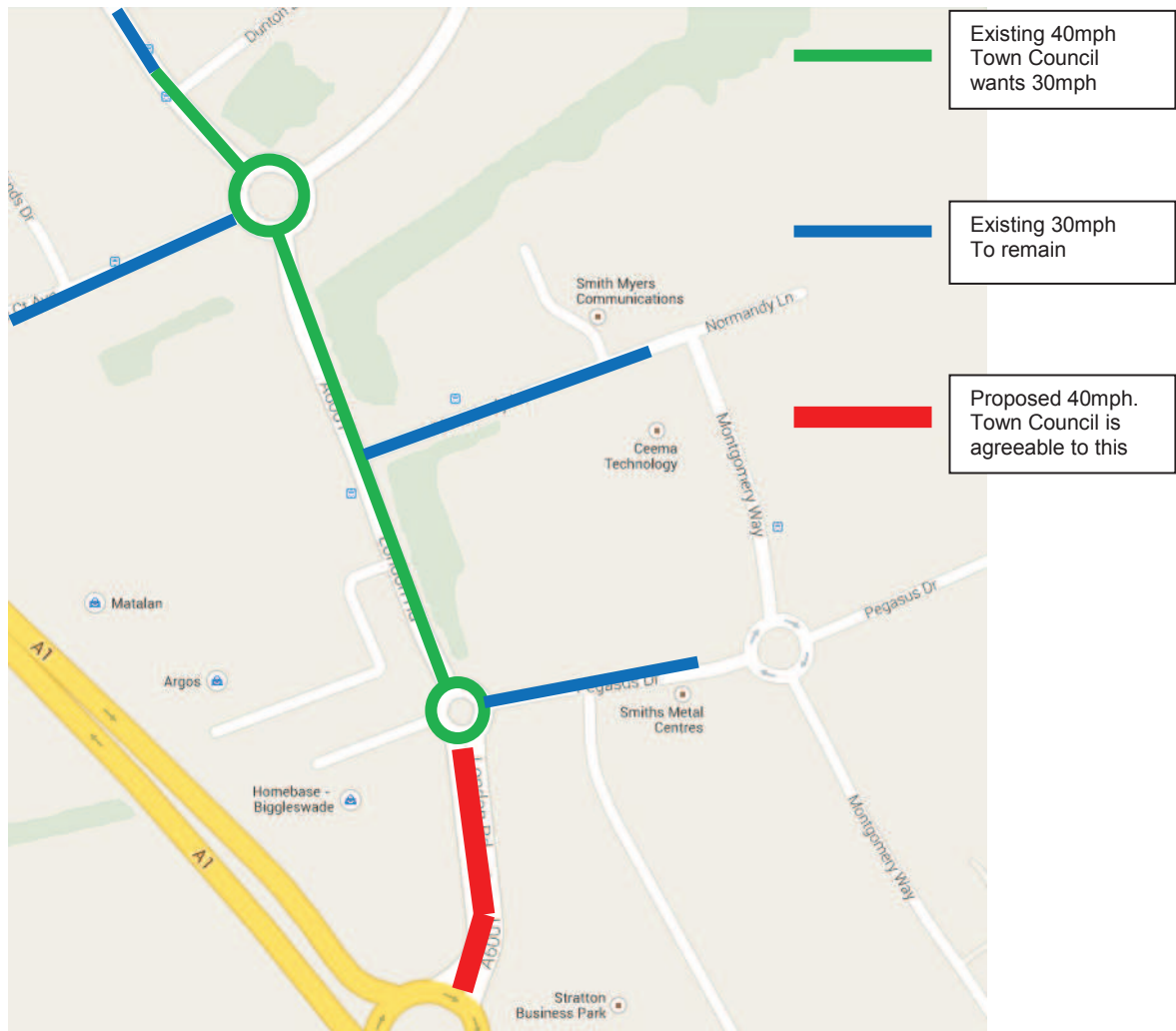
- a) That the proposals to extend the 40mph speed limit on A6001 London Road, Biggleswade be implemented as published.
- b) That the Executive Member notes Biggleswade Towns Council's request to lower the existing 40mph speed limit to 30mph.

Background and Information

1. A proposal has been published to extend the 40mph speed limit on A6001 London Road as a result of the planned re-development of the adjacent retail park and associated highway works. As part of the highway improvements it was decided that the 40mph speed limit should be extended southwards from the Pegasus Drive roundabout to the A1 trunk road roundabout. This length of road is currently subject to the national speed limit, 60mph for cars, and it was felt that a 40mph speed limit is more realistic on what is a relatively short length of road.
2. The 40mph speed limit extension proposal was formally advertised by public notice in November 2013. Consultations were carried out with the emergency services and other statutory bodies, Biggleswade Town Council and Ward Members.
3. A representation was received from Biggleswade Town Council. Whilst not objecting to the proposed 40mph speed limit extension, they have asked for a 30mph speed limit to be introduced from Holme Court Avenue to Pegasus Drive.
4. Bedfordshire Police do not object to the published proposal.

Responses and Conclusion

5. The thicker red line shown on the plan overleaf indicates the proposed 40mph speed limit extension. At the present time the 40mph speed limit on A6001 London Road extends from just north of Dunton Lane southwards to immediately south of Pegasus Drive and is shown in green on the plan overleaf. This is the length of road that the Town Council has asked to be lowered to 30mph. The lengths marked blue are 30mph at present and there are no proposals or requests to change them.



- The highway improvements shown in Appendix D include the dualing of that length of A6001 London Road from Holme Court Avenue to Pegasus Drive, which are currently single carriageway. It is felt that a 40mph speed limit would be more appropriate for those lengths of road. A 30mph speed limit on what would be a wide dual carriageway would be poorly understood by drivers and compliance is likely to be poor.

In addition, there are no residential properties on this length of road to justify a 30mph speed limit. Pedestrian and cycle movements would be catered for by the provision of new toucan crossings, so there would be very little uncontrolled conflict between vehicular traffic and vulnerable road users.

If the Town Council's request was implemented, the remaining 40mph speed limit from Pegasus Drive to the A1 would be approximately 180 metres in length, which would be too short to be enforceable by the police and would be of limited value as a standalone speed limit.

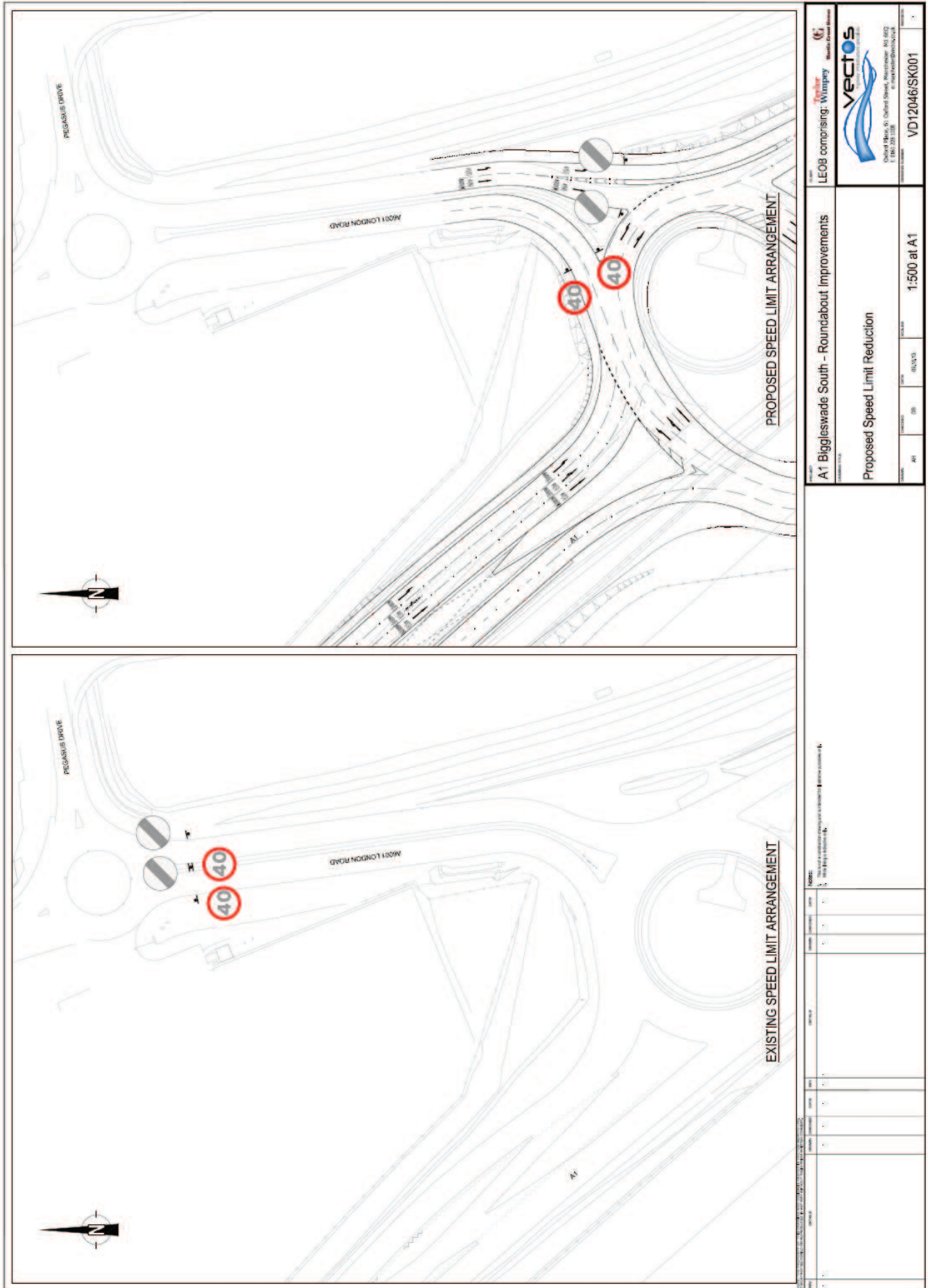
- It is considered that the retention of the existing 40mph speed limit together with the proposed extension is appropriate for the width, use and character of the road, so it is recommended that the proposal be implemented as published.

8. The developer has commenced work on the highway improvements and a temporary 40mph speed limit is in force. If approved, it is anticipated that the permanent 40mph speed limit will be implemented immediately.

Appendices:

- Appendix A – Drawing of Proposed 40mph Speed Limit
- Appendix B – Public Notice of Proposals
- Appendix C – Objection
- Appendix D – Proposed Highway Improvements

Appendix A



Appendix B

PUBLIC NOTICE



Central
Bedfordshire

**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO EXTEND THE
40MPH SPEED LIMIT ON A6001 LONDON ROAD, BIGGLESWADE**

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road or for preventing the likelihood of any such danger arising and for preserving or improving the amenities of the area through which the road runs. The proposal is related to a new retail development and associated highway improvements.

Effect of the Order:

To extend the 40mph Speed Limit on the following length of road in Biggleswade:-

A6001 London Road, from a point approximately 35 metres south of its junction with Pegasus Drive extending in a southerly direction to its junction with A1 London Road.

Further Details may be examined during normal opening hours at Biggleswade Library, Chestnut Avenue, Biggleswade SG19 0LL 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 3 December 2013.

Order Title If made will be "Central Bedfordshire Council (40mph Speed Limit) (A6001 London Road, Biggleswade) Order 2013"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

8 November 2013

Appendix C

At a meeting of the Town Council 12.11.13 the Town Council considered the above.
The Town Council **RESOLVED** that a speed limit of 30mph is introduced from Holme Court Avenue to Pegasus Drive and a speed limit of 40mph from Pegasus Drive to the A1.

I hope that you will consider the Town Councils resolution.

Kind regards
Town Clerk

Appendix D



Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: Flitwick Road, Ampthill – To Consider Objections to a Proposed Raised Zebra Crossing and associated Waiting Restrictions
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: This further report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of a raised zebra crossing and related parking controls in Flitwick Road, Ampthill.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Ampthill
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve pedestrian facilities in the vicinity of the school.

Financial:

The overall cost of the scheme will be approximately £40,000.

The budget for this comes from a Section 106 contribution of £36,000 (Land West of Ampthill (05/00275/OUT)) and the balance of £4,000 from the Ampthill and Flitwick Local Area Transport Plan budget.

Legal:

A Section 106 contribution was originally secured from Bellway Homes Ltd and JS Bloor Ltd for a Puffin crossing on Flitwick Road. This was formally changed to allow the funding to be used to deliver a raised zebra crossing instead through correspondence between the CBC legal team and both developers.

Risk Management:

Should the zebra crossing not be delivered the developers would be entitled to a refund of the amount contributed towards this scheme. This would potentially include money which we have already spent on design and consultation which would then leave us with a budgetary liability.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, but in particular pedestrians on route to/from Redborne Upper School.

Sustainability:

The proposal will support and encourage walking and cycling in line with approved CBC policy.

RECOMMENDATION(S):

That the proposals to install a Raised Zebra Crossing and related Parking Controls be implemented as published.

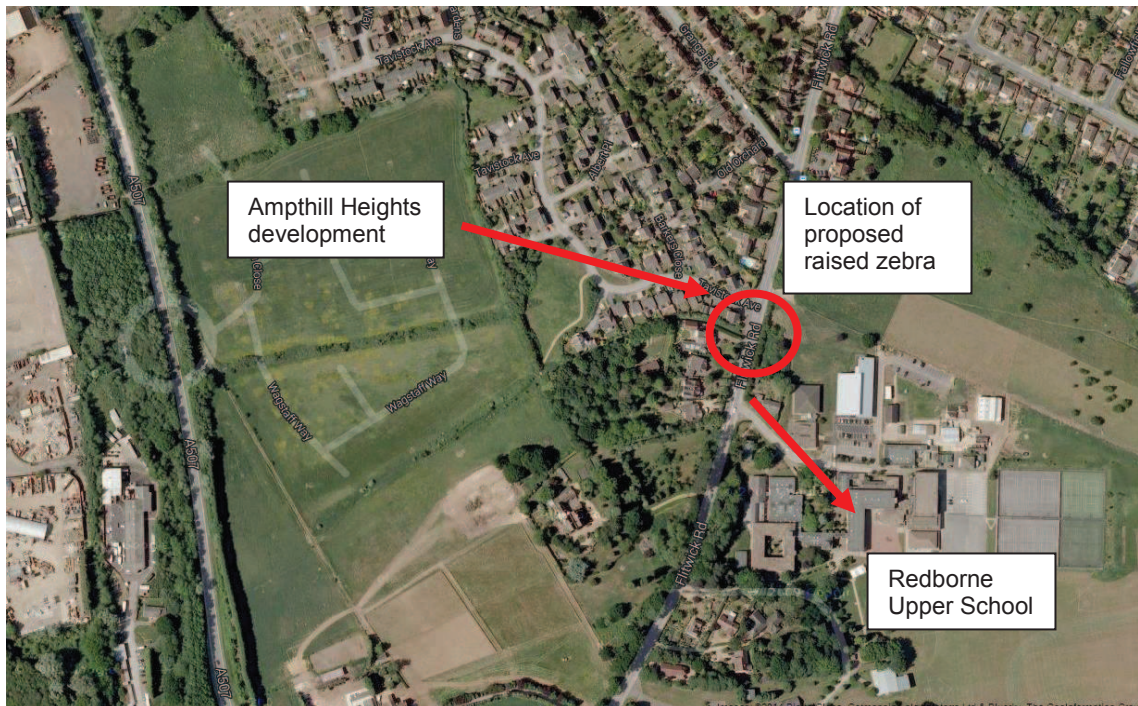
CBC Transport and Planning Policy

1. This scheme had been developed in line and in accord with Central Bedfordshire Council policies and priorities as outlined in:-
 1. Local Transport Plan 2011 – 2026 (*Adopted April 1st, 2011*)
 - a. Appendix E Walking Strategy
 - b. Appendix F Cycling Strategy
 - c. Appendix C Sustainable Modes of Travel to Schools and Colleges Strategy
 2. Ampthill and Flitwick Local Area Transport Plan (*Adopted April 1st, 2012*)
 3. Mitigation Measures for Land West of Ampthill (*05/00275/OUT*)

All of these documents were fully consulted upon as part of their development process. All of these documents and the policies within them were formally adopted by CBC.

Background and Information

2. The raised zebra crossing proposal forms an essential part of the S106 legal agreement to ensure the viability of the 210 dwelling development at Ampthill Heights and forms part the planning obligations for trips to/from the development.
3. The crossing facility has been developed to address road safety concerns for a potentially large number of pupils crossing Flitwick Road. This proposal has been developed to alleviate pedestrian congestion in the area that may occur whilst waiting for a safe gap in through traffic in order to cross the road.
4. The crossing location has been developed on the desire line of pedestrians on route to the Land West of Ampthill development (Ampthill Heights) to the north pedestrian entrance to Redborne Upper School as shown overleaf.



5. Redborne Upper School and Community College generate a significant amount of pedestrian activity and is the single largest trip attractor in Ampthill. Currently there are:

- 1,472 pupils currently on roll (435 in 6th form). This number is expected to increase to 1,649 pupils in the near future.
- 765 pupils arrive and depart by foot each day (*May 2013*)
- 28 pupils cycle to school each day (*March 2013*)
- 195 staff (*March 2013*)

Redborne has a comprehensive travel plan (*a condition of planning approval CB/12/02186FULL – single storey extension to the design and technology block*) which seeks to encourage an increase in walking and cycling to the school. This infrastructure is fundamental to them delivering on this.

6. The purpose of the scheme intends to deliver the following improvements in the vicinity of Redborne Upper School:

- a) Provision of a raised zebra crossing facility in the vicinity of the northern school access/Tavistock Avenue (in accordance with the Section 106 agreement for the Land West of Ampthill development);
- b) Drainage improvements at the Tavistock Avenue/Flitwick Road junction.

7. The proposal was originally advertised by public notice in June 2013. Consultations were carried out with the emergency services and other statutory bodies, Ampthill Town Council relevant Elected Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.

8. At this time there was one objection received to the proposals. This was reported to the Traffic Management Meeting on 24 July 2013 for consideration. The decision at that meeting was that the proposals for a raised zebra crossing and related parking controls not be implemented and that the crossing be relocated to a more appropriate location.
9. An alternative location for the crossing was identified and the revised proposals were published in November 2013 and the required consultations were undertaken.
10. One objection and a further four representations have been received. Copies of the correspondence are included in Appendix D. The main points raised are summarised below:-
 - a) The revised location for the zebra crossing is immediately outside a residential property resulting in significant visual intrusion and noise/fumes associated with vehicles starting and stopping. A location further south would be better because the properties there are set back further from the road behind hedges and walls. The revised location is close to a junction, which will result in more vehicular conflict and congestion. A further suggestion is that the crossing should be re-located north of Tavistock Avenue.
 - b) Concerns about the choice of a raised zebra on this road and suggestions that a signalised crossing would be more appropriate.
 - c) Additional road humps should be installed to lower vehicle speeds near to the proposed zebra crossing.
 - d) The proposed parking restrictions in Flitwick Road will force more vehicles to park in Tavistock Avenue. The restrictions should extend further into Tavistock Avenue to counter this.
 - e) The zig-zag markings should be shortened to allow essential stopping outside residential premises, but could be replaced by a single yellow line.
11. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

Responses and Conclusion

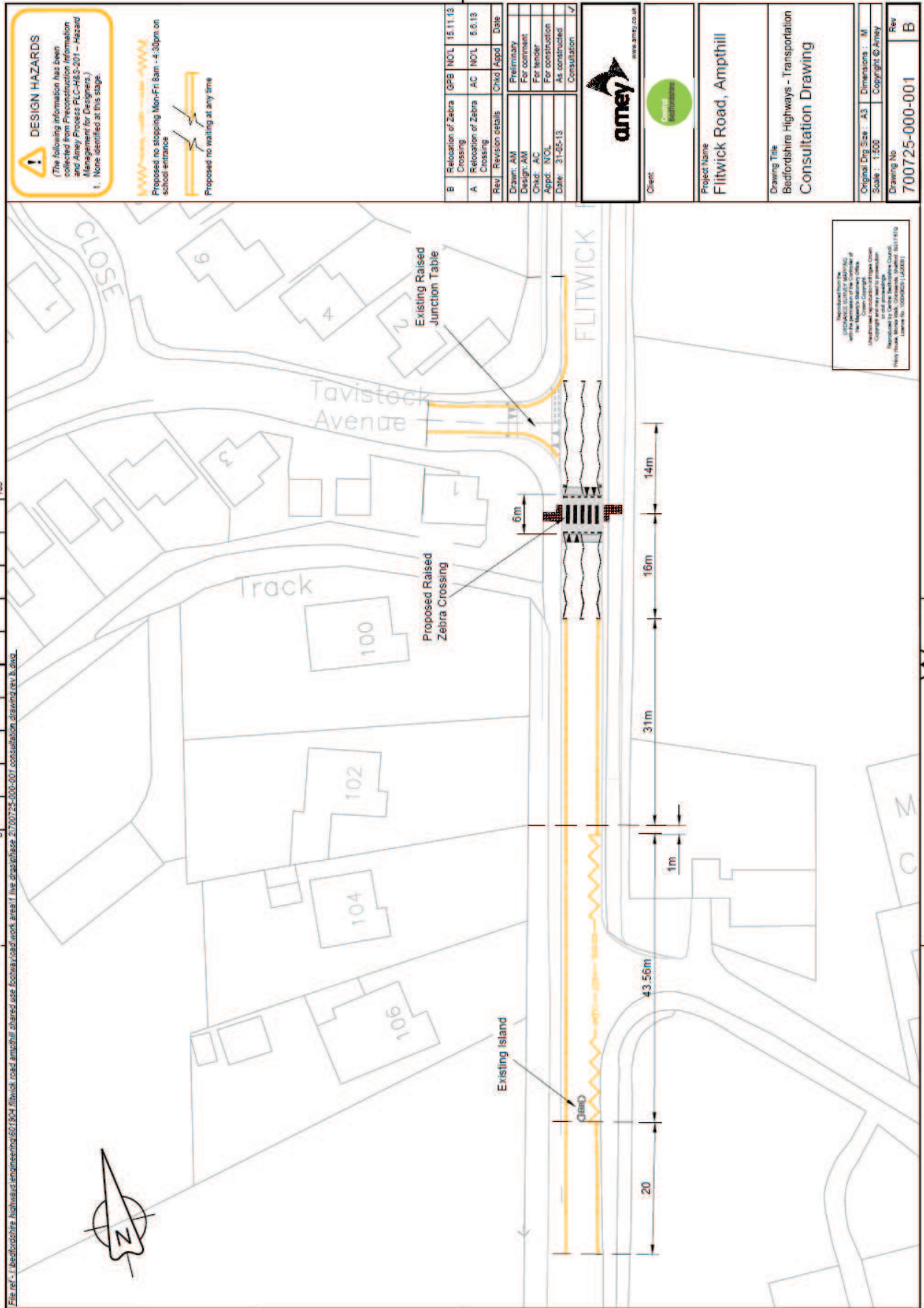
12. The Highways Team response to the points raised above are as follows:-
 - a) Various options for an alternative location for the crossing have been considered following a number of site visits and making observations as to pedestrian movement and desire lines. The crossing has been developed on the desire line from the Land West of Ampthill development (Ampthill Heights) to the pedestrian entrance to Redborne School. Should the crossing be moved to an alternative location it is likely that it would not be widely used and hence provide much poorer value for money. In addition, an alternative location may cause local residents further issues as increased pedestrian congestion whilst waiting for a gap in traffic would restrict access to and from their properties.

- b) When developing controlled road crossings it is the preference of CBC to implement raised zebra crossings wherever possible. They give more control to pedestrians and the raised feature reduces vehicle speeds with obvious road safety benefits. Signalised crossings are not generally installed on raised platforms. Signalised crossings are significantly more expensive and there would be insufficient budget available for this.
 - c) The funding is available for improved pedestrian facilities, not for wider traffic calming works. It is felt that the raised zebra crossing will operate safely in isolation without the need for additional raised features.
 - d) The proposed parking restrictions have been designed to keep the area of Flitwick Road outside the school clear of parked cars and they have been extended into Tavistock Avenue to keep the junction clear. There is little justification on road safety grounds for extending the yellow lines into Tavistock Avenue.
 - e) The zig-zag markings have already been shortened on this approach to the crossing and a further reduction would not be acceptable on road safety grounds. It is critical that the area on the immediate approach to the zebra crossing remains clear at all times as a parked vehicle could mask a pedestrian waiting to cross. Hence, any shortening of the zig-zag markings cannot be recommended. Vehicles would be permitted to wait on the proposed double yellow lines for the purposes of loading/unloading.
13. In summary, there is a clear need for a formal crossing of Flitwick Road in this area and the proposed location has been identified as the most suitable when considering all relevant factors. Consequently, it is recommended that the proposed raised zebra crossing and related parking controls be implemented as published.
14. If approved, it is anticipated that the works will be undertaken in the current financial year.

Appendices:

- Appendix A – Drawing of Proposed Raised Zebra Crossing and Waiting Restrictions
- Appendix B – Public Notice for Proposed Raised Zebra Crossing
- Appendix C – Public Notice for Proposed No Waiting and No Stopping
- Appendix D – Representations
- Appendix E – Drawing of Original Raised Zebra Crossing and Waiting Restrictions

Appendix A



DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and Arney Process FLC-HIS-2017 - Hazard Management for Designers.)
1. None identified at this stage.

Proposed no stopping Mon-Fri 8am - 4:30pm on school entrance
Proposed no waiting at any time

Rev	Revision details	Chkd	Appd	Date
B	Relocation of Zebra Crossing	GPS	NOL	15.11.13
A	Relocation of Zebra Crossing	AC	NOL	6.6.13
Rev	Revision details	Chkd	Appd	Date
Design	AM			Preliminary
Check	AC			For comment
Appd	NOL			For tender
Date	31-05-13			For construction
				As constructed
				Consultation

omey
www.omey.co.uk

Client: **Central Bedfordshire**

Project Name: **Flitwick Road, Ampthill**

Drawing Title: **Bedfordshire Highways - Transportation Consultation Drawing**

Original Dwg Size: A3 | Dimensions: M
Scale: 1:500 | Copyright © Arney

Drawing No: **700725-000-001** | Rev: **B**

Notwithstanding to whom this drawing is issued, the user of this drawing shall be responsible for its use and for any errors or omissions. The user shall indemnify and hold harmless the author of this drawing from and against all claims, damages, losses and expenses, including reasonable legal costs, which may be incurred by the author of this drawing as a result of the use of this drawing.

Wiley House, Millers Walk, Churchfields, Luton, LU1 3EJ
Phone: 01582 561111 | Fax: 01582 561112

Appendix B

PUBLIC NOTICE



Please note that this notice supersedes the one that was published on 13th June 2013

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSING – FLITWICK ROAD, AMPHILL

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish a pedestrian crossing, including their associated zig-zag markings, in Flitwick Road, Ampthill. These works are part of a wider initiative to improve pedestrian and cycling facilities on routes to and from Redborne Upper School.

A Zebra Crossing is proposed to be sited at the following location in Ampthill:-

Flitwick Road at a point approximately 14 metres south of its junction with Tavistock Avenue.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED CROSSING – FLITWICK ROAD, AMPHILL

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct a Raised Crossing under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Flitwick Road, Ampthill. These works are part of a wider initiative to improve pedestrian and cycling facilities on routes to and from Redborne Upper School. In addition, the proposed raised table is designed to reduce vehicle speeds and create a safer environment for all road users.

A Raised Zebra Crossing at a nominal height of 75mm and approximately 8 metres long, including ramps, is proposed to be sited at the following location in Ampthill:-

Flitwick Road, at a point approximately 14 metres south of its junction with Tavistock Avenue.

Further Details a drawing may be examined during normal opening hours at Ampthill Library, 1 Dunstable Street, Ampthill MK45 2NL 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 20 December 2013.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 November 2013

PUBLIC NOTICE



Please note that this notice supersedes the one that was published on 13th June 2013

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS ON FLITWICK ROAD, AMPHILL

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road and for facilitating the passage of traffic on the road. The restrictions are intended to keep lengths of Flitwick Road and the Tavistock Avenue junction clear of parked vehicles and are being considered as part of a zebra crossing scheme. These proposals are part of a wider initiative to improve walking and cycling facilities, particularly for those travelling to and from school.

Effect of the Order:

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

1. Flitwick Road, west side, from a point in line with the boundary of no.84 Flitwick Road and no.2 Tavistock Avenue extending in a southerly direction to a point approximately 65 metres south of the boundary of nos.102 and 104 Flitwick Road.
2. Flitwick Road, east side, from a point approximately 1 metre south of the boundary of nos.102 and 104 Flitwick Road extending in a northerly direction for a distance of approximately 32 metres.
3. Flitwick Road, east side, from a point approximately 45 metres south of the boundary of nos.102 and 104 Flitwick Road extending in a southerly direction for a distance of approximately 20 metres.
4. Tavistock Avenue, both sides, from its junction with Flitwick Road extending in a westerly direction to the rear wall of no.1 Tavistock Avenue.

To introduce No Stopping Monday to Friday between 8.00am and 4.30pm on School Entrance Markings on the following lengths of road in Ampthill:-

1. Flitwick Road, east side, from a point approximately 1 metre south of the boundary of nos.102 and 104 Flitwick Road extending in a southerly direction for a distance of approximately 44 metres.

Further Details of the proposal and a plan may be examined during normal opening hours at Ampthill Library, 1 Dunstable Street, Ampthill MK45 2NL 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 20 December 2013.

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

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 November 2013

Appendix D

On behalf of:
Mrs X Xxxxxx
x Tavistock Avenue
Amphill
MK45 2RN

5 December 2013

TO WHOM IT MAY CONCERN – proposed raised zebra crossing, Flitwick Road, Amphill

Ref: GPB/56093/601904/3.12

Dear Sir or Madam

I am writing on behalf of my mother who lives at the above address, and who received a notification last week that the location for the above crossing has been revised and is now scheduled to be located 14 metres south of the junction with Tavistock Avenue. Consequently, we write to object on a number of grounds.

The new position for the crossing is now directly in front of x Tavistock Avenue. Mrs Xxx Xxxxxx is an elderly lady who lives on her own and with limited mobility spends most of her time indoors. A raised crossing in this location would result in a significant visual intrusion directly into her living space, in particular as the sitting room is at the front of the house and looks out to Flitwick Road.

We would like it noted that x Tavistock Avenue is the only property along that particular stretch of road which effectively fronts up to the pavement; the other properties to the south – no's 102, 104 and 106 - are all well set back from the road and with either hedged, walled or gated boundaries and where any such crossing would cause significantly less visual intrusion.

Clearly there will also be additional traffic noise and fumes with the continual stopping and starting of vehicles at this location, both of which will cause further intrusion for Mrs Bartlett.

The proposed location would also cause a potentially dangerous traffic situation should vehicles attempt to turn right turn onto Flitwick Road out of Tavistock Avenue while traffic is queuing at the new crossing. There is no doubt it will cause further delays for cars trying to exit Tavistock Avenue at what is an already busy junction, which would become particularly congested at peak times.

I would like to propose that the council consider locating the crossing further south where the properties on Flitwick Road are situated further back from the pavement and therefore would not suffer any intrusion either from the crossing itself or the additional traffic, and where a crossing would not be an impediment to any junctions.

Indeed as the council will be aware, there is already an existing island in place; this island is not close to any domestic properties and is a safe distance away from the Tavistock Avenue junction. Traffic travelling in either direction on Flitwick Road would have good sight of it and plenty of time to react if pedestrians are waiting to cross the road.

I trust the council will take due notice and consideration of the objections outlined in the above when making their final decision.

Dear Sirs

Re: Proposed works to Flitwick Road and Tavistock Avenue, Ampthill

We are residents of Tavistock Avenue and would be very happy to see these works proceed.

At present, vehicles are reaching dangerously high speeds in Flitwick Road. There is one camera near Grange Road, for traffic heading south, and as soon as traffic has passed this point, the speeds instantly increase! There is no camera in the opposite direction to deter any speeding.

We feel that there should also be some extra "speed bumps" installed just before and after the proposed zebra crossing. As the crossing would be used by children walking to Redborne School, this would force the traffic to slow down on approach to the crossing, in the event of a child stepping out before a vehicle had stopped to let them across.

Another issue is the parking in Tavistock Avenue at school drop off and pick up times. The proposed no waiting should, in our opinion, be extended further up the road. Tavistock Avenue is becoming gridlocked in the afternoon with parents collecting their children.

I hope you will be able to take these points into consideration.

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

28th November 2013-11-28

In reply to the Public Notice referring to proposed Pedestrian Crossing Flitwick Road Ampthill, I have lived in Tavistock Avenue for over 20 years and know this section of road very well. I have no objection to the parking restrictions if there is an alternative. Tavistock Avenue is already a drop off and pick up road. For a short time in the morning it is used as a turn round area and in the afternoons around 3 pm cars are queued as far as I can see and keep moving up as their pick up arrives. Congestion is annoying and parcel lorries frequently have to use the pavement. This will only get worse as restrictions are put on Flitwick Road

Regarding a raised crossing, I am surprised this was even thought of on a main road. It will be a crossing that will mostly only be used at school opening and closing and should be controlled by traffic lights as is the crossing adjacent to the One O One Garage. There is already a speed camera and a roundabout to slow the traffic and as this road is used by emergency vehicles will cause maybe dangerous effect to patients in an ambulance. I have personal experience of riding in an ambulance even over mini roundabouts and as a motorist I find them most annoying and useless.

To sum up I think that restricting the parking on Flitwick Road will only move it somewhere else or like other schools will be ignored unless patrolled by a warden twice a day every school day. I believe there would be ample space for a pick up area in the school grounds. A traffic light controlled crossing and not raised one would be preferred.

Lastly there is an island shown on your plan. It used to be in the centre of the road and a haven when crossing. Since the recent widening of the pavement it is no longer in the centre and is a danger when you now come across it head on going south and it is an accident waiting to happen.

I know I am probably wasting my time but I do believe a raised crossing on a main road is ridiculous and probably only planned to save lowering the kerb as has already been done at the entrance to Tavistock Avenue.

AMEY

15526

Thank very much for your considerate attitude to the above over the last few months. However we have been informed by Councillor Blair that the zig zag lines our side of the road would not be over the mouth of our drive, but they are, approx 2.5m in front of it according to measurements. Could they be moved further North? Single yellow would be fine.

The single yellow lines could still be there to stop dangerous parking, and deliveries to all houses in the vicinity would not be impeded by over enthusiastic camera cars that quite frankly are a pain.

We fully appreciate the delay that our objections have caused but living opposite this ever expanding school and very busy road can sometimes be very difficult, therefore we want the best results for everyone, thanks again for all your help.

Thank you for your letter of 25 November.

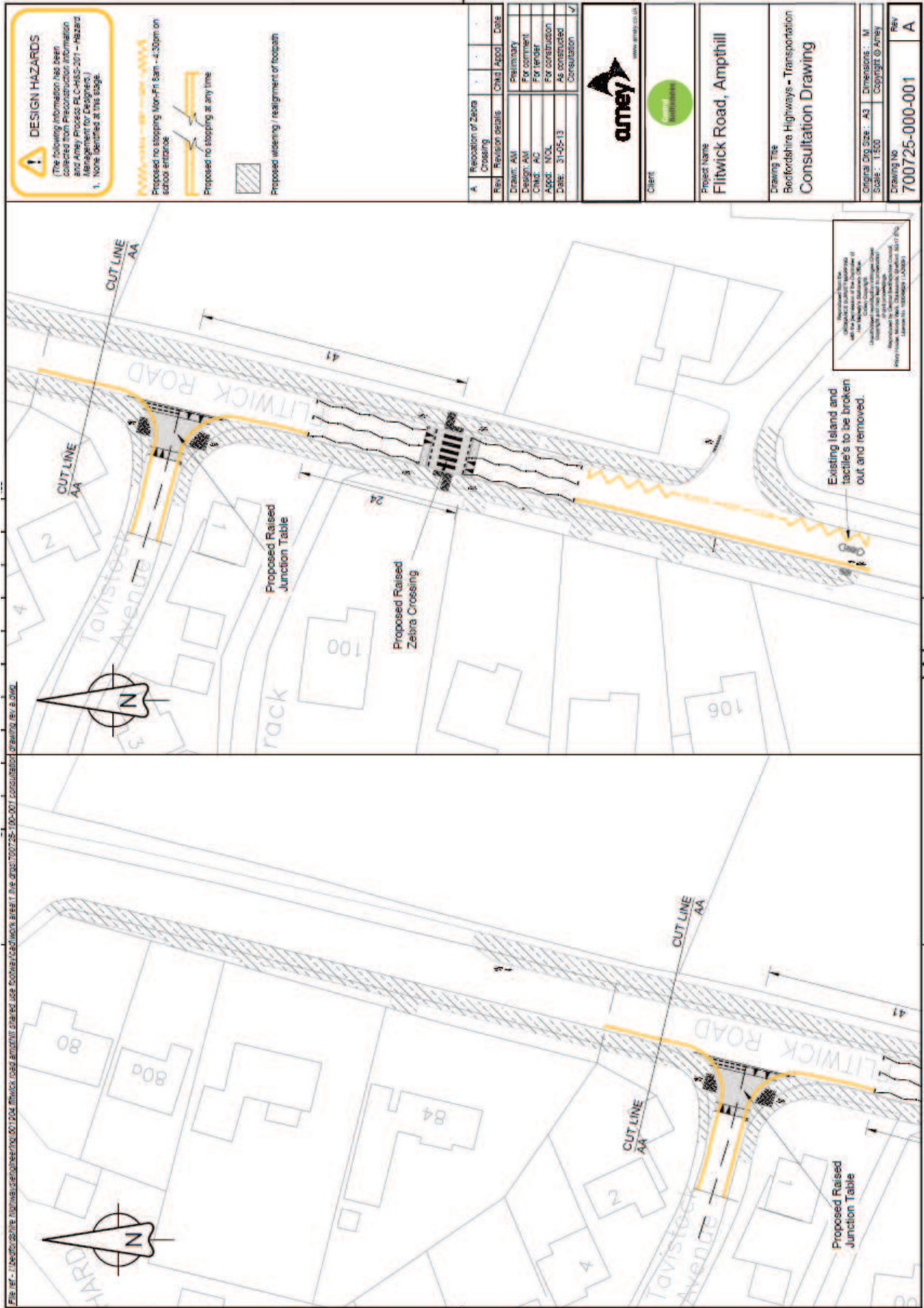
I have two points to make:-

1. In order for the crossing to be kept clear of residential property entrances, could it be re-positioned 14 metres north of the junction with Tavistock Avenue? This would give pedestrians and cyclists on the west side a larger area to enter and exit the crossing.
2. My driveway is not designed to carry the weight of the oil tanker delivering heating fuel to my property and so it must be allowed to park on the road whilst the delivery is being made.

Please acknowledge safe receipt.

I look forward to hearing from you.

Appendix E



Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: Proposed Council-wide Verge and Footway Parking TRO
– Consider Objections

Report of: Jane Moakes, Assistant Director Environmental Services

Summary: This report seeks the approval of the Executive Member for Sustainable Communities - Services for the implementation of an order for the prohibition of waiting and loading on verges and footways in Central Bedfordshire following the receipt of objections.

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

Public/Exempt: Public

Wards Affected: All wards

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The Parking Service seeks to deliver the Council's objectives of:-

- Enhancing Central Bedfordshire – creating jobs, managing growth, protecting our countryside and enabling businesses to grow.
- Better infrastructure – improved roads, broadband reach and transport.
- Great universal services.

These are achieved by improving highway safety, facilitating the free flow of traffic and improve the amenity of streets for residents by controlling parking.

Financial:

The scheme is being funded from the Car Park Management and Maintenance budget.

Legal:

Central Bedfordshire Council is the highway and traffic authority for the road network in Central Bedfordshire. An important function of the authority is to manage the local road network in a safe, efficient and equitable manner. The Council has an Enforcement duty to manage it's on and off street parking restrictions as part of Decriminalised Parking Enforcement in Bedfordshire. Central Bedfordshire is now a Civil Enforcement Area and Special Parking Area as provided in the Traffic Management Act 2004.

Risk Management:

Failure to deliver an efficient, effective and enforceable road network would be detrimental to the safe and expeditious use of the road network and could be damaging to the local community as well as economic growth.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

Public authorities have a statutory duty to promote equality of opportunity, to eliminate unlawful discrimination and to foster good relations in respect of nine protected characteristics; age disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

Creating an attractive and accessible public realm has a part to play in getting people out and about. One objective of enforcing traffic restrictions is to ensure that the most vulnerable members of the community have fair access to the public realm. Disabled people, in particular, place a high priority on the provision and enforcement of disabled parking bays, the provision of dropped kerbs and unobstructed passage along footways.

An efficiently managed parking system is therefore crucial for allowing equality of opportunity.

Community Safety:

The proposal will improve road safety for all road users and particularly pedestrians.

Sustainability:

None from this report

RECOMMENDATION(S):

That the proposal to introduce a prohibition of waiting and loading on verges and footways in Central Bedfordshire be implemented as published.

Background and Information

1. A proposal has been published to introduce a prohibition of waiting and loading across the whole of Central Bedfordshire Council's administrative area. The only roads excluded are the M1 and trunk roads, which are the responsibility of the Highways Agency.

2. If brought into operation, the prohibition would only be enforceable when the required regulatory signs have been erected. The advantage of this approach is that the Council-wide Order would give the Council the legal power to introduce such a prohibition wherever it sees fit without undertaking any further legal processes. However, before introducing enforcement the Council would liaise with local residents, relevant Town/Parish Councils and Elected Members. The following process would be used when considering introducing the prohibition in a given area or street. The full procedure is included in Appendix B and would involve the following:-

Stage 1

For a street to be considered for verge and footway enforcement at least one of the following criteria must be met (streets meeting more than one criterion will be given a higher priority):-

1. The Central Bedfordshire Ward Councillor(s) support(s) the introduction of verge and footway enforcement at this location;
2. The Police, Fire Service or Ambulance Service have requested a prohibition;
3. Where the Council has clear evidence that verge or footway parking is affecting the safety of pedestrians.

Stage 2

1. In the area identified and with resources agreed, advisory letters to be sent to all households in the area and leaflets placed on vehicles parking on the verge or footway advising them of the Council's intention to introduce the enforcement of verge and footway parking in that street.
2. The parking activity then monitored over a three week period to determine whether the letters and leaflets have resulted in a satisfactory reduction in the level of verge and footway parking.
3. If evidence shows that verge/footway parking is no longer a problem, no further action will be taken. If the problem of verge and footway parking continues ; proceed to stage 3.

Stage 3

1. Formal decision made to implement the order on an 'opt in' basis following consultation with the Executive Member Sustainable Communities - Services. Ward Member/s and Town/Parish Council
 2. Signs erected
 3. Appropriate level of enforcement undertaken
3. The proposal was formally advertised by public notice in December 2013. Consultations were carried out with the emergency services and other statutory bodies, all Town and Parish Councils and all Elected Members.

4. Three objections and one further representation have been received. Copies of the representations are included in Appendix B. The main points of objection are summarised below:-

Objection 1 is that a Parish Council is not listed at 1 to 3 of Stage 1. In the view of the objector they should be listed in the criteria as being one of the ways in which CBC would consider footway enforcement at a particular location.

Objection 2 is that the prohibition is unduly restrictive, particularly in those roads where it is common practise for people to park half on the footway. In roads where verge and footway parking occurs it is usually necessary and reasonable. Forcing drivers to park wholly on the road would obstruct emergency vehicles.

Objection 3 is that the blanket order fails to identify the exact specific location of all affected areas; currently insufficient unloading or loading areas within reasonable distances, resulting in a significant health, safety or environment hazard; and the existing ways are currently poorly maintained.

The other representation expresses concerns that the order permits certain vehicles, such as those owned by builders, to park on verges and footways contrary to highway law and suggests that the restriction would create unacceptable street clutter.

5. Bedfordshire Police do not object to the published proposal.

Responses and Conclusion

6. The Highways team response to the objections is as follows:-

Objection 1. It was always the intention that Town and Parish Councils would be fully involved in the scheme identification process and formally consulted before installing the signs and commencing enforcement. It is possible to go a step further and include a request from the relevant Town or Parish Council to Stage 1 of the process.

Objection 2. It is envisaged that the prohibition would only be enforced at selective locations where verge or footway parking creates a hazard, obstruction, damage or is supported by a majority of residents in that area. In roads that have wide footways and drivers regularly park half off the road, a prohibition is unlikely to be introduced unless there is strong support from residents.

Objection 3. Specific locations would be considered in accordance with the process published. If the prohibition was introduced, in the vast majority of cases, it would be acceptable for a driver to park fully on the road for the purposes of loading and unloading, even if yellow lines were also in place. For that reason, the condition of "existing ways" is not relevant.

Representation. Parking on verges and footways outside of London is not a specific offence, which is the reason for proposing this order. The exemption to allow vehicles to be parked on verges and footways for certain essential reasons, is common in most orders controlling parking. The exemption only allows such vehicles to park whilst actually carrying out the specific function. At locations where enforcement is being considered, an important consideration will be the required traffic signage. It is envisaged that any signage will be kept to a legal minimum to reduce clutter.

More generally; the published procedure for considering specific areas/streets for enforcement of the prohibition does not form part of the legal Order and therefore can be amended by the Council as it sees fit with no further legal processes required. Indeed, if the prohibition is brought into operation, it is highly likely that the process for considering enforcement will need to be refined over time.

7. It is considered that the proposal is a reasonable and practical means of addressing the issue of indiscriminate verge and footway parking. It is envisaged that local Members, Town and Parish Councils and residents will be fully engaged when the Council considers enforcing the prohibition in a given area or street. Consequently, it is recommended that the proposal be implemented as published. The decision to implement the TRO on an 'opt in' basis is to be clarified, however it is intended that this will be undertaken in consultation with the Executive Member Sustainable Communities – Services, Ward Member/s and the Town/Parish Council .
8. If approved, it is anticipated that consideration of specific locations for enforcement of the prohibition will commence in the new financial year 2014/15..

Appendices:

Appendix A – Public Notice, draft Order and Statement of Reasons

Appendix B – Objections



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A PROHIBITION OF WAITING AND LOADING ON VERGES AND FOOTWAYS

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road, preventing damage to the road and for facilitating the passage of traffic, including pedestrians. Parking on verges and footways is a hazard and an inconvenience to other road users and causes damage to the highway and underground services. The prohibition covers all of Central Bedfordshire, but is only enforceable when the necessary traffic signs have been installed. Residents and businesses would be consulted before any restrictions are made enforceable in their street.

Effect of the Order:

To introduce No Waiting and No Loading at any time on verges and footways in all roads in Central Bedfordshire, except for the M1 motorway, A1, A5 and A421 trunk roads.

Further Details of the proposal may be examined during normal opening hours at Ampthill, Arlesey, Barton, Biggleswade, Dunstable, Flitwick, Houghton Regis, Leighton Buzzard, Potton, Sandy, Shefford, Stotfold and Toddington Libraries 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 24 December 2013.

Order Title: If made will be "Central Bedfordshire Council (Prohibition of Waiting and Loading on Verges and Footways) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

25 November 2013

CENTRAL BEDFORDSHIRE COUNCIL
(PROHIBITION OF WAITING AND LOADING ON VERGES AND FOOTWAYS)
ORDER 201*

The Central Bedfordshire Council (the "Council") in exercise of the powers under sections 1(1), 2(1) to (3), 4 (2) and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("The Act") and all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of schedule 9 to the Act, hereby makes the following Order:

1. This Order shall come into operation on day of 201* and may be cited as "Central Bedfordshire Council (Prohibition of Waiting and Loading on Verges and Footways) Order 201**"

2. In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:-

"administrative area" means the entire area of Central Bedfordshire Council.

"Civil Enforcement Officer" means a person authorised by or on behalf of the Council to supervise any parking place and to enforce the provisions of this Order.

"footway" has the same meaning as in Section 329 of the Highways Act 1980.

"road" means all roads, including but not limited to, carriageways, footways, verges, footpaths, lanes, bridleways and all highways maintainable at the public expense within the administrative area, but excluding those roads referred to in the Schedule to this Order.

"traffic sign" means a sign of any size, colour and type prescribed or authorised under, or having effect as though prescribed or authorised under, Section 64 of the Act.

"verge" means any grassed or un-grassed strip of land forming part of the highway.

3. Save as provided in Articles 5 to 7 of this Order no person shall except upon the direction or with the permission of a police constable in uniform or a civil enforcement officer, cause or permit any motor vehicle to wait at any time on a verge or footway in any road.

4. The restrictions imposed by this Order will only apply provided traffic signs are erected as required by the Traffic Signs Regulations and General Directions 2002 and any subsequent amendments or as authorised by the Secretary of State.

5. Nothing in Article 3 of this Order shall render it unlawful to cause or permit a wheelchair, including a mechanically propelled wheelchair, to wait at any time on a verge or footway in any road.

6. Nothing in Article 3 of this Order shall render it unlawful to cause or permit any motor vehicle to wait on a verge or footway for so long as may be necessary, and the motor vehicle is removed from the said verge or footway as soon as practicable following the completion of such purpose, to enable:-

- a) the motor vehicle to be used in connection with any of the following operations, namely:-
 - (i) any building or demolition.
 - (ii) the removal of any obstruction to traffic.
 - (iii) the maintenance, improvement or reconstruction of the road
 - (iv) the laying, erection, alteration or repair in or on land adjacent to the road of any sewer or any main, pipe or apparatus for the supply of gas, water or electricity or any telegraphic line;
- b) the motor vehicle to be used in the service of a local authority in pursuance of statutory powers or duties;
- c) the motor vehicle of a universal service provider (as defined in section 4(3) and (4) of the Postal Services Act 2000) to be used for the purpose of delivering and/or collecting postal packets;
- d) the motor vehicle to be used for fire brigade, ambulance, police or special forces purposes;
- e) the motor vehicle to wait in any case where the person in control of the vehicle is required by law to stop, is obliged to stop so as to prevent an accident or is prevented from proceeding by circumstances outside his or her control.
- f) the motor vehicle to wait on a verge or footway while any gate or other barrier at the entrance to premises to which the motor vehicle requires access to or from which it has emerged is opened or closed, if it is not reasonably practicable for the vehicle to wait otherwise than on that verge or footway.

7. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction imposed by any restriction imposed by any Regulations made or having effect as if made under the Act or by any other enactment.

GIVEN under the Common Seal of the Central Bedfordshire Council
this xxxx day of xxxx 201*

THE COMMON SEAL of THE)
CENTRAL BEDFORDSHIRE COUNCIL)
was hereunto affixed in the)
presence of:)

Signed

CENTRAL BEDFORDSHIRE COUNCIL (PROHIBITION OF WAITING AND LOADING
ON VERGES AND FOOTWAYS) ORDER 201*

SCHEDULE

Lengths of road excluded from the Order

Road	Description
M1 Motorway	The entire length, including any slip roads, within the administrative area.
A1 Trunk Road	The entire length, including any slip roads, within the administrative area.
A5 Trunk Road	The entire length, including any slip roads, within the administrative area.
A421 Trunk Road	The entire length, including any slip roads, within the administrative area.



Statement of Reasons

The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road, preventing damage to the road and for facilitating the passage of traffic, including pedestrians.

Parking on verges and footways is a hazard and an inconvenience to other road users and causes damage to the highway and underground services.

The prohibition covers all of Central Bedfordshire, but is only enforceable when the necessary traffic signs have been installed. Residents would be consulted before any restrictions are made enforceable in their street.

Further details can be found on the attached draft Order and Public Notice.

If the proposed Order is brought into operation, the following procedure will be followed before the prohibition is made enforceable:-

Stage 1

For a street to be considered for verge and footway enforcement at least one of the following criteria must be met (streets meeting more than one criterion will be given a higher priority):-

1. The Central Bedfordshire Ward Councillor(s) support(s) the introduction of verge and footway enforcement at this location;
2. The Police, Fire Service or Ambulance Service have requested a prohibition;
3. Where the Council has clear evidence that verge or footway parking is affecting the safety of pedestrians.

Stage 2

1. Deliver letters to households and post leaflets on vehicles parking on the verge or footway advising them of the Council's intention to introduce the enforcement of verge and footway parking in that street.
2. Monitor parking activity over a three week period to determine whether the letters and leaflets have resulted in a satisfactory reduction in the level of verge and footway parking.
3. If the problem has been removed take no further action. If the problem has not been satisfactorily resolved or any previous notices have failed to maintain a sustained reduction in verge and footway parking proceed to stage 3.

Stage 3

1. Erect signs to enable enforcement to take place.
2. Undertake appropriate level of enforcement

Appendix B

Objection 1

I Object to the proposed order "*To introduce No Waiting and No Loading at any time on verges and footways in all roads in Central Bedfordshire, except for the M1 motorway, A1, A5 and A421 trunk roads*", in its currently proposed form, for the following reasons :-

1. Parish Councils are not listed at 1 to 3 in Stage 1 - they should be.
2. No mention is made of the level of fines or other measures that may be taken against those contravening the order.
3. No mention is made of whether or not the fine will be on a cost recovery only basis, or will be of a punitive/exemplary nature

Please acknowledge receipt of this Objection

Follow up e-mail

Thank You for your very prompt reply to my e-mail below, that detailed my objections to the Order as currently proposed.

I note that you state that "your [Parish] Council would be involved if we were considering enforcing the restriction in your area", but that is not the point I was making. My objection is that a Parish Council is not listed at 1 to 3 of Stage 1 - *i.e.*, they should be listed as being one of the criteria ways in which CBC would consider footway enforcement at a particular location.

I therefore want my objection #1 to stand.

So far as the Government setting the level of PCNs, and those being the method by which penalties are set, I suggest that you state that some where in the Order, or in an appended note to it - I have done a word search on "Penalty, and can find no mention of that word in the drafty Order.

I withdraw my objections # 2 & #3,

Objection 2

I could not open the attachment so have no idea of the details of the proposal, or of the public contact details you refer to. As a CBC Member I'm replying to your message directly if I may, but I can't help also looking at this from the point of view of an ordinary member of the public.

I appreciate that there is scope for the majority view in each individual road to be taken into account and trust that in practice this proposal will effectively come to nothing. I think you will find overwhelming opposition in most roads, including my own, Lowry Drive in Houghton Regis. I know that CBC members and staff often get complaints about vehicles blocking pavements to an impassable degree, or grass verges getting worn out, but with both hats on I wish to say that the proposal as a whole is utterly preposterous. In most roads where kerb parking takes place, it is perfectly necessary and reasonable - take a road like Waterlow Road in Dunstable as an obvious example. Most households have more cars than they have parking spaces, and that is increasingly likely if we keep allowing garage conversions and building housing estates with inadequate parking facilities, e.g. garages that are too small to practically get a car into. Kerb parking is a matter for the law, and is only enforced if it does force pedestrians into the road.

Taking my own experience as a further example, I remember one time when I parked entirely on the road outside my house. The neighbour opposite promptly put a note through my door complaining that I HADN'T parked up the kerb a bit, lecturing me that he couldn't then park

outside his house at all, and what about emergency vehicle access etc.? I've been parking a bit on my kerb for all 13 years I've lived here, as have all my neighbours, and no-one has complained to the police as I've always been scrupulously sure to cover as little of the pavement as possible. Nor have the police ever told me off - even though I park on the offside into the bargain, i.e. facing the oncoming traffic. They didn't even tell me off when a stolen, joyriding car smashed into mine late one evening a fortnight ago. Once when I lived in Evelyn Road in Dunstable, where I was able to park parallel to the road but entirely off it, a police car pulled up alongside me as I parked and told me about a faulty light, but didn't mention my parking at all.

So I would like to hope that the Council will see sense on this one and stop the unreasonable war on motorists, which has already seen blanket 20mph zones imposed on the vast majority of Dunstable, when I've told you that it won't make the slightest bit of difference to the minority who cause all the accidents, and unfairly restrict the safe majority.

I believe I am really representing my own constituents and those of CBC as a whole, on this one, and will try to get quite involved if necessary. I did take a bit of a back seat on the recent kerfuffle over revising the Linslade parking scheme on certain roads, because one of my colleagues beat me to it in picking it up and running with it and I didn't see the need to stick my oar in, and I have allowed one or two Traffic Management meetings to pass me by, partly because I don't get the hard copy agendas as I requested, but I will stand up and be counted on this one.

Please let me have a hard copy of these proposals as and when, thanks, or email them to me in a format that I can open.

Kind regards~ Cllr Nigel Warren

Follow up e-mail

Thanks for your help with the links, they worked fine.

However, they only served to reinforce my staunch opposition to this proposal. I can't believe CBC has taken it upon itself (in theory at this stage I accept) to attempt to effectively prevent parking on the road at all. I know this proposal is not seeking to ban parking on the road per se, but that is what it would amount to in roads like mine, given that if everyone has to park on one side only, in order to be able to park fully on the road while leaving enough room for emergency vehicles, there wouldn't be enough room in most roads for all the residents of both sides to park on the same side.

Objection 3

Re : Proposed Order 201 CBC Prohibition of waiting and loading on verges and footways

I make Objections to the above order for the following reasons :

- The blanket order fails to identify the exact specific location of all affected areas
 - Currently insufficient unloading or loading areas within reasonable distances, resulting in a significant health, safety or environment hazard
 - The existing ways are currently poorly maintained
-

Other representation

I wish to comment as follows:

As far as I am aware s137 Highways Act 1980 forbids obstruction of the highway without lawful authority. This has also been tempered by cases such as *Soloman v Durbridge* to apply to "unnecessary" obstruction.

There is also overriding legislation making it an offence to damage the highway (s130 Highways Act 1980) . Most verges will form a part of the highway maintainable at public expense.

Therefore I question whether para 6 in the order would be legal since it attempts to grant permission to builders to ignore important items of established highway law. I see no reason to attempt to allow builders or any others to obstruct pavements since this could result in pedestrians eg mothers with prams having to walk on the vehicular carriageway. Also I see no reason to allow builders to damage verges without permission from the Highway Authority accompanied by a written agreement setting out legal responsibility for reinstatement. And here I have to say that current policing of verges is very poor and builders rarely clear stones and this makes it impossible for grass cutting contractors to avoid the risk of flying stones or damage to very expensive machinery. Finally compaction of grass verges due to over running by very heavy lorries cannot be removed and therefore has to be avoided.

Some while ago David Bowie produced a draft letter for Town and Parish Councils to use where the occasional person was parking in an unnecessary way. Most people finding one of these on there windscreens do not park wrongly again. This simple approach therefore works well and is quick and easy.

In situations where forcing on road parking would effectively close the road there seems to be no option but to do what we have all been doing that is to turn a blind eye.

The proposed order will be neither quick nor easy and will generate another amount of cluttering road signs which we should all be trying to minimise.

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Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: Faulkner's Way and St Mary's Way Area, Leighton-Linslade – Residents Permit Parking Scheme Amendments and Residents' Submissions
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: The purpose of this report is to consider objections to the published amendments to the recently introduced residents permit parking schemes in Faulkner's Way and St Mary's Way, Beech Grove, Hawthorn Close and Cherry Tree Walk, Leighton-Linslade. A Petition from residents in the St Mary's Way area has been received and results of a locally organised consultation of Faulkner's Way residents have also been submitted.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Linslade
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 proposed amendments to the two permit parking zones will cost approximately £7,000 in design fees, including processing of the required traffic regulation order, and the required traffic signing works.

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

None from this report

Sustainability:

None from this report

RECOMMENDATION(S):

- a) **That the proposed amendments to the residents permit parking schemes be implemented as published.**
- b) **That the St Mary's Way petition and Faulkner's Way submission be noted.**
- c) **That the lead petitioner and organiser be informed of the decision following consideration of the petition and submission.**

Background

1. Funding was made available in the 2012/13 and 2013/14 financial years to introduce on-street parking controls in several residential areas of Leighton-Linslade that suffered from all-day commuter parking. This included both the St Mary's Way area and Faulkner's Way. Following an extensive public consultation process residents' permit parking schemes in both areas were introduced in September 2013.
2. In the weeks after implementation, residents of both areas have expressed concerns about certain aspects of the schemes. As a result of the new arrangements, all on-street parking is restricted to permit holders only at all times. Some residents feel that this is overly restrictive and has resulted in high costs for visitors permit.
3. In addition, some residents of Stoke Road who have no off-road parking have raised concerns about the impact the Falkner's Way scheme has had on their ability to park near to their homes. Whenever possible they park in the unrestricted lay-by located immediately opposite their home to the south of Faulkner's Way, but if spaces are unavailable they have parked in Faulkner's Way itself. However, they are no longer able to do that because they are not eligible to apply for a permit to park in Faulkner's Way.

Published Amendments to the St Mary's Way area and Faulkner's Way Zones

4. As a result of the aforementioned concerns, the Council decided to publish proposals to amend the existing parking schemes, as follows:-
 - a) To amend the residents' permit parking schemes in both Faulkner's Way and the St Mary's Way area to allow vehicles to be parked for up to 2 hours without a permit. This is intended to address residents' concerns about the need for drivers to display a parking permit, even when parking on-street for short periods.

- b) To add the lay-by in Stoke Road to the Faulkner's Way zone and allow specified residents of Stoke Road and their visitors to purchase a permit to park in the new extended zone.
5. The amendments were advertised by public notice in November 2013. Consultations were carried out with the emergency services and other statutory bodies, Leighton-Linslade Town Council and relevant Elected Members. Residents of the two zones were individually consulted by letter and notices were displayed on street.
6. A total of 13 individual representations have been received. 4 of those are objections to the St Mary's Way area proposal. There were a total of 9 representations relating to Faulkner's Way, of which 5 are objections to the published amendments and 1 contains general comments. The remaining 3 are objections from Stoke Road residents. Copies of the correspondence received in response to the published proposals are included in Appendix B and C.
7. The main points of objection relating to the St Mary's Way area are included in Appendix B and are summarised below:-
 - a) The permit scheme should apply during the working day only or even for just 2 hours per day. Alternatively apply the proposed 2 hour permit-free parking to the working day only as has been used elsewhere in the town.
 - b) Some residents of Soulbury Road have used St Mary's Way for 'overflow' parking due to on-street restrictions in Soulbury Road itself and are no longer able to use it. The Council should allow residents of Soulbury Road to apply for a permit to park in the St Mary's Way area.
 - c) The cost of permits is too high. There should be lower costs for people with disabilities and/or financial difficulties. Visitor permits should be re-usable.
 - d) Remove Hawthorn Close from the scheme.
 - e) The proposed 2 hour permit-free change is still too restrictive because visitors stay longer and the cost of visitor permits is too high.
8. The Highways team's response to the individual representations raised in paragraph 7 are as follows:-
 - a) It is entirely possible to have residents permit parking schemes that operate on a part-time basis. However, in some existing permit zones the Council often receives complaints about non-resident parking during the evening and weekend. Residents find it frustrating that having purchased a permit they are unable to find a parking space at the very time they need it. Also, increasing numbers of people work outside of the traditional Monday to Friday 9-5 working day, so if the times of the scheme were reduced it is likely to become less effective at tackling commuter parking. For these reasons there is a trend towards introducing permit schemes that operate 24/7. A dilution of the scheme in this way would inevitably increase the likelihood of increasing numbers of non-residents parking in the St Mary's Way area and this would be exacerbated if most of the other zones in Leighton-Linslade operated 24/7.

- b) Allowing a large number of Soulbury Road residents to obtain a permit to park in the St Mary's Way area would have the potential to significantly increase the number of cars parked in St Mary's Way particularly during evenings and weekends. Such a change is likely to reduce parking capacity for the residents of the St Mary's Way area and would be opposed by them.
 - c) The cost of permits has recently been reviewed and the first residents' permit cost reduced to £10 per annum. It was felt that the cost of second and third permits should remain unchanged at £70 and £90 respectively to act as a disincentive to multiple car ownership. These costs are seen as reasonable for all drivers and a further reduction would be unsustainable. Re-usable visitor permits do provide more flexibility and would probably be cheaper for residents, but are more open to abuse as they could be given or sold to non-residents.
 - d) If single roads were removed in isolation from the scheme it is likely that commuters would move back into those particular streets, thereby re-creating the original parking issues.
 - e) If the proposed short-stay permit-free parking was extended for a longer period than the proposed 2 hours this would increase the scope for non-residents, such as shoppers, to park there. It is felt that the 2 hour amendment is reasonable and offers residents and their visitors a significant concession in terms of being able to park permit free.
9. The main points of objection relating to Faulkner's Way are included in Appendix C and are summarised below:-
- a) The current scheme is working well and there is no need to change it. Most properties have sufficient off-road parking, particularly at the lower end of Faulkner's Way, so the 2 hour limit is not needed.
 - b) The proposed 2 hour permit-free change will be difficult to understand and enforce. There is unlikely to be sufficient enforcement patrols overnight and at the weekend to properly manage it.
 - c) If implemented the change would probably increase the number of cars parked on the hill, which can cause an obstruction.
 - d) Allocate and mark out individual spaces within the parking bays.
 - e) The residents of Stoke Road consider that it is unreasonable to charge for parking permits and do not feel that the scheme should operate 24/7, which is particularly restrictive on visitors.
10. The Highways team's response to the individual representations raised in paragraph 9 are as follows:-
- a) In most respects this is true and has successfully resolved virtually all of the concerns about commuter parking. However, the Council has proposed the 2 hour permit-free parking as a response to reasonable concerns expressed by some residents.

- b) Revised traffic signs will make it clear to drivers what the restrictions are. The 2 hour limit will undoubtedly create a greater enforcement burden, but not unacceptably so.
- c) It is felt that the proposed amendment would not significantly increase the number of cars parked on the hill. It is likely that many of the cars previously parked there belonged to commuters, who are no longer able to park there.
- d) The allocation of individual parking spaces would not conform with regulations governing highway signage and in any event would be inflexible in terms of maximising the available space.
- e) It is understandable that residents of Stoke Road are resistant to the principle of having to pay to park near their homes. However, in common with residents of all of the permit schemes in the town, if they wish to park within the restricted they will need to purchase a permit. The cost of residents' permits is seen as reasonable and in line with other authorities. The £10 first permit cost, in particular, is seen as very cheap when considered alongside other motoring costs. A permit parking zone operational for a shorter period would increase the possibility of non-residents parking there, both during the week and at weekends. There is a trend towards permit schemes operating on a full-time basis and any that operate for shorter period are likely to suffer from more non-resident parking.

St Mary's Way Zone Petition

- 11. A petition signed by 101 residents of St Mary's Way, Beech Grove, Hawthorn Close and Cherry Tree Walk was received in October 2013. This was received before the proposed amendments were published, so relates to the original scheme. It was decided that consideration of the petition would be deferred from the Traffic Management Meeting held on 21 November 2013 to enable it to be heard in Dunstable and alongside the outcome of the consultation on the proposed scheme amendments. The petition and covering letter are included in Appendix D.
- 12. The main points raised in the St Mary's Way area petition are as follows:-
 - a) Residents wish to object to the newly introduced scheme which they consider is a stealth 'visitor tax' because any visitor who wishes to park on-street would need to display a permit.
 - b) Residents were not adequately informed of the visitors permit charge before the scheme was introduced.
 - c) The Council's intention was to address indiscriminate parking by non-residents, but the scheme discriminates against those residents who wish to receive visitors but have no off-road parking available. It is the residents who are bearing the costs, rather than those creating the parking problems.
 - d) Residents are allowed to purchase only 3 books of 25 visitor permit per year which is inadequate for those who receive regular and essential visitors.

- e) The cost of permits for those households with multiple cars is unacceptably high.
 - f) The present scheme should cease with immediate effect and a new proposal be brought forward.
13. The Highways team's response to the points raised in the St Mary's Way petition in paragraph 12 are as follows:-
- a) It is considered that residents were given adequate opportunity to consider and comment on the proposals. A preliminary consultation with returnable questionnaire was followed by a formal consultation, both of which provided a chance for local people to have their say.
 - b) The aforementioned consultation leaflet explained the cost for both residents' and visitor permits. However, it is accepted that the cost of visitor permits could represent a significant financial burden for those residents without off-road parking who have regular visitors. The published amendment allowing 2 hour permit-free parking, if implemented, would help.
 - c) It is an unfortunate fact that with any scheme to tackle commuter parking it is the residents that have to bear much of the cost and inconvenience. Unfortunately, if residents wish to 're-claim' their streets, there is a cost to bear.
 - d) The limit on visitor book numbers is common across all the Council's permit schemes, so any change would require any authority-wide revision. The Council's records show that it is very rare for residents to purchase more than one book of visitor permits per year, so it is unlikely that this would make a significant difference. Changes to the permit scheme rules have been introduced which allow carers to apply for a free parking permit, providing that they can demonstrate regular attendance at a household within the permit zone. The proposal to allow any vehicle to be parked for up to 2 hours permit-free should also go a long way to addressing concerns about the cost and limit on the number of visitors permits.
 - e) The Council took the decision to reduce the cost of the first permit from £50 per year to £10 per year. This was partly due to the reduced administration costs of web-based 'virtual permits' but also a genuine desire to reduce the financial burden on residents. It was decided to retain the cost of second and third permits at £70 and £90 per annum respectively. This is seen as a deterrent to multiple car ownership in urban areas and is not considered to be an unreasonable cost when spread over a year and compared to other motoring costs. There would appear to be no justification for undertaking a further review of the Council on-street parking permit charges at this time.
 - f) It is felt that residents were adequately consulted on the current scheme and that it has been correctly and legally implemented. There would appear to be no good reason to abandon the scheme at this early stage. The published amendment is felt to be a sensible response to the concerns raised by residents.

Faulkner' Way Submission

14. The results of a locally-organised consultation on the permit parking scheme in Faulkner's Way has been received by Central Bedfordshire Council. This submission, including the comments of individual residents, is included in Appendix E. This was received at the same time as the public notices for the proposed scheme amendments was published, so makes some references to those proposals.
15. The main points raised in the Faulkner's Way submission are as follows:-
 - a) Of the 19 resident responses received, 14 favoured a review of the permit scheme and 5 said leave it as it is.
 - b) The scheme should be modified, so that it only operates during the normal working day, such as 9am-5pm from Monday to Friday, or a single yellow line restriction.
 - c) The residents did not ask for 2 hour permit-free parking, although it is suggested that this would help.
 - d) More double yellow lines are needed to address parking on the hill.
 - e) Residents want dialogue with the Council about addressing the shortage of off-road parking at the top of Faulkner's Way.
16. The Highways team's response to the points raised in the Faulkner's Way petition in paragraph 15 are as follows:-
 - a) It is acknowledged that a majority of those that replied would like to see some change to the current scheme. However, there are 37 households in Faulkner's Way and it is impossible to determine the views of those who did not respond.
 - b) It is entirely possible to have residents permit parking schemes that operate for less than 24/7, i.e. during the working day only. However, in some existing permit zones the Council has received complaints about non-resident parking during the evening and weekend. Residents find it frustrating that having purchased a permit they are unable to find a parking space at the very time they need it. Also, increasing numbers of people work outside of the traditional Monday to Friday 9-5 working day, so if the scheme was reduced residents might suffer from non-resident parking. For these reasons there is a trend towards introducing permit schemes that operate 24/7. A dilution of the scheme in this way would inevitably increase the likelihood of increasing numbers of non-residents parking in Faulkner's Way and this would be exacerbated if most of the other zones in Leighton-Linslade operate 24/7. A single yellow line restriction would not be practical in the first part of Faulkner's Way where there are parking bays because drivers would be required to move their vehicles to a less desirable location at least once per day. A permit scheme is a better option as it allows permit holders to park in the lay-bys without having to move their cars.

- c) The proposed 2 hour permit-free parking amendment would help address residents' concerns about short stay visitors and would give the residents themselves more freedom to park on-street.
- d) It is felt that the proposed amendment would not significantly increase the number of cars parked on the hill. It is likely that many of the cars previously parked there belonged to commuters, who are no longer able to park there. There is a reluctance to impose excessive double yellow lines in residential streets, which in this case would reduce the available kerb side space for permit holders.
- e) There would appear to be little scope to provide additional off-road parking in Faulkner's and, in any event, the provision of off-road parking in residential streets is not a priority for Council funding. The immediate priority is to tackle on-street parking.

Conclusions

- 17. Many of the comments received, both in direct response to the published scheme amendments and those in the other two submissions, relate to the general principles of the permit parking schemes. Perhaps the main issue being opposition to a permit scheme that operates on a full time basis, when local people feel that it would work equally well if it only applied during the working day only.
- 18. There have in fact been relatively few comments directly related to the published proposals which are to allow 2 hour permit-free parking and to include a small number of residencies to the Faulkner's Way scheme. In fact most of the individual replies from Faulkner's Way consider that the current scheme is working well and they want no change.
- 19. Allowing a period of permit-free parking is a very common element of many permit parking schemes and experience suggest that it works well. Two hours is generally sufficient for visits by family, friends and tradesmen. For longer stays, visitor permits, carer permits and other dispensations are available. In Faulkner's Way some visitors will be able to park off-road because many homes have ample off-road parking. In the St Mary's Way area, there is unrestricted kerbside parking available within a fairly short walking distance. It is felt that the proposals to amend the scheme are a sensible solution to the concerns raised by residents, but will not bring about any undesirable effects, such as those suggested by those opposed to the 2 hour permit-free parking. A possible issue with 2 hour permit-free parking is that it allows free short-stay parking for non-residents, but this is normally only a problem in roads that are located close to town centres. The St Mary's Way area and Faulkner's Way are far enough away from the shops for this not to be an issue.
- 20. It also seems reasonable to proceed with the extension of the Faulkner's Way zone to include the properties in Stoke Road. It is acknowledged that there is resistance to the principle of paying to park on-road. However, like all residents in permit parking zones, the Stoke Road residents will have to meet the cost of a permit if they wish to park within the zone. It would not be appropriate for the Council to waive or reduce the permit charge for those particular residents.

21. In summary it is recommended that the proposed amendments to the existing permit parking schemes in Faulkners Way and the St Mary's Way area go ahead as published.
22. If approved, it is anticipated that the amendments would be implemented within the next three months.

Appendices:

- Appendix A – Public Notice of Proposed Permit Parking Scheme Amendments
- Appendix B – Individual Objections from St Mary's Way Area
- Appendix C – Individual Objections and Representations from Faulkner's Way
- Appendix D – St Mary's Way Area Petition covering letter
- Appendix E – Faulkner' Way Submission

Appendix A

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO AMEND
THE EXISTING RESIDENTS' PERMIT PARKING ZONES IN
FAULKNER'S WAY AND ST. MARY'S WAY AREA, LEIGHTON BUZZARD**

Reason for proposal: The proposed Order is considered necessary to improve parking facilities for residents. It is proposed to amend the residents' permit parking schemes in Faulkner's Way and the St Mary's Way area to allow vehicles to be parked for up to 2 hours without a permit. In addition, it is proposed to add a length of Stoke Road to the Faulkner's Way zone and allow specified residents of Stoke Road and their visitors to purchase a permit to park in the new extended zone. Faulkner's Way residents would also be able to park in the proposed Stoke Road permit parking spaces.

Effect of the Order:

To amend the current Residents' Permit Holders only parking to 2 hour Limited Waiting with No Return in 2 hours, except Permit Holders, on the following lengths of road in Leighton Buzzard:-

Faulkner's Way	From a point approximately 12 metres east of the rear of the footway on Stoke Road for its full length, with the exception of those lengths covered by No Waiting at any time.
St Mary's Way	From a point approximately 10 metres south of the property boundary of no.62 Soulbury Road and no.1a St Mary's Way extending in a northerly direction to a point approximately 13 metres north of the property boundary of nos.41 and 43 St Mary's Way.
Beech Grove	For its full length.
Hawthorn Close	For its full length.

To add the following length of road in Leighton Buzzard to the amended Faulkner's Way Residents' Permit Parking zone:-

Stoke Road	East side, from a point in line with the boundary of nos.5 and 7 Faulkner's Way extending in a southerly direction to a point in line with the boundary of nos.3 and 5 Stoke Road.
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To add the following residential properties to the amended Faulkner's Way Residents' Permit Parking zone:-

Stoke Road	Property nos.1 to 15 inclusive.
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Further Details may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1RX 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 13 December 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

19 November 2013

Appendix B – Individual Objections from St Mary's Way Area

I am writing to object to the changes proposed to the parking permit scheme in St Mary's Way, Beech Grove and Hawthorn Close for the following reasons:

1. the proposed relaxation of parking restrictions to 2 hours with no return in 2 hours does not go far enough;
2. residents on Soulbury Road remain unable to apply for parking permits despite their having used St Mary's Way as a safe overflow area for parking for many years.

Duration of the Parking Restriction

The purported reason for introducing the permit parking scheme was :

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

The underlying reason was that increasing numbers of commuters were parking in the area and the Council wished to deter them.

Despite this, and despite formal objections from elderly residents without cars who receive many visitors, the Council promoted and implemented a scheme which applied 24 hours a day, 7 days a week with all visitors who wished to park being required to use visitor permits.

Department for Transport guidance to local authorities before taking on Civil Parking Enforcement says:

E34. The local authority will need to consider whether restrictions should apply beyond the normal working day and/or at weekends. The authority should examine the scope for relaxing or removing any redundant parking controls. Unnecessary restrictions are very quickly identified when the authority takes over responsibility for their enforcement and this can result in complaints from motorists and bad publicity. The proposed change makes it possible for residents to receive visitors for up to 2 hours without charge. However, they would still need to use a visitor permit for visits of more than 2 hours, even at weekends when commuter parking is not an issue. Commuters would be equally deterred by a fixed 2-hour restriction on weekdays (e.g. 10:00 - 12:00 Monday - Friday), which would allow residents to receive visitors without charge at all other times. As the period 10:00 - 12:00 is longer than the standard 10:00 - 11:00 used elsewhere, it provides the opportunity for parking attendants to visit the road immediately after visiting Leopold Road but outside the peak period for checking alternating morning/afternoon restrictions. If such a scheme were coupled with a small bay where a different restriction applied, it would then be possible for residents to receive visitors at any time without charge. This is particularly important for the elderly residents without cars, whose quality of life often depends on receiving visitors, many almost as elderly as themselves.

I ask the Council to change the parking restriction to a period of 2 hours during the working day, Monday - Friday, with no further restriction. If the Council declines to do this, I ask that the restriction be the same as that in Springfield Road (which is considerably closer to the railway station): 2 hours with no return within 2 hours during the period 8 a.m. - 5 p.m. Monday - Friday.

Exclusion of Soulbury Road Residents

The entire length of Soulbury Road between the railway bridge and St Mary's Way is covered by double yellow lines and the zig-zag lines of a puffin crossing. Parking on the road is therefore illegal. Although there is a grass verge on the North side of Soulbury Road, by the Road Traffic Regulation Act this is subject to the same restrictions as the carriageway, so cannot legally be used for parking. West of St Mary's Way, there are no road markings on Soulbury Road to restrict parking but the road is a bare two lanes' width and any on-road parking prevents oncoming vehicles from passing each other.

Given the narrowness of Soulbury Road, residents (myself included) have for many years used St Mary's Way as an "overflow" area in which to park. The conversion of St Mary's Way to a permit parking area together with the introduction of double yellow lines at the bottom of St Mary's Way therefore leaves us with few legal options to park. It is no surprise to me that parking has increased substantially on Soulbury Road west of St Mary's Way. This is, of course, a danger to other roads users, hinders the free flow of traffic and reduces the amenity of the area to residents. In short, the permit parking scheme has had effects diametrically opposite to those it was supposed to achieve.

Despite the fact that we would be affected by the proposed scheme, the residents of Soulbury Road were not consulted or even notified of it before it was introduced. No doubt the statutory notices were placed in the local newspaper; but I do not take it every week. I do, however, walk up St Mary's Way at least three different days of the week and never saw a notice about the proposed scheme fixed to a lamp-post or other street furniture. I happened to discover about the scheme by accident after the period for lodging objections had closed but before the Traffic Management Meeting which considered the proposal and wrote to Gary Baldwin at Bedfordshire Highways making objections. I wish those objections to be taken into account now.

I ask the Council to amend the scheme to recognise the use by residents of Soulbury Road of St Mary's Way as an "overflow" parking area and achieve the stated aims of the scheme by:

1. bringing the start of the permit parking area closer to Soulbury Road to enable more cars to be parked lawfully;
2. including more houses on Soulbury Road (including mine) in the zone where residents can buy permits.

I am writing in response to the public notice dated 19 November 2013 where I am invited to make any objections or specific comments on the proposed amendment to the residential parking scheme currently in force in Hawthorn Close and, I must say, it is nice to be well enough to do so this time since I was not able to respond to the initial consultation for the scheme. I would like first to illustrate the negative impact the scheme has already had on me and in order to do this I must state that I have a medical diagnosis of Chronic Fatigue Syndrome. Since I refuse to buy into a scheme which has effectively been forced upon me and do not wish to receive daily parking tickets I find I must now park in a location some eighty yards or so from my home. On average I make two journeys a day by car which means I am required to walk approximately 320 yards a day for the privilege of doing so. A key side effect of Chronic Fatigue Syndrome is muscle ache, a symptom I suffer from daily, and this enforced unwelcome addition to my journeys is a constant physical and mental irritant and I would go so far as to say that it negatively impacts my quality of life.

Another reason I refuse to buy into the scheme is that I simply cannot afford to, I left university in 2008 and since then have only been able to secure voluntary work. By the time I have paid my keep and put fuel in my car I am lucky to break even at the end of the month. I could perhaps afford the £10 charge for the initial household permit but am not prepared to place the remainder of my family, also of limited financial means, in the position of having to pay a greater amount and I certainly could not afford a book of visitor parking permits.

The proposed amendment to the scheme would certainly have positive points, my aging grandparents would be able to visit without having to park an uncomfortable distance away (although, of course, they would only be able to visit for two hours at a time) and I find it quite ludicrous that my grandmother, as a blue badge holder, is able to park on double yellow lines in a town center for three hours yet cannot park outside the family home at all as the scheme stands and for a mere two hours under the proposed amendment. Under such circumstances it is no surprise to me that I do not qualify for concessionary charges despite my physical and financial difficulties. The proposed amendment would also mean that I would no longer have to

put myself in quite a sizeable amount of pain by carrying some of heavy equipment I frequently require for my voluntary work over what becomes under such circumstances a very great distance indeed. I still find the proposed amendment objectionable though, the duration of two hours is not long enough and I cannot support a scheme in any form wherein elderly residents could find themselves having to pay charges to receive visitors. All this could so easily be solved by the introduction of a single, reusable visitors permit, at least then residents would be able to receive one car full of visitors at a time and could enjoy their visit without having to clock watch.

It is my firm view that a better course of action would be to abolish the scheme altogether, at least in Hawthorn Close, where it is neither wanted nor necessary. In this way we would not have the unpleasant site of uniformed parking attendants patrolling the area, the street would look as if it was lived in again and we would not be penalised for being too poor to afford a driveway.

DEAR SIR/MADAM,
THANK YOU FOR NOTIFICATION OF CHANGES TO OUR PARKING RESTRICTIONS. I HAVE CONSIDERED THEM WITH SOME CONSTERNATION. WITH A VIEW THAT THIS COUNTRY WILL NOT INTERFERE WITH OUR CIVIL RIGHTS & FREEDOM OF SPEECH, HAVING BEEN INVOLVED WITH THE PETITION YOU RECENTLY RECEIVED, AND DISCUSSION WITH MR BOWIE. I THINK A COMPLETE RETHINK ON THE PARKING RESTRICTIONS IN THIS SMALL AREA, IT WASN'T EVEN AN OPEN DISCUSSION OR ADVISING CAPACITY YOU OFFER US, YOU BROUGHT THESE RESTRICTIONS IN WITHOUT EVEN ADVISING THE RESIDENTS AS TO WHEN IT WOULD START (BY DATE) OFFICIALLY.
I THOUGHT THIS WOULD HAVE BEEN A JOINT PARTNERSHIP BETWEEN US THE PUBLIC & YOU OUR REPRESENTATIVES.
AS OUR AREA WAS BLIGHTED WITH COMMUTERS AND ALSO THE DENTAL PRACTICE EMPLOYEES & PATIENTS & REPS. THIS PRACTICE IS IN SOULBURY ROAD.
WE WANTED YOUR ADVICE NOT YOUR STALINIST RESPONSE AND HINDERENCE IN TELLING US HOW MANY CARS (PER HOUSEHOLD) WE CAN HAVE AND WHO WE CAN & CAN'T

HAVE AS OUR VISITORS I.E. OUR FRIENDS,
RELATIONS AND PEOPLE WHO SUPPLY THEIR
SERVICES TO US (AS SOME OF US ARE NOW
PRIVATELY OWNED & LESSEES).

YOU NOW OFFER US ALTERNATIVES THAT
ARE NEGATIVE OFFERS AND STILL SHACKLE
US. A NO 7 C.T.W.

WE, OURSELVES HAVE THE MAJORITY OF
RELATIVES WHO LIVE OUTSIDE OF OUR AREA.
WHEN THEY TRAVEL TO SEE US OR STAY WITH
US, IT IS WITH RESTRICTIONS ON US.

8 HOURS. YOU HAVE TO BE JOKING. UP TO
3 BOOKS OF 25 ONE DAY PARKING PERMITS
& EXTRA (IF EXCEPTIONAL CIRCUMSTANCES APPLY
NO I'M SORRY WE NEED TO SIT DOWN -
AND DISCUSS IT WITH REPRESENTATIVE FROM
EACH UNIT IN THIS AREA I.E. ST MARYS WAY;
BEECH GROVE & HAWTHORN CLOSE.

COMMUNICATION IS THE NAME SO PLEASE
START COMMUNICATING WITH US NOW.

With regards to the proposed changes to the parking regulation changes in the St Marys Way/Beech Grove area. May i raise my objection to this change, not that i disapprove to the relaxation but because this change does not go far enough.

The reason the parking restrictions were brought in was to "control commuter parking" this is welcome. However the current parking restrictions run 24 hours a day 7 days a week. This is quite ridiculous, as "commuter parking" has never been a problem over the weekend, especially at 11pm on a Sunday evening, yet the parking restrictions cover these times. Why?

Also looking at the area surrounding the railway station in Linslade, 85% of the roads have parking restrictions that run Monday to Friday with either a single yellow line restricting parking for an hours at a specific time; or like on Springfield Road, have residence permit parking. However the big difference is that in Springfield Road the parking restrictions run from 8am to 5pm Monday to Friday, also with 2 hours parking no return in 2 hours.

Why are the parking restrictions currently in place than St Marys Way and Beech Grove deemed necessary to run 24 hours 7 days a week when the council have placed less arduous parking controls in roads closer to the station? Why not have the same restrictions as Springfield Road, as this will control the "commuter parking" problem, whilst not affecting the residence of the St Marys Road and Beech Grove or their legitimate visitors?

I trust these points will be considered and another consultation be made to the residents of the area.

Appendix C – Individual Objections and Representations from Faulkner’s Way

We would like to object to the proposed changes to parking restrictions on Faulkners Way. The current permit scheme was introduced at the end of August 2013, following public consultation and ballot. In our opinion and those of others on Faulkners Way the new scheme is working well in alleviating the parking problems that have escalated in recent years.

Recently, a lobby group led by Xxxx Xxxxx has mailed every resident on the road with a self-styled letter and ballot paper urging everyone to change the present scheme as it does not suit their particular lifestyle preferences. The members of this lobby group all have double garages they choose not to use for parking cars and have large driveways. They each keep between 2 and 4 vehicles.

We found their letter to be inaccurate in its claims (referring to the parking problem as “alleged” and not real, which it is) and sensational in its presentation (Colour images of parking wardens and tickets taken from the internet), raising the prospect of dire consequences of the new “regime” for all residents and their visitors. The tone was intimidating in its presumption that everyone should be unhappy with the present scheme and alarmist in promoting its message.

Despite this lobby group not having any mandate to represent the residents of Faulkners Way, we duly completed and returned our “ballot form” to Mr Xxxxx together with a polite letter expressing our views. We have received no reply. No-one knows what the result of this unconstitutional ballot was and those of us who did not support the proposed change are left wondering if our votes were even considered given the ballot was conducted secretly by a lobby group whom do not share our views. Nevertheless, it appears from the notice that has now been posted on lampposts in the street that you have bowed to the pressure of this group.

Surely, if anything has to change then the ballot should be conducted independently, openly and in a balanced and objective way by yourselves, not by a self-interest group? Otherwise, you are giving a license to everyone who does not agree with the result of a fair and legitimate ballot to challenge it in order to serve their own interests.

As for the proposed scheme, it is far too complicated and unwieldy. We cannot envisage how it can be communicated clearly to those looking to park, nor how wardens will monitor it without continuous patrols. You are proposing to replace a very clear and effective scheme with a very convoluted alternative. With winter approaching, the prospect of the E-W hill up to Stoke Road returning to a parking lot is a nightmare prospect.

Further to your letter of 18th November 2013 concerning the proposed residents' permit parking scheme amendments, we are writing to lodge our objections.

The permit parking scheme, introduced in August of this year, has had the desired effect as there has been a significant reduction in the number of vehicles parking in Faulkners Way and in particular on the hill immediately east of Bossington Lane. In icy conditions the road is extremely hazardous when driving up the hill with cars parked alongside.

Currently the scheme works very well. The proposed amendment allowing on-street parking for up to 2 hours without a permit cannot in our view be properly managed and controlled. If the parking scheme is to operate 24 hours a day, 7 days a week as stated then warden patrols will be required to visit Faulkners Way every 2 hours throughout that period. Clearly this will not be the case and in that event people will soon be emboldened sufficiently to start parking in Faulkners Way again. We see no logical reason why the current scheme, which is working very satisfactorily, should be changed.

In point 2 of your letter you refer to residents expressing concerns about the current scheme, presumably subsequent to its introduction and it is as a result of these concerns that you now

propose the amendments. We are aware of some residents being unhappy with the scheme since its introduction as they wrote to every household encouraging us to support them in making changes and included a 'ballot paper'. We have however heard nothing of the ballot result since. Our concern is that the proposed amendments have been brought about as a result of the above, which we consider to be totally undemocratic. They have no mandate to speak on behalf of the Faulkners Way residents.

We have lived in Faulkners Way for over 20 years, much longer than the unhappy residents referred to above, and have seen the build up of cars parking in Faulkners Way, particularly by those going to the station. Until the new permit parking scheme got underway it was becoming increasingly difficult to safely drive up the road, particularly in winter.

The existing permit parking scheme works well. Do not change it.

Dear Sirs, I have several objections to this proposal as it concerns Faulkners Way.

1) The current scheme came into force in the summer of 2013 after a lengthy period of consultation with all residents. This amendment appears to have been proposed without the consultation of residents (certainly not me) and merely a one page notice being pinned to a lamppost. I object on the basis that residents have not been consulted which is inconsistent with the original plan.

2) You state "the proposed order is considered necessary to improve parking facilities for residents" The residents of Faulkners Way do not benefit from these changes for the following reasons:

Residents of Stoke Road and their visitors can now purchase permits to allow them to park in Faulkners Way. This not only increases the total number of vehicles parking in Faulkners Way but it is likely these vehicles from Stoke Road will park in the Faulkners Way spaces closest to Stoke Road. These spaces are outside houses that do not have drives therefore the Stoke vehicles will take their spaces forcing them to park in other less convenient areas. The additional spaces in Stoke Road would not be available for if they were, the Stoke vehicles would not need to park in Faulkners Way in the first place. These disturbed Faulkners vehicles would then park further down Faulkners Way. This does not benefit Faulkners residents but disadvantages them.

3) You are also proposing allowing any vehicle to park in Faulkners Way for up to two hours without a permit. Once again this potentially increases the overall number of vehicles in Faulkners Way. With the exception of the houses at the top (Stoke Road end) of Faulkners Way that were mentioned above, all other houses have a double garage and a drive capable of allowing parking for at least two further vehicles. In addition the current scheme provides for the on street parking of additional vehicles for residents through the purchase of a £10 permit. That's five Resident or guest vehicles can thus be accommodated on residents drives &/or garages or additional vehicles via a £30 book of 25 guests passes. Clearly the 2 hour parking is not necessary for residents of Faulkners Way and their guests.

It must therefore be assumed that you anticipate demand for short term parking in Faulkners Way from people from areas outside of Faulkners Way.

This will mean we are back where we started with cars parked in dangerous and inconvenient positions, hardly "improving parking conditions for residents".

Before the original scheme, cars were parked below the new double yellow lines going down the hill, often on the apex of the corner turning right or south such that vehicles coming from Numbers 15,17,19,21 & 23 would not be able to see up the hill and view vehicles coming down it. This situation was made even more dangerous in icy conditions with a blind corner and a hill to negotiate. Also if vehicles were parked either side of Faulkners Way not enough room would be provided for emergency services vehicle access. If you consider there is only limited demand for outside 2 hour parking, then surely an amendment is not necessary.

4) Should you nevertheless decide to go ahead with this ridiculous amendment the question remains how would it be enforced. A warden would not only need to check on permits but need to patrol on an hourly basis, noting registration numbers, in order to enforce the 2 hour limit,

otherwise the whole scheme would have been pointless. Seems like an unnecessary expense to me.

The current scheme works and has resulted in a safe street allowing ready access to delivery and emergency service vehicles, allowing the majority of houses to park their cars and accommodate guests in their garages, drives and via an inexpensive permit scheme. The vehicles from the remaining houses can at least park outside their houses.

I object to this amended scheme for the above reasons and because it is unnecessary "to improve parking facilities for residents"

Indeed it would only be safe to amend it as proposed if addition double yellow lines were incorporated on the apex of the corners, right and left before Faulkners Way splits and double yellow lines on one side of the street to ensure vehicles are not parked on both sides, to ensure delivery and emergency service vehicle access. Hardly seems worth the effort. Why don't you just leave it as it is.

You will, no doubt, recall that we exchanged correspondence earlier this year both prior to and subsequent to the new parking permit scheme being introduced in Faulkners Way, Leighton Buzzard. I have now received a copy of the notice dated 18 November 2013 regarding the proposed amendments to the scheme and, as you would probably expect, I have a few comments on these, as follows:

As a general comment, I really feel that this whole episode of introducing a parking scheme in Faulkners Way, has been a bit of a disaster. I appreciate, that in bringing in arrangements such as these will never please everyone, but I do feel that what began as an attempt to stop the annoyance to residents of commuters parking in Faulkners Way AND stop dangerous parking on the FW hill, has simply created a scheme that is a far worse annoyance to the majority of residents.

Taking point 2 of the notice first, I accept that the introduction of a fee-free parking period of 2 hours on street, does provide some help. But, I'm afraid this doesn't go far enough AND I really can't see how this will be properly monitored on an efficient basis, including cost efficiency. Surely the 2 hours can only start when a warden first sees the car (which could have already been there for some time); how often is it going to be necessary for wardens to visit the road to then check back? From the soundings that have been taken in the street, the majority would prefer the parking scheme to only operate on a Monday to Friday basis, say from 8 am til 6 pm. I recall that you have previously made the point that travellers using the station, are likely to park at weekends as well as weekdays and this is why you made the scheme 24/7. However, if you really believed this to be the case, then why does the Harcourt Close scheme NOT also operate on a 24/7 basis? Having lived in FW for nearly 20 years, I can only ever remember the odd vehicle parking on the hill during evenings/weekends. I stand by the view that I would MUCH prefer the scheme **NOT** to apply at evenings and weekends.

Turning to point 1 of the notice, whilst I can understand the parking problem experienced by the residents of 1-15 Stoke Road, from the soundings taken in the street, it seems that the use of FW to park, by Stoke Road residents was as much of a problem to the FW residents at the top of the hill, as parking by commuters themselves. If the proposed change comes in as suggested, I can see these FW residents being upset AND, more importantly, I suspect that parking on the hill itself will rear its ugly head again. This is particularly so, if the inset parking bays in FW and Stoke Road provide insufficient spaces for the cars of the residents concerned. Perhaps there might be some merit in the Council liaising with the residents concerned to see how many vehicles might be involved. It is not my place to comment on behalf of other residents but I suspect you may well hear back on this basis.

If we assume that there is insufficient space in the inset parking bays for all vehicles involved, then as I said above, this will almost certainly see vehicles parking back on the hill itself again with all the dangers that involves. This could be solved by extending the double yellow lines all the way down the hill. However, there is a real danger here for us residents at the bottom of the hill, in that the excess parking will simply migrate down to where we are!! As you will appreciate, we would not want this to occur, principally on a safety basis.

What to suggest then? Well to be honest, I don't think there is a solution that will suit everyone. The FW residents at the top of the hill probably won't like the proposal to allow Stoke Road residents to park in FW, but where should they park instead? The Stoke Road residents involved deserve to have available

parking spaces as much as everyone else, but we really don't want them parking on the hill itself or creeping down the bottom of the hill.

A couple of thoughts that could help here:

- I believe that the inset parking bays on the south side of FW and in Stoke Road could be marked out with 'car length' parking spaces to improve parking efficiency, i.e. to avoid cars currently parking inconsiderately and taking up too much space;
- Are the inset parking bays only available to be used by the Stoke Road residents themselves (plus FW residents under this proposal)? If not, they should be;
- It looks as though a number of vehicles have started parking in the entrance of Bossington Lane from FW, i.e. beyond the extent of the double yellow lines. I believe that Bossington Lane is unadopted, but it seems to me that there is a significant amount of usable space here, at least from the end of the double yellow lines up to where the entrance is to the garages at the back of the FW houses. There is enough space on either side of this part of the lane to create a significant number of parking bays, particularly if the existing foliage is removed on one side of the road. I think this could create a significant number of additional permit spaces to help overcome the problem.

We cannot understand the logic behind these amendments. What is needed is a professional survey and report into the parking facilities for Stoke Road residents and the dangerous parking on the EW slope of Faulkners Way. Our POINTS ARE ;-

1 Why would Faulkners Way residents even consider parking in the bay in Stoke road? This bay should be properly marked with individual parking bays and a place allotted to the residents of Stoke Road on the opposite side of the road with no parking facilities. (we are unsure if this should include the houses by the traffic lights.) The house nos should be painted on the bays. There is no need for anyone else to park as Yirells has its own carpark and Tesco can be used for Dillamores Funeral clients.

2 The parking bays on the slope of Faulkners Way should be similarly marked, with proper allocated parking bays. Car should NOT be allowed to park at a diagonal angle with their back wheels and boots sticking out into the road at the top of Faulkners Way, causing a dangerous hazard near a main junction. Since the Stoke Road residents (we were led to believe commuters) have not been allowed to park on the EW slope we have not suffered any near head on collisions. This slope should have the double yellow lines extended to its base, as there is a blind spot as we drive up to the slope then have to swerve out to miss the parked cars into the pathway of the oncoming cars who also have swerved out to miss the parked cars jutting out of the bay.

3 The houses at the top of Faulkners Way all have garages. Three in Bossington Lane have been changed into offices for The Elms Old Peoples Home. This means the garage doors are now defunct so the brambles can be cleared and three more parking bays can be made. There is also more scope for parking spaces in this area.

4 The thought that your daughters, sons and their families have the expense of travelling to visit only to be allowed 2 hours parking is ridiculous. As residents we sweep the road and paths from the fallen leaves, we should not be expected to pay for our visitors parking.

Ref: Faulkner's Way Parking Permit Zone

We write in response to your letter dated 18th November, in regard to the proposed residents permit parking scheme amendments to express our objections to certain proposals.

We can fully understand the frustration felt by Stoke Road residents in their effort to park outside their own home's as we had this for the 10 years we have lived in Faulkner's Way. It is only now since the parking permit zone has come into force that we can actually be 100% certain of a parking space.

We therefore, have no objection to residents of Stoke Road numbers 1-15 applying for parking permits for Faulkner's Way, although both Number 1 and Number 15 do have allocated parking on their drives anyway.

Visitors Parking – your letter mentions some concerns from residents about this... I bet you these are not from the residents truly affected by the lack of parking space, i.e. Number's 1-18.

We all received a letter recently asking our views on this matter and attached was a petition, the letter came from a few residents at the bottom of the road. They stated "it was inconvenient" to have to move their cars from their drives to allow visitors to park. (Some of the houses listed on the letter have parking on the drive for at least 3 cars – whereas we have none!).

We do therefore, object to the proposal to allow 2 hour parking without a permit for the following reasons:-

- How is this to be monitored? At the weekend there were at least 4 car's in the lay-by at the top of Faulkner's Way, that are not registered, some from Stoke Road, others visiting the nursing home, they were there for a lot longer than 2 hours. Where was the warden?
- Whilst it is a nuisance to obtain visitors permits, I have paid for mine, do I get a refund?
- I feel that the original survey carried out by the council was not satisfactory, it should never have been for all of Faulkner's Way, I mean has anyone from the council actually visited the road. The houses at the top (of which we are one), will never have the same response as down the road, the needs are completely different.
- If you allow 2 hours free parking, are you guaranting it will be monitored? We will have the same problems back again, parking from Stoke Road visitors, The Elms, going into town, the Nursing Home there will be no spaces once again for the residents. If there would be a problem with monitoring, why not install parking meters that allow two hours, that way the council once again benefit from the parking fees, and us residents who have to pay for the privilege of parking outside our own homes actually get to park in a space that we have paid for!!.

As a foot note, I would like to enquiry about the monitoring of the parking as it is now. When the permits first came into force there were regular checks being carried out and several cars were delivered parking fines. I have not seen any traffic wardens for weeks and there are defiantly un-registered car's down there, unless of course that is, you have already issued Stoke Road residents with parking permits before the proposal has been confirmed.

With reference to your letter of 13th November outlining proposed changes to the street parking in Faulknors Way, we would request that parking is stopped on the hill (other than in lay-bys) as it is very dangerous driving up the hill, without adequate vision, when vehicles are parked thereon. One cannot see round the corner until too late to avoid cars coming down the hill. Yellow lines should be extended to bottom of hill.

Many thanks for your letter of 18 Nov 2013 outlining changes the above residents parking scheme.

In response to these proposals I have two issues, first based on cost and the second based on the timings of the restrictions.

In terms of cost, as there is nowhere else for residents to park other than in the restricted zone it seems unfair to ask for anything other than a nominal fee for a permit. What Central Beds Council is doing in these proposals is forcing us to buy a permit as we will have absolutely no alternative as you will be removing any free parking from the neighbourhood. This means that if these proposals go through you are simply adding an additional charge to the Council Tax that you already take, in effect a charge of £80 per year per household (as most residents here have two cars). By rights we should not be charged to park near our homes, but if you have to can I suggest that a fee of £10 per car, with no additional uplift for second vehicles would be a more fair way of resolving this.

The charge of £10 for the first car, an additional £70 for the second and £90 for the third is quite unacceptable and unfair on the many households of multiple occupancy in this area.

In terms of the timings of these restrictions there is simply no reason why they have to be enforced 24 hours a day 7 days a week and it would be ample discouragement to commuters to enforce the zone Mon to Fri 9 to 5. By doing this it gives residents' friends and relatives more flexibility and also again has a reduction to the costs you are enforcing on us, which again is only fair.

Personally I would be much happier to go back to the situation where there were no restrictions at all and feel that this has been managed quite poorly and policed in an over zealous manner, basically it has been a sledgehammer to crack a nut as there weren't any significant problems with the commuters to start with. However if this can be implemented in a more sensitive manner, with adequate information going to local residents and ensure the timings and costs are appropriate to the situation I would be happier.

I look forward to hearing the responses of other residents and Central Beds Council's reaction to these.

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In response to these proposals I have two issues, first based on cost and the second based on the timings of the restrictions.

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I look forward to hearing the responses of other residents and Central Beds Council's reaction to these.

In relation to your letter of 18 Nov 2013 outlining changes the above residents parking scheme, I have the following response:

Cost - The charge of £10 for the first car, an additional £70 for the second and £90 for the third is quite unacceptable and unfair on the many households of multiple occupancy in this area. There are two cars in my household, and therefore to pay £80 for the privilege of parking outside my own house, on top of the road tax and council tax I pay, seems excessive. If the charge is to justify the admin costs of implementing the parking management scheme, then I'm not sure why the cost would increase by £60 for the second car and some could argue that the council are profiteering out of residents who do not have access to off road parking. Therefore, I would be happy to pay the £10 per car, but no more than that.

Timing - If the objective of the traffic regulation order is to prevent commuters from parking in the area, then I do not understand why the current proposed timing is twenty four hours a day seven days a week. The impact of the current proposed timing will be with residents family and friends either parking on the single yellow line on Stoke Road or further up Stoke outside other residents properties, which I'm sure will lead to more complaints to the council. Therefore, I would be happy if the timings were adjusted to Mon to Fri between the hours of 10 - 4, or a two hours no return policy was put in place as is the case on Old Road.

Appendix D – St Mary's Way Area Petition covering letter

Re: Parking Controls – Various Roads, Leighton Buzzard

We the residents of the following streets: St. Mary's Way, Beach Grove, Hawthorn Close and Cherry Tree Walk, wish to state our objections to the issuing of the stealth 'visitors tax' which has been introduced in our area under the guise of a parking permit scheme. In previous correspondence to our homes this proposal was never mentioned until your letter of 1st August 2013:

'To clarify, this will mean that if you or a visitor wishes to park a vehicle on-street in St Mary's Way, Beach Grove or Hawthorn Close, you will need to apply to Central Bedfordshire Council for a permit'.

Prior notification of your intent to charge us to receive visitors to our homes, an integral part of the parking permit scheme, would have given us residents the opportunity to be in receipt of the full facts of the scheme before choosing any possible action. We find your actions of informing us of this charge 'through the back door' totally unacceptable and we cannot support this taxation as a part of any parking scheme.

In your letter to us, 19th February 2013, again there is no mention in the Public Notice of your intent to impose charges for visitor parking. You do however mention the following:

'The residents permit parking zone is intended to address indiscriminate all-day parking by non-residents in this area of Leighton Buzzard'

If your intention is to address indiscriminate acts towards our households by non residents what then is your reason behind your own discriminatory actions behind the entire scheme? Residents who are unable to accommodate visitors to their homes for free, due to a lack of off-road parking, will be charged when their neighbours with facilities won't. Surely this action in itself discriminates?

For example in Hawthorn Close, living two doors apart are two senior residents, both are widows, pensioners and unable to drive. Both rely on visitors to help them with essentials such as shopping, doctors, hospital appointments etc. Visitors also tend their gardens for them and offer general help and well being through their visits. There is

however one difference between them - one has a drive whilst the other does not. As a result of your discriminatory actions one will be expected to pay for these essential and life enhancing visits from their pension whilst the other does not. To then state on the council website each home will be **allowed** a maximum of three visitor books per year, especially when many households including the elderly, have stated they could easily use a book a month, is surely against our basic human rights? For those who cannot accommodate visitors to their homes off-road the council has no authority to limit the number of visitors we receive or make them a taxable luxury. We would like some clarification to us how you came to the conclusion this would be a fair and lawful scheme to implement in our streets, especially without our knowledge of the full terms of your intent?

We also wish to state we find it totally unacceptable to demand an unbelievable £170.00 for a three car household, especially as some of our households have four cars due to adult children being forced to live with parents because of the current economic climate. Again your actions discriminate against families who, through no fault of their own, are caught up in what is more commonly known as the 'boomerang generation'. Add to this the unacceptable demand of £30.00 for a book of twenty five visits and some households are being forced to pay hundreds of pounds while their neighbour will only pay £10.00. If a fee can be set for £10.00 for **one** car then why not the same fee for **each** car?

It is the opinion of us all that your entire scheme is flawed, from the penalty payments aimed at multi-car households to the visitor's tax. By your own admission the, at times, marginal issue of commuter parking in the above streets does not give the council license to discriminate neighbour against neighbour or put the commuters pocket before the resident in this matter. Commuter parking is solely down to the commuters and **not** the residents. Therefore any fines or 'taxes' should be paid by those causing the issues and not the residents and we certainly will not accept a limitation of visitors to our homes due to the actions of the commuters.

Therefore we residents wish to state our objections and demand a cessation, with immediate effect, of **all** policies to do with the issues of permit parking in our streets due to the discriminatory nature of the scheme, lack of **all** relevant information at the time of consultation and no prior notification of intent before demanding money. We also ask that those residents you have caused worry and stress to and who have bought either visitor permits or parking permits be given a full refund of their money and that a new, fully informative proposal, be brought forward in light of our objections.

Thank you for your attention in this matter and we all look forward to your reply.

Appendix E – Faulkner' Way Submissions

I am writing in response to the public notice in relation to above mentioned amendments to the Faulkners Way parking permit scheme.

You'll be pleased to hear that I had just completed a formal petition of Faulkners Way when the notice went up. The petition itself is attached. This was also presented to the monitoring officer by Sally Wileman as part of an ongoing complaints investigation.

The results of the petition are as follows;

100% of Faulkners Way residents received a copy of the petition requesting feedback (attached)

19 responses were received

14 respondents favoured a review of the existing scheme

5 respondents preferred to keep the scheme as it currently stands

Of the 14 respondents in favour of a review;

2 indicated they would like a review but offered no alternative

6 suggested parking permits working hours only (mon-fri 9to5)

3 suggested a single yellow line

2 suggested restrictions between midnight to 10am (to stop commuters and overnight parking but limit visitor impact)

1 suggested free parking permits and visitor permits for residents

As you will see, none of the residents suggested a 2 hr visitor permit allowance, as per your proposal.

Collectively, the view of the street is that the 24/7 scheme should be relaxed, and replaced with a 9-5 mon-fri system, or a single yellow system. Additionally, a 2 hr visitor slot on top of this would seem sensible.

One possible way to implement this, would be a written letter to all residents guaranteeing ad infinitum that the scheme would not be enforced outside of working hours, and the 2 hr visitor would also be allowed. This would require no signage change.

I would welcome the opportunity to discuss this further BEFORE the consultation deadline of 13/12.

Dear Ms Clay,

Please find enclosed the response to a petition conducted recently, to gather views on the parking permit scheme in Faulkners Way, Leighton Buzzard.

As you will see, there are many positive suggestions from this. The majority of which indicate a preference for single yellow line parking restrictions – or a working hours only restriction.

You will also note that none of the suggestions are for a 2 hr visitor waiting time.

I would also like to point out that the timing of the current consultation being run by Amey is unhelpful as it has overlapped with the petition [which a number of people at the council knew about]. The timing may well result in people believing they have already submitted their views to me, and that the proposed outcome of a 2 hour wait time takes into account their petition response, which of course is incorrect.

Faulkners Way Parking Permit Scheme: Your view is important!!

23/10/13

[REDACTED] are seeking your help in relation to the permit scheme now in force in Faulkners Way.

As you'll know the parking scheme was introduced at the start of September, along the length of Faulkners Way and requires a residents permit or a visitors permit at all times.

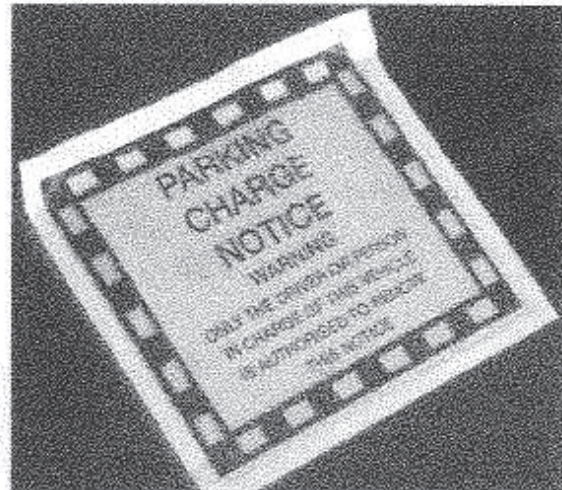
In summary, **we are disappointed with this new parking scheme.** We feel that the **24/7 nature of the scheme is unnecessary** and is causing problems for family and friends, let alone ourselves, who would normally park on the road for short infrequent visits – especially at weekends.

I notice a number of residents, including myself, are now parking their [registered] vehicles on the road to save driveway space to allow for visitors. I have also noticed a number of **penalty fines issued.**

I have been in dialogue with the council and believe that with your support **the council will consider modifying the existing scheme to a working hours scheme.** To support this I am collecting names to **petition the council** as part of an amicable dialogue.

I do not believe that the scheme will be removed altogether, but a **modification to working hours only is a realistic objective.**

This would solve the alleged problems with commuter parking, and provide free on road parking at evenings and weekends for residents and visitors.



Background:

Firstly, the council ran a consultation earlier this year to gauge appetite for a permit scheme. The results were as follows;

38 households in Faulkners Way, of which 22 questionnaires were returned; (58% response).

- 68% of respondents said that commuter parking is an issue
- **8 (38%) support a residents permit scheme.**
- **8 (38%) support single yellow lines.**
- 5 (24%) said leave it as it is
- 1 stated no preference.

You can clearly see that;

- 1) **A part time parking permit scheme was not tabled.** I personally, and incorrectly, thought the parking permit scheme would be 9-5 to address the commuter parking. The council have admitted that **this was purposely not tabled.**
- 2) You will also see that;
 - a. **Only 8 residents preferred a parking permit scheme (out of 38 households)**
 - b. **This is neither a majority of respondents nor a majority of residents**



Secondly, the feedback received from Faulkners Way residents was as follows;

Council representations made by Faulkners Way residents:

Four formal representations were received from residents; the main points raised were as follows:-

- a) The results of the preliminary consultation suggest that **there is not a mandate for permit parking.***
- b) The **problems in this road are a weekday issue, so it is unreasonable to introduce a full time restriction.***
- c) **Single yellow lines would be a better solution for the eastern part of Faulkner's Way where properties have off-road parking.***
- d) The proposed double yellow lines near Bossington Lane should be extended further into the road to address obstructive parking and vehicular conflict.*

Jane Moakes, Assistant Director Community Safety and Public Protection, concluded in her submitted report;

"As there is little outright opposition to the permit parking scheme it is recommended that it be implemented as published. A possible alternative would be to introduce permit parking at the Stoke Road end, but consider single yellow lines in the remainder. However, this would involve publishing fresh proposals. It is suggested that the full permit scheme be introduced, but monitored to see how it operates. "

Note: this can all be freely found on the beds council website – a good starting point is; <http://www.centralbedfordshire.gov.uk/modaov/documents/s42341/TM%20REPORT%20Leighton-Linslade%20consider%20representations.pdf>

From my early discussions I understand that many residents would welcome a scheme which will reduce commuter parking 9-5, and ideally also address some of the bottle necks caused at the top of the road caused by insufficient off road parking for many residents.

However, **the current scheme is inconvenient for many residents**. It is cumbersome at weekends and evenings to shuffle cars to allow for visitors, or to have to warn people not to park in the road. A number of **Penalty Charge Notices have already been applied** to cars parked in the street without a permit and this will only continue and gather pace.

What I propose to ask of the council is as follows:

1. Explanation as to **why a 24/7 parking permit was implemented** despite representation suggesting this may not be the best solution
2. **Modification of the existing scheme to a 9am to 5pm scheme Mon to Friday only**
3. **Further dialogue on how to address the shortage of off road parking** at the top of Faulkners Way

To support this, I would ask if you would sign and mark on the attached sheet to show your view on how to move forward. For some of you, the current scheme may be your preferred choice, and if this is so you should state this. If it is the case that a 24/7 permit scheme is the preferred method for the majority then we should all consent to this, however I do not believe this to be the case.

I appreciate your support and have only stepped in because I feel strongly that something should be done before it is too late. Any queries, questions or comments please pop over to number 24 or give me a call on 07436 545341.

Any other comments:

9-5 Mon - for car preference

Bay at top of street also causing obstacle and hazard danger due to ways cars are parked.

Also enforcement

Please modify to 9-5 - but current signage can be kept the same to deter others.

^

^

Any other comments:

Since the introduction of the scheme the road has ceased to be cluttered with cars and commercial vehicles and driving up the road is now much safer than it used to be.

Commercial parking was evident six days a week and frequently commercial vehicles were left in the road over the weekend whose owners were not Fulhamers and residents.

The houses at the top of the road all have designated garages in addition to the roadside spaces. It is their choice not to use their garages.

To this end we are happy with the parking scheme arrangements as they stand.

Any other comments:

I TOTALLY AGREE THAT THE
COUNCIL SHOULD REVERSE THE CURRENT
SCHEME. THE IDEA OF WORKING HOURS (ie 9.5 AM - FRI)
IS THE WAY FORWARD

Any other comments:

IF REFUSED
ALTERNATIVE SIDE PARKING
9-AM - 12.30, 1-0PM - 5 Mon - FRI

Any other comments:

We would like double yellow lines all down the hill
(apart from bays at top) as it is dangerous to drive
round the bend when going up hill with cars parked there.
Also we would like free permit parking for residents
and visitors.

Any other comments:

We would prefer the yellow line system. Basically a scheme which forbade parking between midnight + 10am would deal with commuter parking + make it easier for daytime visitors, which we, as retired people, receive. Thank you for taking this up.

Any other comments:

We formally objected to the Council on 13th March on the grounds that this was only a weekday 9-5 problem. We said we would accept the scheme if it was only in these hours, not enough information was given to residents about the scheme in advance which meant this didn't enable them to make an informed decision. All this was said in our e-mail of 13th March.

Any other comments:

We find the 24/7 permit parking totally unacceptable, unnecessary and very inconvenient. We would be happy to support a permit parking scheme if it was weekdays 9am - 5pm, this would be much more suitable.

Any other comments:

As you know Andy, we fully support the proposal to amend the scheme to working hours only. If the truth be known Andy, I'm less concerned about getting an 'explanation' of why it happened - we all know it's been a mess, but what has happened, "has happened". However, our objection to the process will derive from a key part

Signed:  of the supporting case for the scheme to be amended.

Any other comments:

You and your guests can park on the street under the current scheme. You will of course need to pay for a permit. Presumably if permits were free you would have no objection to the scheme. So what you are complaining about is cost. First car permits are £10 p.a. and visitor permits £30 for a book of 25. Hardly extortionate for residents of houses in the £400 - £500,000 bracket and with driveways that can hold 2 cars plus double garages that can hold 2 more. Sure, once in a while you may need to move

Any other comments:

I WOULD BE IN FAVOUR OF SINGLE
YELLOW LINES WITH 9-5 RESTRICTION
IF THIS IS NOT POSSIBLE I STRONGLY SUPPORT
MODIFICATION TO THE PERMITS MAKING
IT 9-5 ONLY. I ALSO BELIEVE THE PERMIT
COST IS A MONEY MAKING SCHEME AND
SHOULD BE COST ONLY TO US.

Any other comments:

The scheme as introduced seemed more interested
in collecting fees for permits than removing
the safety hazard of parking on the 'slope'
and so reducing it to one way traffic with
a significant 'blind spot' risk for cars turning
to go up to the main road. Also? parking in
the unmade Bossington Lane.

Any other comments:

WEEKENDS WERE A NIGHTMARE AT TOP
END OF ROAD.
£1-20 FOR A VISITOR CAR IS REASONABLE.
IN MY EYES PARKING SCHEME IS A SUCCESS.
YOU MAYBE RIGHT ABOUT TOP + BOTTOM BEING DIFFERENT.
BE WARN, NEIGHBOUR HAS 4 CARS HE'D LOVE TO PARK
DOWN YOUR PART OF THE ROAD!!

Many thanks for posting your petition through my door (No.9).

Whilst I do agree with many of the points you raise, the scheme as it stands at the present time is much better for us less fortunate folk living at the top of Faulkners Way with NO drives to park on..

We are one of the fortunate families that can park along side our garage, but most can't as it blocks the neighbour's garage access.

I disagree with the fact that as residents we need to pay for the "privilege" of parking outside our own homes, and do feel that although it has stopped the commuter parking problem down here, it has only moved it elsewhere.

On Road Parking -I am guessing you (others) did not need to register for a permit for your car as you have a drive to park on and that is why, when you park on the road you/they are receiving a penalty notice, I presume this as I contacted the council to clarify exactly where you can park without a permit and was told only on your drive or Bossington Lane.

I was told that even if you have a residents parking permit, or visitors parking permit and the car is on any yellow line you will be fined.

Bossington Lane – extending the yellow lines, yes it can get busy down there but this is because some residents are parking their 2nd car down there due to the fact the council feel is it okay to charge £70 for 2nd permit. I'm pretty sure if the 2nd car permit was reduced to £10 the problem would ease.

Weekday Parking Issue - I do agree with you that it can be a nuisance in your case having to move your car to allow visitors to park, and in our case having to pay even more money to the council to purchase visitors permits, but the problem at the top of the road was NOT just caused by commuters.

We had to contend for spaces along with the over flow from The Elms flats, the residents from Stoke Road (terraced houses), visitors for Stoke Road and the Nursing home (plus on a regular basis we had at least 3 untaxed cars left there, which of course they don't now).

Any other comments:

We would prefer the yellow line system. Basically a scheme which forbade parking between midnight + 10am would deal with commuter parking + make it easier for daytime visitors, which we, as retired people, receive. Thank you for taking this up.

Any other comments:

Since the introduction of the scheme the road has ceased to be cluttered with cars and commercial vehicles and driving up the road is now much safer than it used to be.

Commuter parking was evident six days a week and frequently commercial vehicles were left in the road over the weekend whose owners were not Faulkner's along residents.

The houses at the top of the road all have designated garages in addition to the roadside spaces. It is their choice not to use their garages.

To this end we are happy with the parking scheme arrangements as they stand.

Double yellow lines should run from the top to the base of the E-W slope. This would prevent commuter parking and cars parked in the bay at an angle with their back wheels and car boots protruding dangerously out onto the brow of the hill, which still creates a hazardous situation.

The council should re-assess the parking facilities for these houses at the top of the slope as 3 of their garages have been converted to offices for the Elms, Old People's Home. This means their garage doors are defunct so if they clear the their bushes disguising ~~the~~ offices, 3 parking spaces ^{Faulkner Way} could be created to allow ~~only~~ 3 cars to park in the bay parallel to the road like the parking bay opposite. A 4th space could be provided as the next garage has no door and is full of unsightly junk - this could be turned into a car port, these are situated at back of ^{Stoke Road} Faulkner Way houses in ^{Bosington Lane} ~~the word~~.

The sign at the top of the road should omit ^{the word} permits and say residential parking only, allowing for family visits throughout school holidays - perhaps a different colour line could be painted on the road to represent residential parking. I'm sure if we noticed the same car parked from 9-5 every day Mon-Friday, we could report commuter parking so a notice could be placed on offending car by council.

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Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: Petition Highlighting Parking Issues in Filland Court Sandy
Report of: Jane Moakes, Assistant Director Community Safety and Public Protection
Summary: This report presents a petition received from residents of Filland Court, Sandy seeking a resolution of parking difficulties.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Sandy
Function of: Council

CORPORATE IMPLICATIONS
<p>Council Priorities:</p>
<p>Financial: There is currently no funding identified to undertake any measures in Filland Court</p>
<p>Legal: None from this report</p>
<p>Risk Management: None from this report</p>
<p>Staffing (including Trades Unions): None from this report</p>
<p>Equalities/Human Rights: None from this report</p>
<p>Community Safety: None from this report</p>
<p>Sustainability: None from this report.</p>

RECOMMENDATION(S):

That the Executive Member for Sustainable Communities - Services notes the content of the report.

Background and Information

1. A petition has been received signed by 14 residents of Filland Court and Swansholme Gdns, Sandy raising issues in respect of parking in Filland Court.
2. Filland Court is a small residential cul-de-sac off Swansholme Gardens in Sandy. The properties have some off road parking and some have extended this to provide several off-road spaces in addition to their garages.
3. The petitioner highlights parking on a grassed area of land in Filland Court by residents and some non-residents as the main issue. There is evidence that cars are parked on this area of land.
4. The land is surrounded by a raised road kerb on three sides and by driveways on the fourth side. Vehicular access is therefore available to it either over a full height kerb or via the private driveways but in any event access is reasonably easy.
5. Given the residential nature of the area the parking on the grass is likely to be by residents or their visitors.
6. Given the nature of the area there are limited options for the Council to address this local issue.
 - Do nothing
 - Reconstruct part of the area for parking and prevent access to the remainder
 - Prevent access to all of the land using bollards, additional trees or similar.
7. Indications are that the land forms part of the highway.

Conclusion and Way Forward

8. Whilst this is a matter that has aroused some local interest and concern it is not a matter that would appear to be a high priority for the allocation of highway funds.
9. The only vehicle through which to access significant capital expenditure for highway works is currently through the Local Area Transport Plan process and to date this area has not been highlighted as a priority for expenditure via that medium.
10. It is further suggested that the solution to this situation may be for the local residents to speak with those that they feel are causing this situation and see whether a local compromise can be found. It is clear from the petition letter that the petitioner acknowledges that this is the root cause of the problem.

11. It is therefore recommended that no further action be taken in respect of any physical works at this location at the present time.

Appendices:

- Appendix A – Petition letter
- Appendix B – Location plans

Appendix A

Firstly may I thank you for your continued support, assistance and ongoing efforts in trying to alleviate what is becoming an increasingly regular problem of continued parking of vehicles on the amenity area in Filland Court, Sandy.

We the undersigned residents are becoming increasingly concerned at the practice of a few residents and sometimes non-residents who continually insist on parking vehicles on the amenity land in Filland Court. Not only is this practice annoying to most of the residents it is also causing damage to the grassed area and of course sometimes restricts the cutting of the grass by the contractors when vehicles remain parked during the day.

Whilst we are not pleased with vehicles parked in the amenity area we also recognise that when this estate was built many years ago the provision of car parking was probably thought to be adequate and covered the needs at that time. However we see now that many households have at least two cars and with sons and daughters also having cars and remaining at home the driveways of most properties are not able to accommodate more than two vehicles.

Therefore we do not wish to cause a rift amongst neighbours but would seek to arrive at some solution as to what can be done to stop parking on the amenity land which we are sure is only continuing because of the lack of car parking available. We would welcome your suggestions and would like this letter copied to the Mayor and all other members of Sandy Town Council and request that this matter become an agenda item at some future Council meeting or Committee meeting.

Appendix A



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Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: Petition Requesting Central Bedfordshire Council to reconsider 20mph speed limits in Dunstable

Report of: Jane Moakes, Assistant Director Community Safety and Public Protection

Summary: This report presents a petition organised by a resident of Dunstable requesting that the Council reconsiders the implementation of the 20mph speed limits in Dunstable as they are putting the safety of road users in danger.

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

Public/Exempt: Public

Wards Affected: All Dunstable wards

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 20mph speed limit zones in most residential areas of Dunstable have recently been introduced at considerable cost. The removal of the speed limits or alterations to them would entail significant additional work and cost.

Legal:

Central Bedfordshire Council is the highway and traffic authority for the road network in Central Bedfordshire. An important function of the authority is to manage the local road network in a safe, efficient and equitable manner.

Risk Management:

Failure to deliver an efficient, effective and enforceable road network would be detrimental to the safe and expeditious use of the road network by all and could be damaging to the local community as well as economic growth.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

Public authorities have a statutory duty to promote equality of opportunity, to eliminate unlawful discrimination and to foster good relations in respect of nine protected characteristics; age disability, gender re-assignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Creating an attractive and accessible public realm has a part to play in getting people out and about.

One objective of providing 20mph speed limits is to ensure that the most vulnerable members of the community have fair and safe access to the public realm. Disabled people, in particular, place a high priority on this.

Community Safety:

Reduced speed limits are shown to improve safety for all road users but specifically for those vulnerable groups such as cyclists and pedestrians as well as improving amenity for all residents in those areas.

Sustainability:

None from this report.

RECOMMENDATION(S):

That the Executive Member for Sustainable Communities - Services notes the content of the report.

Background and Information

1. An online petition has been received signed by 302 people, mainly living in Dunstable and Luton, expressing concerns about the recently introduced 20mph speed limits in Dunstable.
2. The petition heading states the following:-

“I feel the recent enforcement of 20mph speed limits in Dunstable is unacceptable, and is putting the safety of road users in further danger. By abiding by the new speed limit, I myself and others, are now contesting with people overtaking or driving far too close behind us who are either unaware of the speed limit due to poor documentation or are just plain ignoring it. I also find that travelling at 20 is an unnatural speed and very difficult to maintain, and I am now finding myself concentrating more on keeping my speedometer at 20 to avoid a speeding fine, than I am concentrating on the road ahead of me. I agree that some do drive far too fast exceeding the previous 30mph speed limit, and yes I feel that these should be dealt with for causing dangerous situations, however lowering the speed limit is not dealing with these people and is only putting sensible road users in more potential danger. If you agree with the above and feel that the above situation should be reconsidered, please leave a signature and petition for change. Thanks for your support.”

3. In recent months 20mph speed limits have been introduced in virtually all residential streets in Dunstable. The exceptions being the main through-routes, including the A5 High Street, A505 Church Street / Luton Road, B489 West Street and A5120 Houghton Road.
4. It is to be stressed that the creation of 20mph speed limited areas or zones within the residential areas of Dunstable was highlighted by elected members at the Local Area Transport Plan 3 consultation meetings as the highest priority alongside measures to tackle the rat running traffic through the area. These were thus included within the plan for Dunstable and adopted by the Council following the Local Area Transport Plan consultation process. This action is considered to be a key component of tackling speeding and rat running through the residential areas of Dunstable in the interim period until the M1-A5 link road can be constructed to relieve the pressure of through traffic. This is still some years away.

Conclusion and Way Forward

5. Nationally, there is a trend towards introducing lower speed limits, particularly in residential areas. Government Regulations and guidance have generally made it easier and less costly for local Councils to introduce lower speed limits on their roads. Evidence collected over a number of years indicates that lower speed limits reduce the number and severity of vehicle collisions, so Government has encouraged highway authorities to introduce more 20mph speed limits.
6. The traditional default urban speed limit of 30mph has been in place for many years and the move towards 20mph limits is likely to take some time for drivers to adapt to. Hence, it is accepted that some drivers may consider 20mph to be excessively slow and their driving behaviour will reflect this. It is anticipated that over time drivers will begin to accept lower limits and modify their driving accordingly.
7. It is also accepted that compliance will vary from minor residential streets where the character of the roads naturally lend themselves to lower speeds, whereas on the main through-routes a 20mph speed limit is less likely to be observed. It is on these more main roads where targeted traffic restraint measures have been used to support the 20mph limits and it is possible that further steps may be needed.

8. Research suggests that 20mph limits are successful in reducing actual vehicle speeds, albeit with varying degrees of success. If a reasonable proportion of drivers adhere to the 20mph limit, then it will improve road safety. From recent Government research it was found that in all of the pedestrian datasets, the risk of fatality increases slowly until impact speeds of around 30 mph. Above this speed, risk increases rapidly – the increase is between 3.5 and 5.5 times from 30 mph to 40 mph. In addition, the actual risk of a collision occurring at speeds below 30mph is significantly reduced as the overall stopping distance is significantly reduced. The stopping distance at 20mph is half that of the stopping distance at 30mph. We would therefore reasonably expect lower vehicle speeds to reduce the number of collisions and the severity of any collisions that do occur in those areas subject to the new 20mph speed limits.

9. The 20mph speed limits have only been in place for a short period of time, so it is felt that it is far too early to draw any reliable conclusions about their effectiveness. Likewise, it would be premature to consider any remedial measures or the removal of the 20mph speed limits. It is therefore recommended that the operation of the 20mph speed limits be monitored over the coming months and that a full appraisal (before and after study) of the effectiveness of the limits be produced following 18 months of full operation.

Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: Poynters Road Dunstable – Petition Requesting Speed Reducing Measures
Report of: Jane Moakes, Assistant Director Community Safety and Public Protection
Summary: This report presents a petition received from residents of Poynters Road seeking the implementation of speed reducing measures.

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Dunstable Icknield
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

Financial:

There is currently no funding identified to implement any speed reducing measures in Poynters Road.

To implement a hard-standing for a safety camera van would cost in the order of £5k, subject to the proximity of buried services, and this is not currently funded.

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 Executive Member for Sustainable Communities - Services notes the content of the report and will pursue the use of speed cameras in Poynters Road during the next financial year (2014/15), subject to available funding..

Background and Information

1. A petition has been received signed by 168 residents of Poynters Road Dunstable requesting measures to reduce the speed of traffic on Poynters Road to 20mph that would also include zebra crossings.
2. Poynters Road is a distributor road, one of the main access roads to the Woodside area from the M1 motorway as well as being a link from Luton and Dunstable into Houghton Regis. In this respect although predominantly having residential frontage it carries significant mixed traffic including HGVs.
3. In the summer of 2013 the road required major reconstruction that was facilitated through a road closure, and it is since the completion of these works that residents feel the speed of vehicles has increased.
4. In line with the Council's Local Transport Plan for Dunstable and Houghton Regis and the Freight Strategy, the Council is working towards implementing a 7.5 tonne weight limit on Poynters Road and the plan is to deliver this no later than the opening of the Woodside Link Road.
5. The introduction of speed reduction measures on Poynters Road would impose additional HGV numbers onto the A505 and currently air quality on this road and Poynters Road are an issue. Air quality assessments are being undertaken and in order to provide realistic results these need to be carried out over a 12 month period (to avoid seasonal variations etc). Currently, monitoring is already underway at the Boscombe Road gyratory site (this started in October this year following completion of the improvements) and at sites in Poynters Road, which started collecting data in November 2012. Having collected the data over the required period, the Defra published air quality bias factors will need to be factored into the readings and this will not be able to be done until March /April 2014, the time when Defra usually publish their figures. On this basis we will not be in a position to robustly compare air quality from both sites (Boscombe Rd and Poynters Rd) as is required until May/June 2015. If the diversion of the HGV's down the A5 and through Boscombe Road fails the Air Quality Assessment then we will not be able to proceed with the weight limit at that time.
6. In addition, there is the need to carry out an economic evaluation of the diversion for HGV's and again if this fails we will not be able to proceed at that time. If both evaluations are acceptable then the weight limit can proceed, although implementation would likely to be towards the end of 2015 at the earliest.

7. The Woodside Link Road scheme is currently going through the Development Consent Order Process, when the Government appointed Examining Authority considers the case for and against the scheme, before recommending whether the scheme should obtain planning permission. The current deadline for completion of this process is the 8th April 2014, followed by the inspectors report and recommendation in September 2014. Assuming approval is granted, the pre-contract works will start late 2014 alongside the A5 - M1 Link works and construction completed towards the end of 2016. If the air quality and economic assessments fail, then this is the earliest the weight limit on Poynters Road could be implemented.
8. In response to the concerns of residents, speed measurements have been undertaken by the police since the re-surfacing in October 2013 and these can be compared to similar measurements undertaken in 2010. The results are shown in Appendix 'A' and 'B'.
9. Whilst overall vehicle numbers using the road are lower now than in 2010 the percentage of those vehicles exceeding the prosecutable threshold has increased significantly. It can be assumed that this is in part due to the improved surface quality and in part to the reduced vehicle numbers reducing congestion, thus offering increased opportunities to speed. In the week sampled 44,268 motor vehicles out of the weekly total of 149,304 were travelling at 35 mph or more and potentially liable to prosecution.
10. It is accepted by the police that there is a significant occurrence of speeding on Poynters Road and, as a result, the police would be prepared to undertake enforcement using a mobile camera unit. However, there is currently no suitable location for this to take place and as a result a hard standing would be required for the enforcement van.
11. In terms of physical traffic calming the current usage of the road by mixed traffic with significant numbers of HGV's makes this road unsuitable for the type of traffic calming measures that would be required to reduce the speeds to 20mph standards. These would normally comprise a series of raised features and, given the current speed levels, would have to be spaced at the minimum spacing, approx. every 80m, to achieve the required speed compliance.
12. Features of this type and frequency to obtain 20mph compliance would be extremely noisy for residents and would, given the numbers of HGV's cause accelerated wear on the newly reconstructed carriageway. To implement such measures prior to the implementation of the weight restriction is therefore unlikely to provide a satisfactory way forward. Likewise the reduced number of similar features necessary to gain 30mph compliance would result in similar problems.
13. Alternative methods of speed reduction would be unlikely to be practical in this location for similar reasons.

Conclusion and Way Forward

14. Ultimately the intention for Poynters Road is that the bulk of the heavy goods vehicles will be prohibited. Once that has been implemented there will be additional options that will be available in respect of traffic speed restraint methods, such as zebra crossings, 20 mph limits etc. Currently to attempt to reduce speeds without sufficient engineering features to make either the current 30mph speed limit or a reduced 20mph limit self-enforcing would be noisy, expensive and unlikely to be popular with residents once implemented.
15. Consequently, it is suggested that in the shorter term consideration be given to providing average speed cameras in Poynters Road. Funding will be available in the 2014/15 financial year to look at new cameras sites and Poynters Road would appear to be a priority for installation of this equipment.
16. It is also proposed that the speeds and volumes of traffic on Poynters Road should be monitored at least annually and that Poynters Road remains a priority route for funding in a future local Transport Plan for both the HGV ban and additional traffic restraint works once this has been implemented.
18. If approved, the case for the provision of average speed cameras to be fully evaluated after April 2014 with usage during the 2014/15 financial year.

Appendices:

- Appendix A – Speed Measurements 2010
- Appendix B – Speed Measurements Oct 2013
- Appendix C – email from the Police
- Appendix D – Petition letter.

Appendix A
Speeds in 2010

Over ACPO Speed Enforcement Threshold											
23rd February to 1st March 2010											
Luton											
<u>Data.</u>	Tues 23rd	Weds 24th	Thurs 25th	Fri 26th	Sat 27th	Sun 28th	Mon 1st	Weekly Total			
Poynters Road											
Towards Dunstable Road	12:13	12:43	12:55	13:57	17:24	16:23	14:88	9903			
Total daily volume -	11837	12240	12350	12970	10840	8314	12104	80655			
Daily % 35 mph & above.	10.25	10.16	10.16	10.46	15.90	19.52	12.29	12.28			
Am Peak	06:00	05:30	05:15	05:30	08:15	07:15	05:45				
Volume	109	138	132	112	127	83	140				
Pm Peak	20:30	21:00	13:45	14:30	13:15	15:00	12:30				
Volume	77	81	75	96	111	118	90				
Luton											
23rd February to 1st March 2010											
<u>Data.</u>	Tues 23rd	Weds 24th	Thurs 25th	Fri 26th	Sat 27th	Sun 28th	Mon 1st	Weekly Total			
Poynters Road											
Towards Houghton Regis	22:78	21:73	21:66	23:61	27:02	25:55	25:47	16782			
Total daily volume -	12373	12619	12589	12963	10228	8226	12227	81225			
Daily % 35 mph & above.	18.41	17.22	17.21	18.21	26.42	31.06	20.83	20.66			
Am Peak	09:45	09:00	11:00	11:00	11:00	09:45	09:00				
Volume	160	143	139	164	153	142	169				
Pm Peak	12:00	13:15	13:15	13:15	16:00	13:15	12:15				
Volume	176	148	142	164	183	194	171				
Luton											
23rd February to 1st March 2010											
<u>Data.</u>	Tues 23rd	Weds 24th	Thurs 25th	Fri 26th	Sat 27th	Sun 28th	Mon 1st	Weekly Total			
Poynters Road											
Both Directions	34:91	34:16	34:21	37:18	44:26	41:78	40:35	26685			
Total daily volume -	24210	24859	24939	25933	21068	16540	24331	161880			
Daily % 35 mph & above.	14.42	13.74	13.72	14.34	21.01	25.26	16.58	16.48			
Survey Site No 55											
Enforcement should be prioritised at the peak times shown above											
Additional enforcement may be completed at other times.											

Appendix B

Speeds in October 2013

Over ACPO Speed Enforcement Threshold										
12th October 2013 to 18th October 2013.		DUNSTABLE AND LUTON.								
Data.		Sat.	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Weekly	
		12th	13th	14th	15th	15th	17th	18th	Total	
Poynters Road.										
Towards Houghton Regis.	No: 35 mph & above per day -	2276	1827	1770	2237	2103	2298	2448	14959	
	Total daily volume -	9112	6933	10637	10707	10968	10959	11135	70451	
	Daily % 35 mph & above	24.98	26.35	16.64	20.89	19.17	20.97	21.98	21.23	
Am Peak		11:00	10:30	10:00	11:00	08:45	08:30	09:30		
Volume		161	123	132	130	133	162	166		
Pm Peak		13:15	15:15	12:30	16:00	15:30	14:30	14:00		
Volume		192	146	155	175	175	163	174		
DUNSTABLE AND LUTON.										
12th October 2013 to 18th October 2013.		DUNSTABLE AND LUTON.								
Data.		Sat.	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Weekly	
		12th	13th	14th	15th	15th	17th	18th	Total	
Poynters Road.										
Towards A505 Luton Road.	No: 35 mph & above per day -	4473	3155	3514	4436	4142	4710	4879	29309	
	Total daily volume -	10199	9243	11961	11665	11730	11884	12171	78853	
	Daily % 35 mph & above	43.86	34.13	29.38	38.03	35.31	39.63	40.09	37.17	
Am Peak		10:00	10:30	05:45	06:00	05:45	05:45	05:30		
Volume		406	211	252	275	308	306	321		
Pm Peak		14:00	15:15	16:00	16:15	16:00	15:30	15:15		
Volume		349	300	250	366	299	302	337		
DUNSTABLE AND LUTON.										
12th October 2013 to 18th October 2013.		DUNSTABLE AND LUTON.								
Data.		Sat.	Sun.	Mon.	Tues.	Wed.	Thurs.	Fri.	Weekly	
		12th	13th	14th	15th	15th	17th	18th	Total	
Poynters Road.										
Both Directions	No: 35 mph & above per day -	6749	4982	5284	6673	6245	7008	7327	44268	
	Total daily volume -	19311	16176	22598	22372	22698	22843	23306	149304	
	Daily % 35 mph & above	34.95	30.80	23.38	29.83	27.51	30.68	31.44	29.65	
Survey Site No 0377										
Enforcement should be prioritised at the peak times shown above										
Additional enforcement may be completed at other times.										
Data unit on street light outside 61.										

Appendix C

Further to our below emails, we have now taken traffic data over a period of a week with the data recording unit being positioned on a street light outside number 61 Poynters Road.

I have attached a copy of the summary for your information. When compared with traffic data taken in 2010 it can be seen that the percentage of non compliance has increased from 16.48% to the current 29.65%.

Over the week period for this latest data, the average speed is 32.6mph and the 85th %ile is 38.3mph.

Problem we have is that 44,268 motor vehicles out of the weekly total of 149,304 are travelling at 35 mph or more and liable to prosecution.

With this high number, the occasional visits that our one or two roads policing vehicles conduct will have very little impact. I have asked our mobile camera operatives to give the road their attention but have been advised that they have difficulties parking their vehicle in a position that secures the necessary view without obstructing properties or mounting the grass verge.

To avoid blocking drives it has been asked if an area of grasscrete or similar could be provided in the grass verge outside number 50 / 52 Poynters Road, the attached photograph gives shows the location. This will enable a clear view of the road and more importantly, allow the highly visible marked vehicles to be seen by the motorist. The location would then have to be secured by signing to indicate 'Police vehicles only'.

Your thoughts, even better your assistance in providing an area for the camera units would be appreciated.

Regards,

Appendix D

Sir,

Please find enclosed a Petition signed by 168 people, residents of Poynters Road who were home, on the 5th of October 2013, and 6th of October 2013.

We are Petitioning against the Speed of all traffic using Poynters Road.

Since the Road has been re-opened, we are increasingly aware of the increase of Speed.

This Anti Social menace has to stop, therefore we are Petitioning all the relevant Authorities to reduce the speed to 20mph, and to introduce traffic calming measures which would include Zebra Crossings along the length of Poynters Road Luton/Dunstable.

Copies to :-
Office of the Chief Constable,
Central Bedfordshire Council,
Luton Borough Council.

For and on behalf of the Poynters Road Action Group.