

---

**Meeting:** Traffic Management Meeting  
**Date:** 7 January 2013  
**Subject:** Improvements to Existing Residents Parking Zones  
(Dunstable and Leighton - Linslade)  
**Report of:** Jane Moakes, Assistant Director Community Safety and Public Protection  
**Summary:** To report to the Executive Member for Sustainable Communities Services on the findings and recommendations of a study carried out in the existing Residents Parking Zones of Dunstable and Leighton - Linslade.

---

**Contact Officer:** David Bowie  
[david.bowie@centralbedfordshire.gov.uk](mailto:david.bowie@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable & Leighton - 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:**

There is currently no budget allocation for the amendment of parking restrictions within the existing Residential Parking Zones. If minded to approve then the cost of the combined works in all four RPZ's would be approximately £71,478.70

### **Legal:**

Central Bedfordshire Council is the highway and traffic authority for the road network in area of Central Bedfordshire. An important function of the Authority is to manage on and off-street parking. To be legally enforceable, parking services must be compliant with the Traffic Management Act 2004.

### **Risk Management:**

Failure to deliver efficient and effective parking enforcement would be detrimental to the safe and expeditious use of the road network and could be damaging to economic growth. Failure to deliver a cost neutral parking enforcement service could have detrimental financial implications to the Authority. Failure to deliver an effective approach to parking may result in reputational damage to the Council.

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

None as part of 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 and the provision of dropped kerbs.

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

### **Community Safety:**

The inclusion of improved parking measures within the areas under consideration is likely to have an overall positive effect on the local amenity, road safety and free movement of traffic.

### **Sustainability:**

None as part of this report

## **RECOMMENDATIONS:**

**That the findings and recommendations made in the report are accepted and approved for funding and implementation in financial year 2013/14 .**

## **Background and Information**

1. This report follows an investigation into the operation of the existing Residents Parking Zones (RPZ's) in Dunstable and Leighton Linlade. The investigations were prompted by complaints from residents within the zones that they were having difficulties finding available on street parking in the evenings and at certain times during the day. As the council had increased permit cost's for financial year 2011/12 residents complained that the zones were not operating to their advantage as was originally intended.
2. The purpose of the Residents Parking Zones Study was therefore to assess and evaluate the operation of the existing residents parking zones and, investigate the potential to increase kerb side space, as well as considering the existing parking zone restrictions and operational times. The Study Reports would then identify areas or lengths of existing carriageway where the principal objectives could be achieved.

3. The four Residential Zones considered were as follows:-

- **The Central Linslade Parking Zone** covering Church Road (whole length), New Road (whole length), Old Road (whole length excluding the north side between Stoke Road and Soulbury Road), Ship Road (whole length), Soulbury Road (south side from Old Road to Station Road), Station Road (whole length), Vicarage Road (whole length), Victoria Road (whole length), Waterloo Road (whole length), Wing Road (west side from Old Road to the south side of No. 120 but excluding Ivester Court).
- **Springfield Road, Linslade**
- **Prince Regent Area Parking Zone, Dunstable** covering Albion Street (from Princes Street to its junction with Edward Street/Matthew Street), Edward Street (whole length), Matthew Street (whole length), Princes Street (whole length), Regent Street (whole length), Union Street (south east side from High Street North to Princes Street), Victoria Street (from West Street to Union Street), Winfield Street (whole length)
- **Icknield Street, Dunstable**

4.

## **Results and the Way Forward**

### **5. Central Linslade Zone (Appendix A)**

The Study Report has identified where this principal objective can be achieved, resulting in a potential increase of available kerb side residents parking bays by 295 linear metres with lines and signs (123 linear metres), the implementation of physical works e.g. kerb realignments etc. (18 linear metres), and, with innovative ideas, e.g. the construction of bays on a wide verge/footway parking half on and half off the footway by permitting half on and half off footway parking (154 linear metres).

The Study Report has established that there is scope to amend all the existing waiting restrictions within the Central Linslade RPZ area, to be converted to limited waiting between 8.30 am to 5 pm, thus giving local residents even greater flexibility and enhanced parking provision following the end of the working day. However, this will be dependent upon the weekly operational requirements of the waste collection and recycling operations, a matter which needs to be discussed and agreed before any further action is taken in this regard.

### **6. Springfield Road, Linslade (Appendix B)**

The Study Report has identified three lengths of existing carriageway where this principal objective can be achieved, resulting in a potential increase of available kerb side residents parking bays by 42 linear metres with lines and signs only.

## 7. Prince Regent Area Residents Parking Zone (Appendix C)

The Study Report has identified where this principal objective can be achieved, resulting in a potential increase of available kerb side residents parking bays by 127 linear metres with lines and signs (100 linear metres), the implementation of physical works e.g. kerb realignments etc. (27 linear metres), with innovative ideas, e.g. the construction of bays on a wide verge/footway parking half on and half off the footway by permitting half on and half off footway parking (0 linear metres) and, an increase of approximately 12 linear metres of available kerb side parking bays for the local businesses and shopping premises in Albion Street in proximity to the Borough Arms Public House.

The Study Report has established that there is scope to amend all the existing waiting restrictions within the Prince Regent RPZ area, to be converted to limited waiting between 8.30 am to 5 pm, thus giving local residents even greater flexibility and enhanced parking provision following the end of the working day. However, this will be dependent upon the weekly operational requirements of the waste collection and recycling operations, a matter which needs to be discussed and agreed before any further action is taken in this regard

## 8. Icknield Street, Dunstable (Appendix D)

The study report has identified three lengths of existing carriageway where the principal objective can be achieved, resulting in a potential increase of available kerb side residential parking bays by 20 linear metres with signs and lines only.

9. The financial implications to the works proposed for each zone are advised as follows:-

• Central Linslade Residents Parking Zone	£18,769.21
• Springfield Road, Linslade	£3,398.92
• Prince Regent Area Residents Parking Zone	£36,879.56
• Icknield Street, Dunstable	£3,107.70
Sub total	£62,155.39
Allow 15% Contingencies	£9,323.31
<b>Total</b>	<b>£71,478.70</b>

10. In addition to the above improvements the reports also advise that the existing Residents Parking Zones are made Permit Holders Only and that the two hour free stay common within the zones is removed with the exception of where there are local businesses present (for example New Road in the Central Linslade Zone).

**Appendices:**

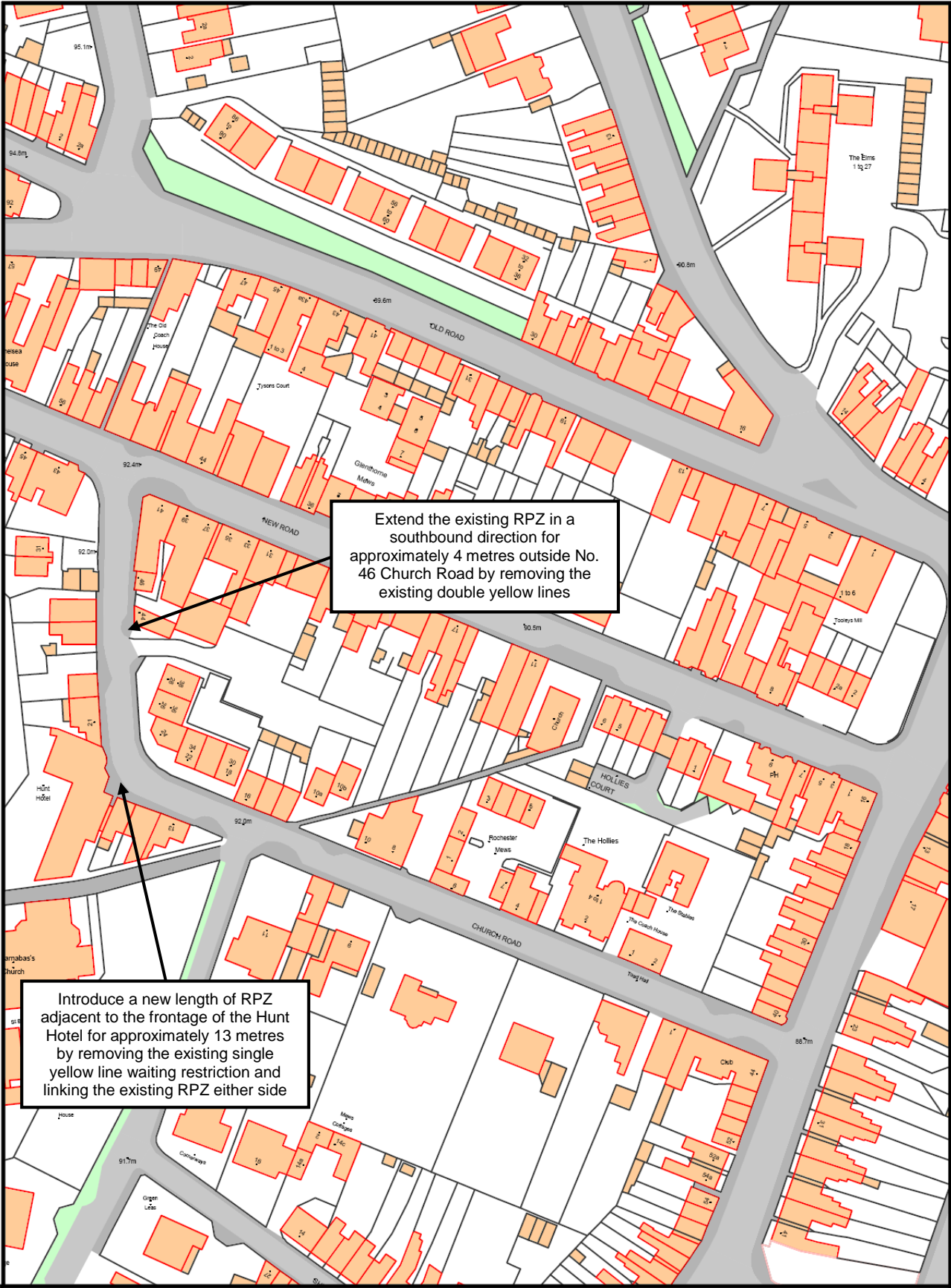
Appendix A – Proposals for Central Linslade Parking Zone

Appendix B – Proposals for Springfield Road, Linslade Parking Zone

Appendix C – Proposals for Prince Regent Area, Dunstable Parking Zone

Appendix D – Proposals for Icknield Street, Dunstable Parking Zone

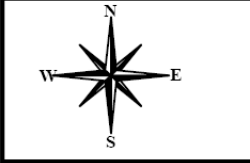
# **APPENDIX A**



Extend the existing RPZ in a southbound direction for approximately 4 metres outside No. 46 Church Road by removing the existing double yellow lines

Introduce a new length of RPZ adjacent to the frontage of the Hunt Hotel for approximately 13 metres by removing the existing single yellow line waiting restriction and linking the existing RPZ either side

# Church Road

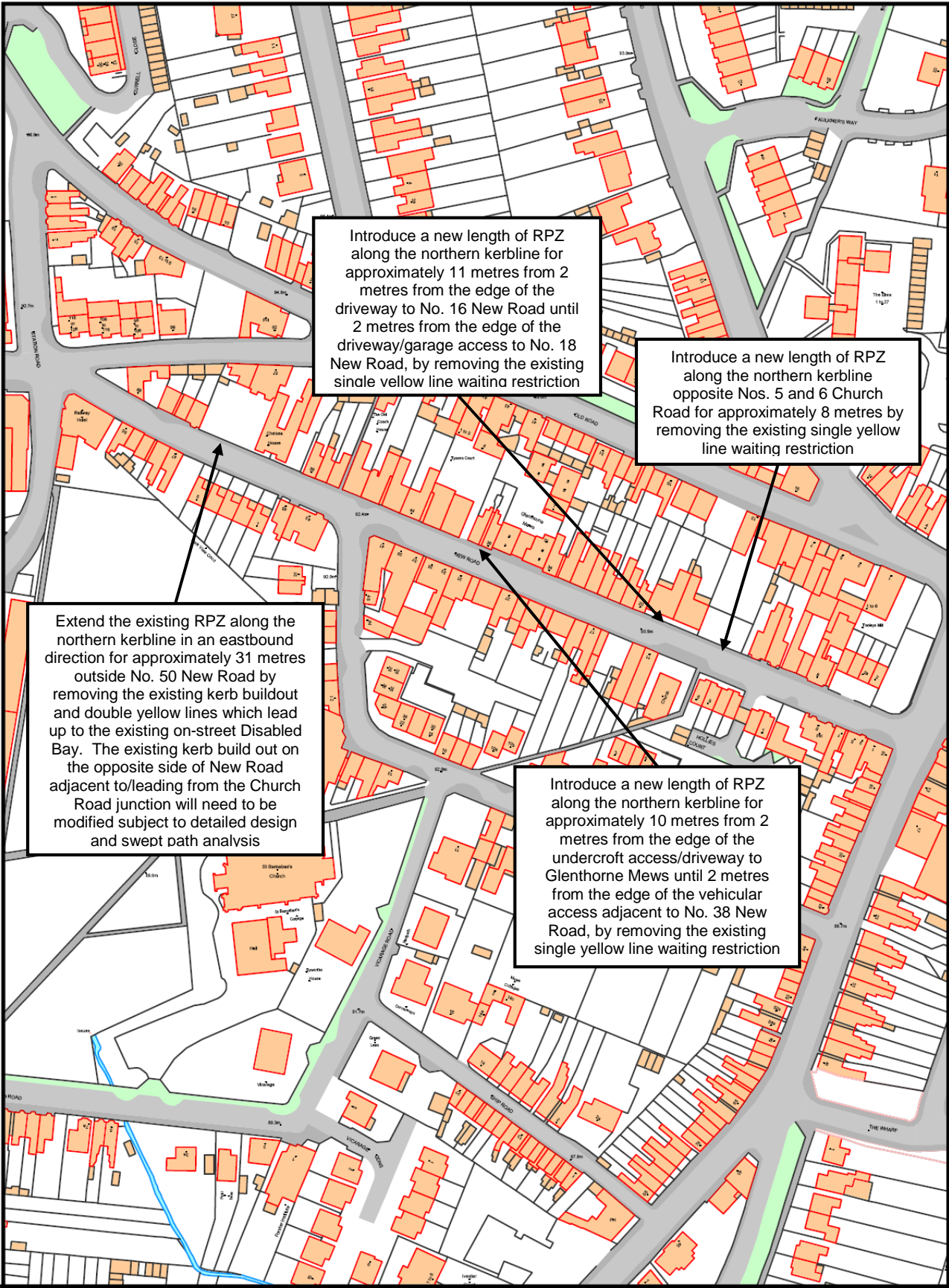


**Date:** 29 July 2011

**Scale:** 1:1250

© Crown Copyright and database right. 2011  
 Ordnance Survey 100049029.  
 Central Bedfordshire Council.





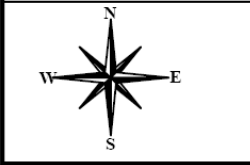
Introduce a new length of RPZ along the northern kerbline for approximately 11 metres from 2 metres from the edge of the driveway to No. 16 New Road until 2 metres from the edge of the driveway/garage access to No. 18 New Road, by removing the existing single yellow line waiting restriction

Introduce a new length of RPZ along the northern kerbline opposite Nos. 5 and 6 Church Road for approximately 8 metres by removing the existing single yellow line waiting restriction

Extend the existing RPZ along the northern kerbline in an eastbound direction for approximately 31 metres outside No. 50 New Road by removing the existing kerb buildout and double yellow lines which lead up to the existing on-street Disabled Bay. The existing kerb build out on the opposite side of New Road adjacent to/leading from the Church Road junction will need to be modified subject to detailed design and swept path analysis

Introduce a new length of RPZ along the northern kerbline for approximately 10 metres from 2 metres from the edge of the undercroft access/driveway to Glenthorne Mews until 2 metres from the edge of the vehicular access adjacent to No. 38 New Road, by removing the existing single yellow line waiting restriction

# New Road



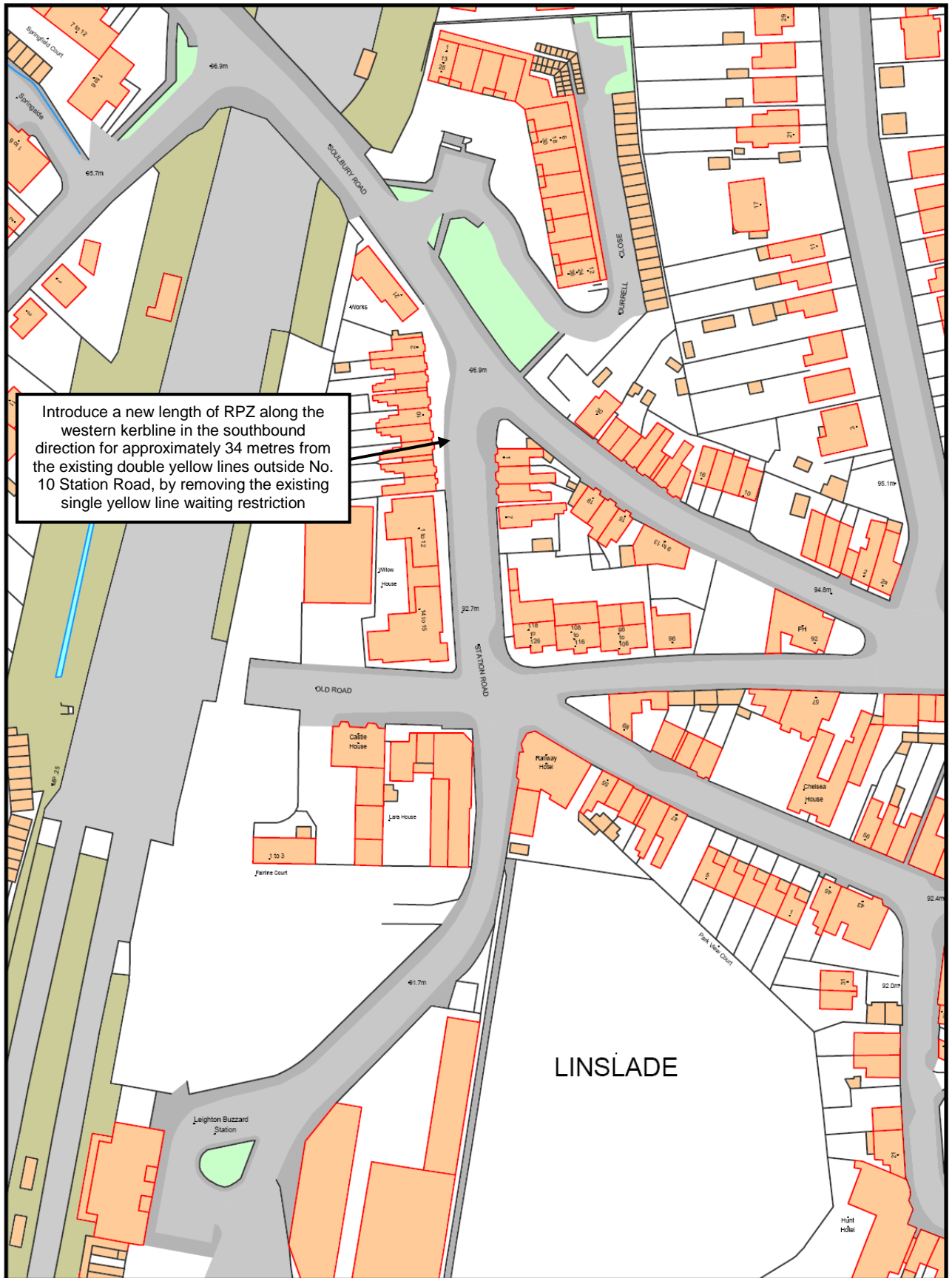
**Date:** 29 July 2011

**Scale:** 1:1750

© Crown Copyright and database right. 2011  
 Ordnance Survey 100049029.  
 Central Bedfordshire Council.

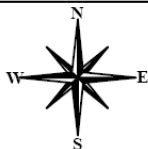






Introduce a new length of RPZ along the western kerbline in the southbound direction for approximately 34 metres from the existing double yellow lines outside No. 10 Station Road, by removing the existing single yellow line waiting restriction

## Station Road



Date: 29 July 2011

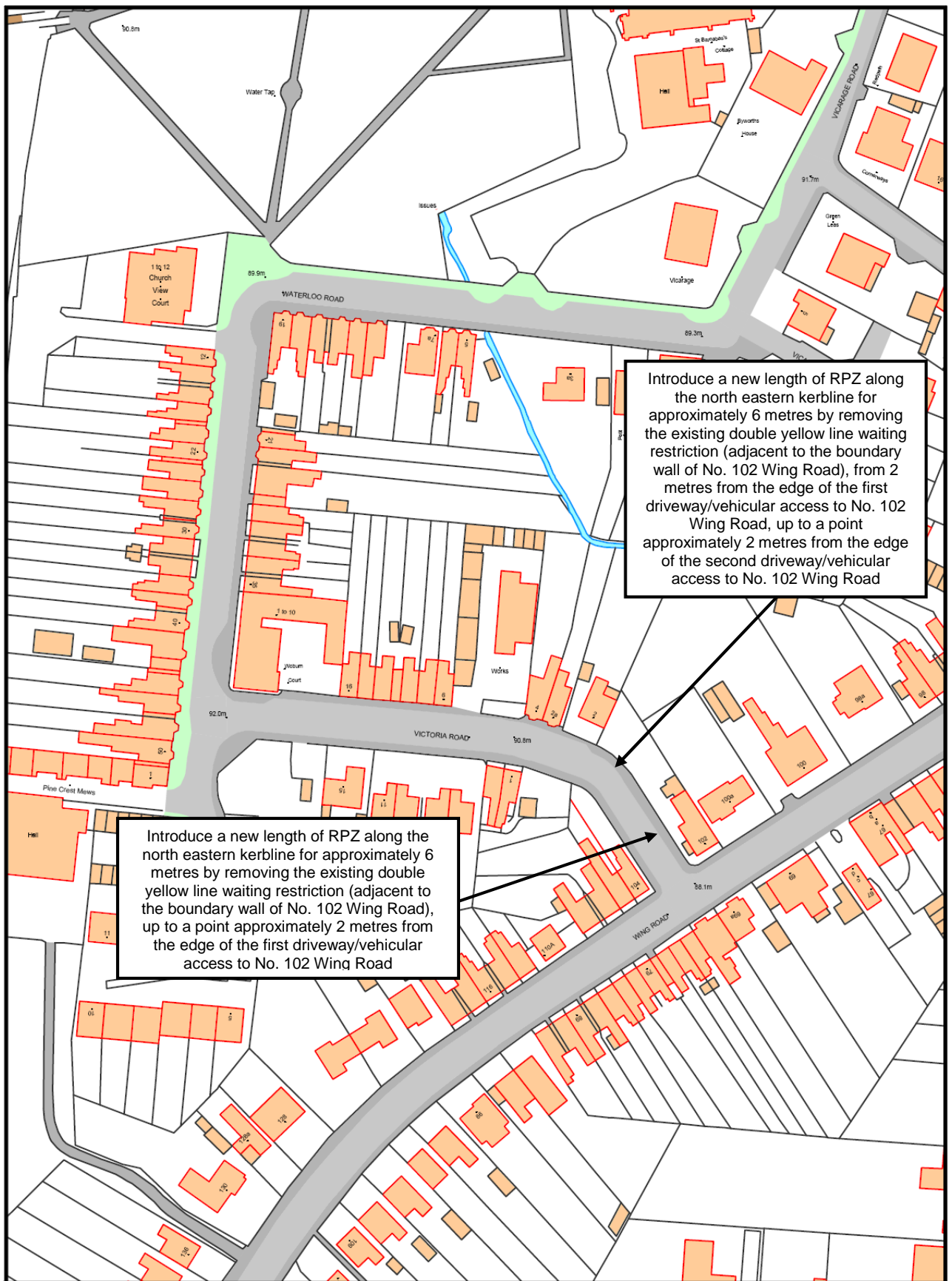
Scale 1:1250

© Crown Copyright and database right. 2011  
Ordnance Survey 100049029.

Central Bedfordshire Council.



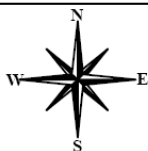




Introduce a new length of RPZ along the north eastern kerbline for approximately 6 metres by removing the existing double yellow line waiting restriction (adjacent to the boundary wall of No. 102 Wing Road), from 2 metres from the edge of the first driveway/vehicular access to No. 102 Wing Road, up to a point approximately 2 metres from the edge of the second driveway/vehicular access to No. 102 Wing Road

Introduce a new length of RPZ along the north eastern kerbline for approximately 6 metres by removing the existing double yellow line waiting restriction (adjacent to the boundary wall of No. 102 Wing Road), up to a point approximately 2 metres from the edge of the first driveway/vehicular access to No. 102 Wing Road

# Victoria Road



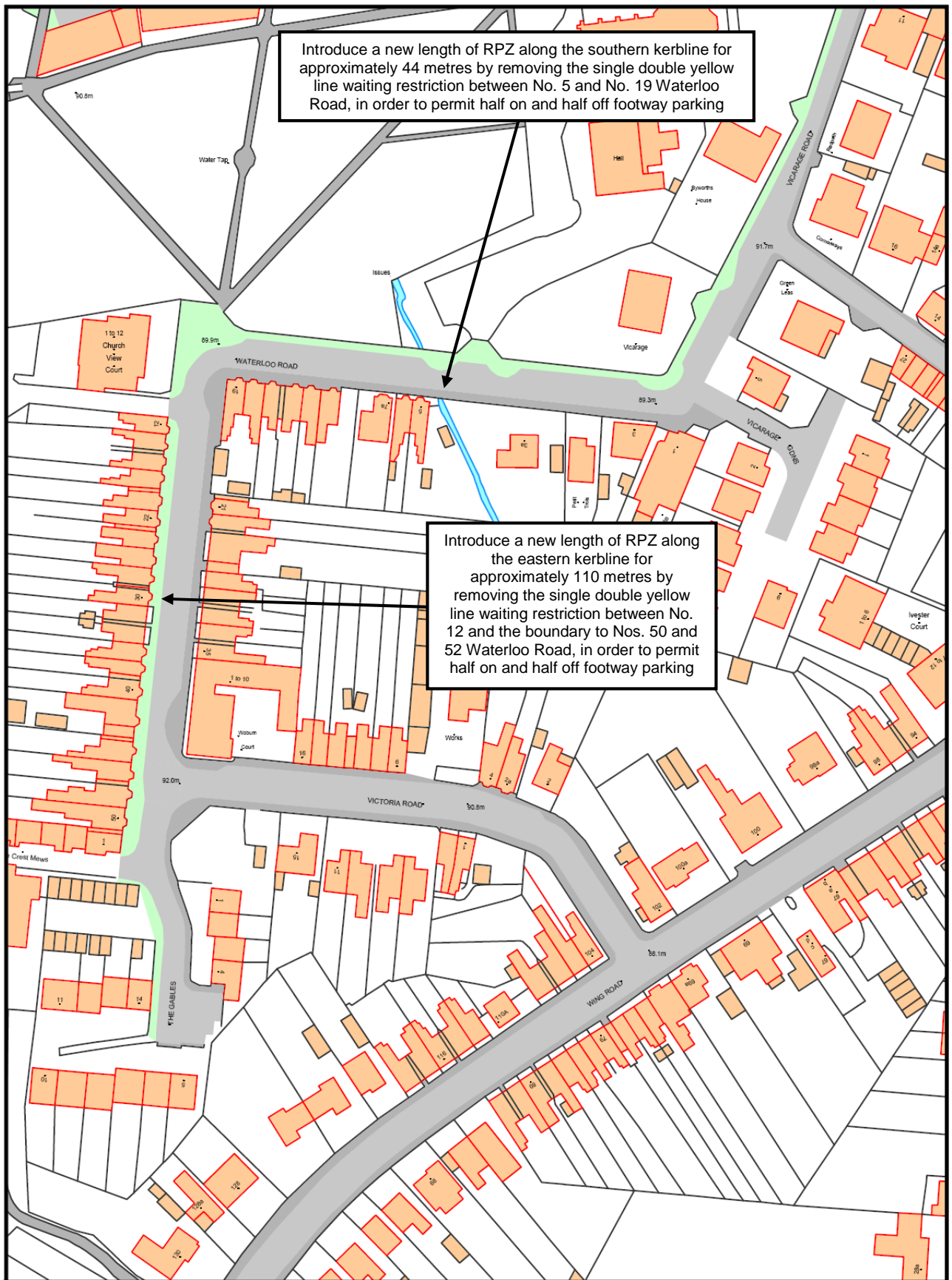
Date: 29 July 2011

Scale 1:1250

© Crown Copyright and database right. 2011  
Ordnance Survey 100049029.

Central Bedfordshire Council.

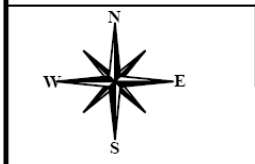




Introduce a new length of RPZ along the southern kerbline for approximately 44 metres by removing the single double yellow line waiting restriction between No. 5 and No. 19 Waterloo Road, in order to permit half on and half off footway parking

Introduce a new length of RPZ along the eastern kerbline for approximately 110 metres by removing the single double yellow line waiting restriction between No. 12 and the boundary to Nos. 50 and 52 Waterloo Road, in order to permit half on and half off footway parking

# Waterloo Road



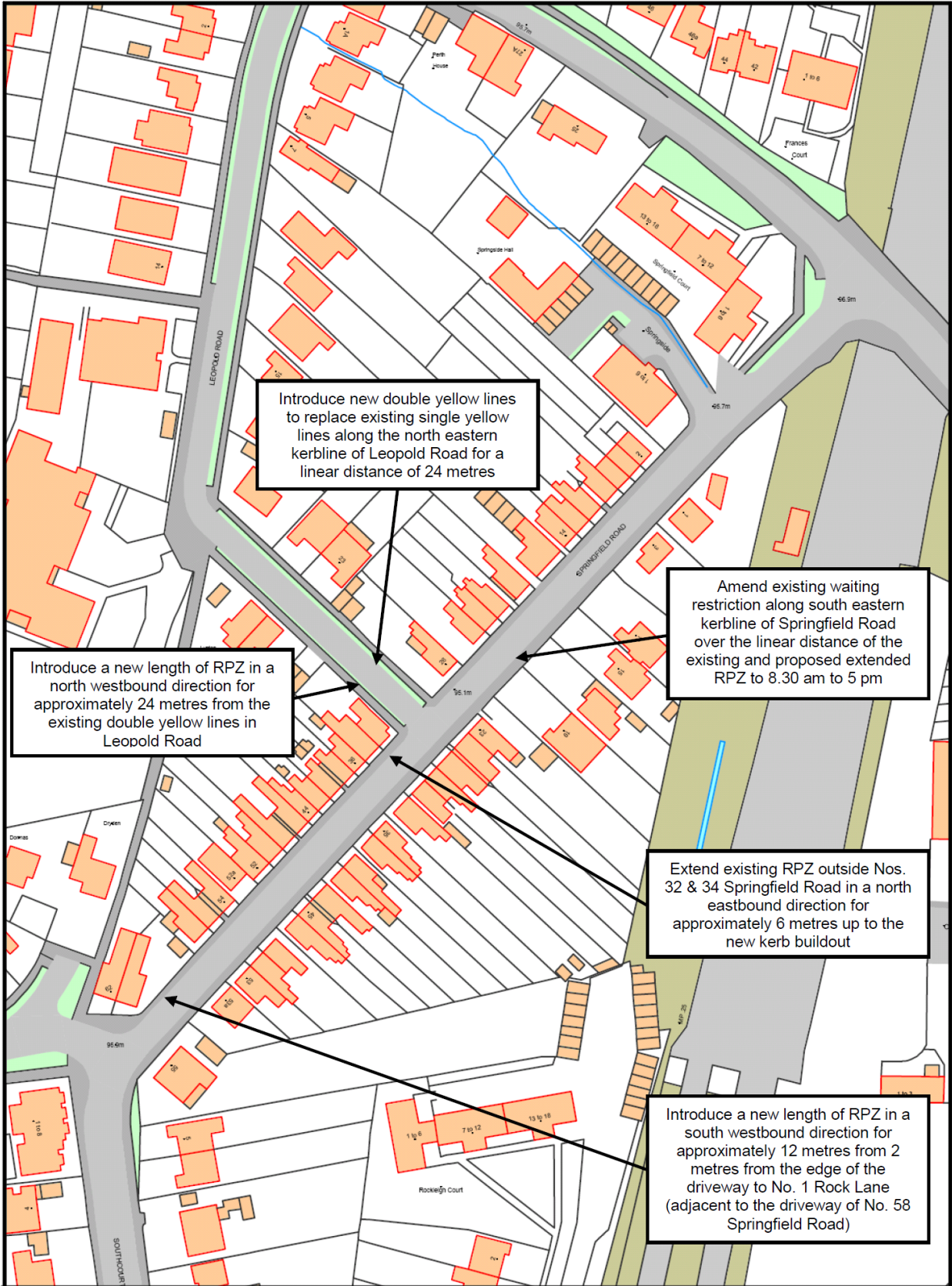
Date: 29 July 2011

Scale 1:1250

© Crown Copyright and database right. 2011  
 Ordnance Survey 100049029.  
 Central Bedfordshire Council.



# **APPENDIX B**



Introduce new double yellow lines to replace existing single yellow lines along the north eastern kerbline of Leopold Road for a linear distance of 24 metres

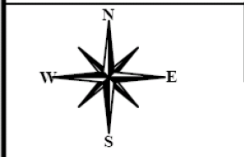
Introduce a new length of RPZ in a north westbound direction for approximately 24 metres from the existing double yellow lines in Leopold Road

Amend existing waiting restriction along south eastern kerbline of Springfield Road over the linear distance of the existing and proposed extended RPZ to 8.30 am to 5 pm

Extend existing RPZ outside Nos. 32 & 34 Springfield Road in a north eastbound direction for approximately 6 metres up to the new kerb buildout

Introduce a new length of RPZ in a south westbound direction for approximately 12 metres from 2 metres from the edge of the driveway to No. 1 Rock Lane (adjacent to the driveway of No. 58 Springfield Road)

# Springfield Road



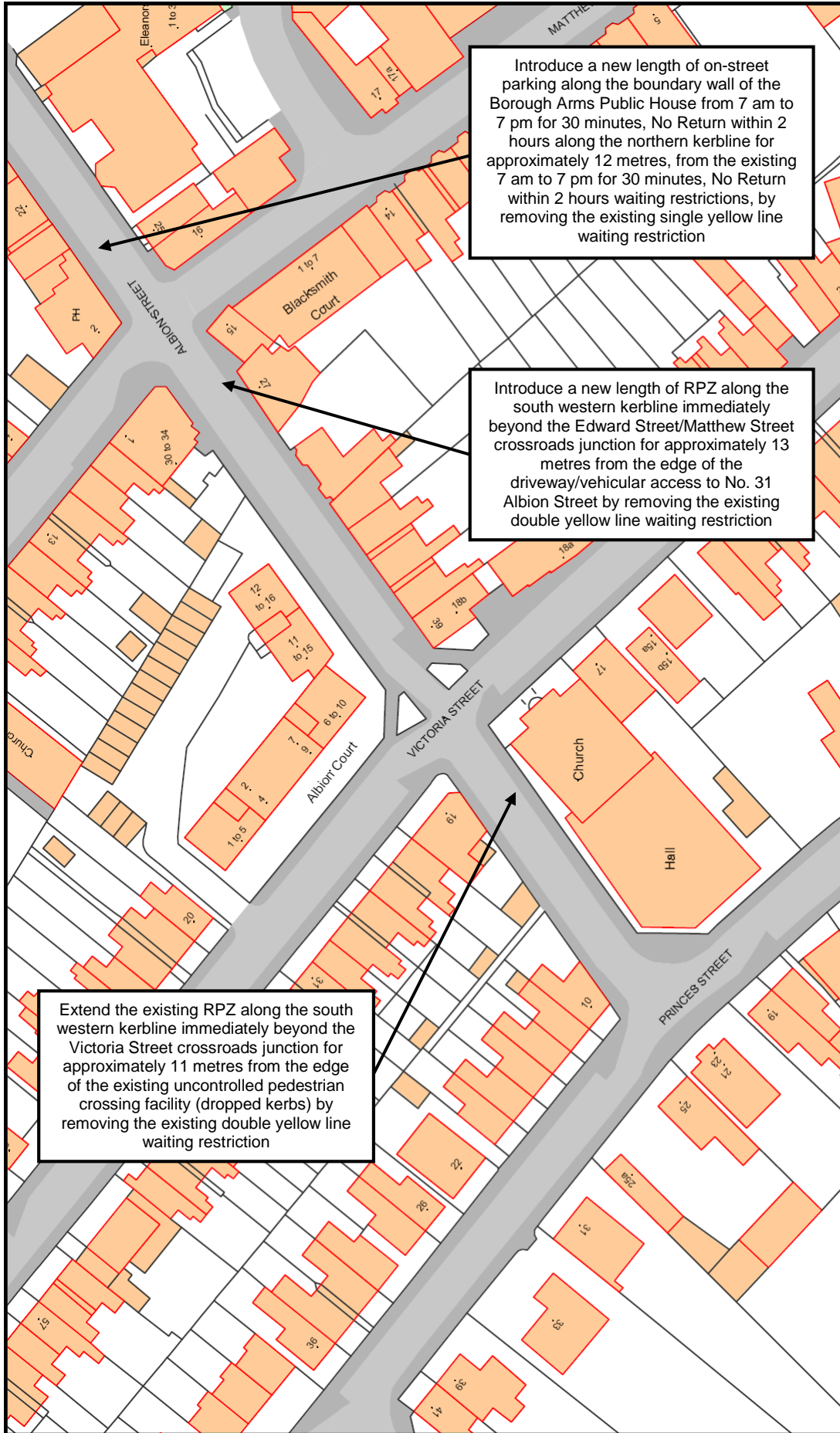
Date: 29 July 2011

Scale 1:1250

© Crown Copyright and database right. 2011  
 Ordnance Survey 100049029.  
 Central Bedfordshire Council.



# APPENDIX C



Introduce a new length of on-street parking along the boundary wall of the Borough Arms Public House from 7 am to 7 pm for 30 minutes, No Return within 2 hours along the northern kerbline for approximately 12 metres, from the existing 7 am to 7 pm for 30 minutes, No Return within 2 hours waiting restrictions, by removing the existing single yellow line waiting restriction

Introduce a new length of RPZ along the south western kerbline immediately beyond the Edward Street/Matthew Street crossroads junction for approximately 13 metres from the edge of the driveway/vehicular access to No. 31 Albion Street by removing the existing double yellow line waiting restriction

Extend the existing RPZ along the south western kerbline immediately beyond the Victoria Street crossroads junction for approximately 11 metres from the edge of the existing uncontrolled pedestrian crossing facility (dropped kerbs) by removing the existing double yellow line waiting restriction



© Crown Copyright and database right. 2011  
Ordnance Survey 100049029.  
Central Bedfordshire Council.

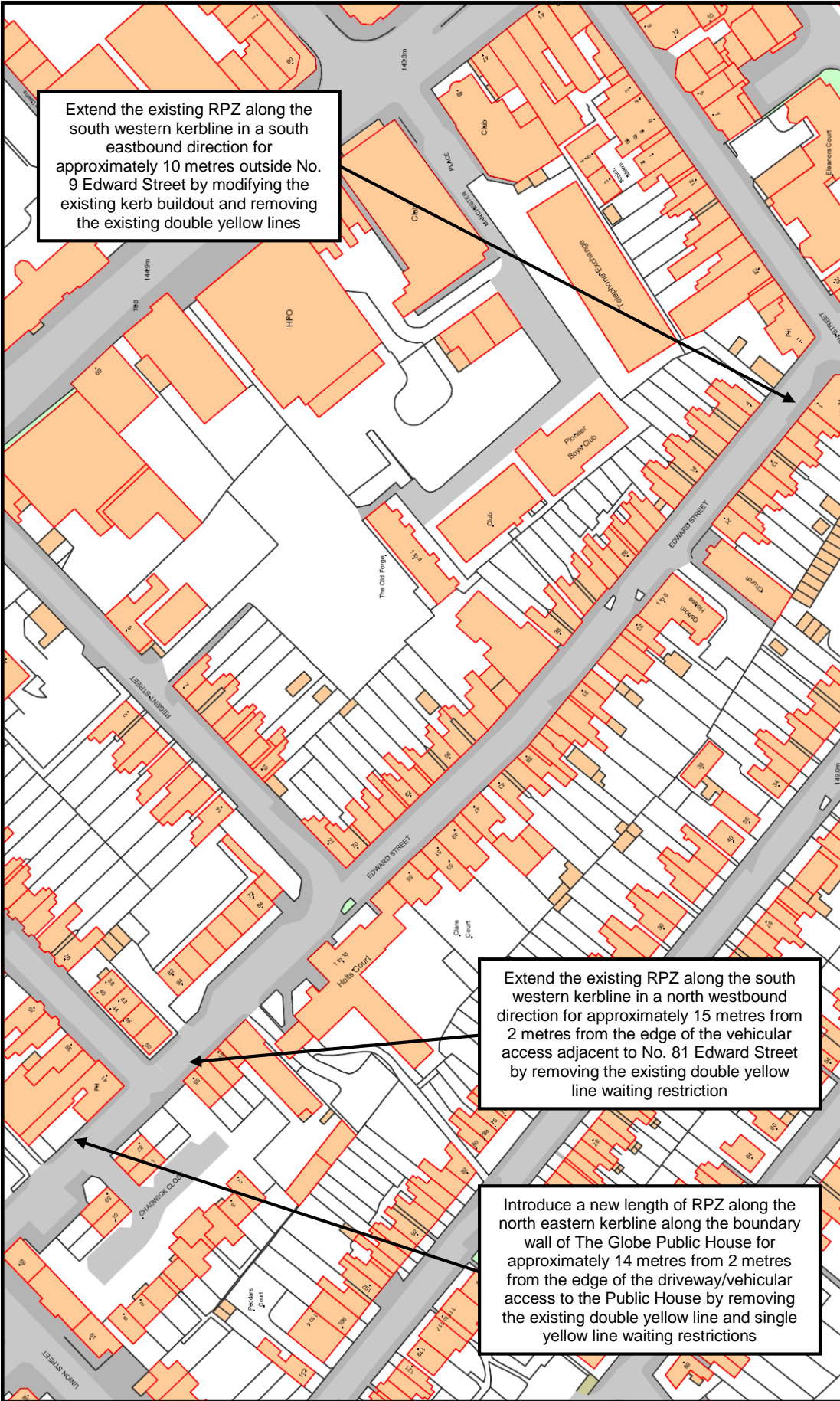
# Albion Street

Date: 28 July 2011

Scale 1:750







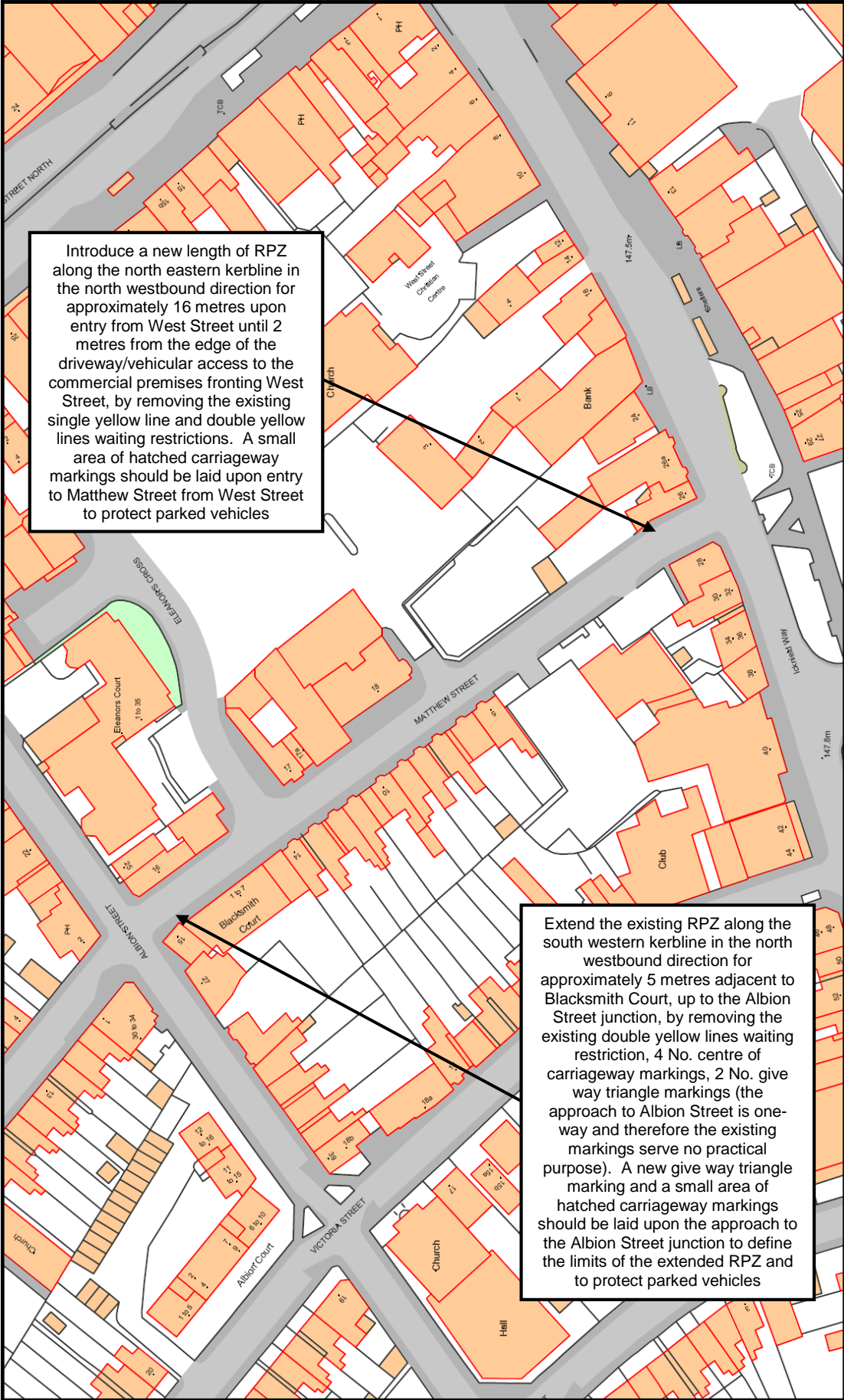
© Crown Copyright and database right. 2011  
 Ordnance Survey 100049029.  
 Central Bedfordshire Council.

# Edward Street

Date: 28 July 2011

Scale 1:1250





Introduce a new length of RPZ along the north eastern kerbline in the north westbound direction for approximately 16 metres upon entry from West Street until 2 metres from the edge of the driveway/vehicular access to the commercial premises fronting West Street, by removing the existing single yellow line and double yellow lines waiting restrictions. A small area of hatched carriageway markings should be laid upon entry to Matthew Street from West Street to protect parked vehicles

Extend the existing RPZ along the south western kerbline in the north westbound direction for approximately 5 metres adjacent to Blacksmith Court, up to the Albion Street junction, by removing the existing double yellow lines waiting restriction, 4 No. centre of carriageway markings, 2 No. give way triangle markings (the approach to Albion Street is one-way and therefore the existing markings serve no practical purpose). A new give way triangle marking and a small area of hatched carriageway markings should be laid upon the approach to the Albion Street junction to define the limits of the extended RPZ and to protect parked vehicles



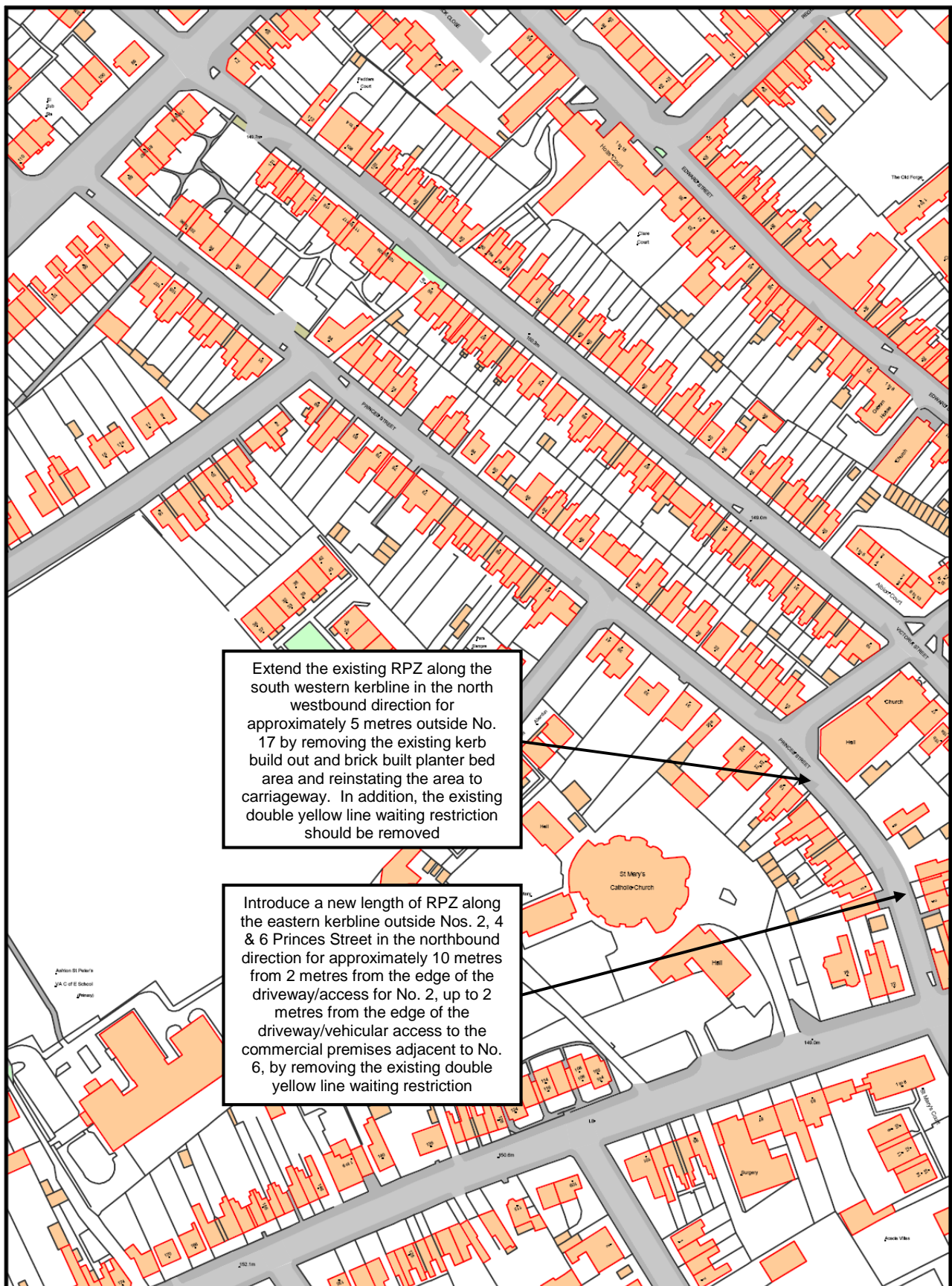
© Crown Copyright and database right. 2011  
Ordnance Survey 100049029.  
Central Bedfordshire Council.

# Matthew Street

Date: 28 July 2011

Scale 1:1000

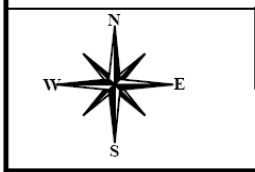




Extend the existing RPZ along the south western kerbline in the north westbound direction for approximately 5 metres outside No. 17 by removing the existing kerb build out and brick built planter bed area and reinstating the area to carriageway. In addition, the existing double yellow line waiting restriction should be removed

Introduce a new length of RPZ along the eastern kerblines outside Nos. 2, 4 & 6 Princes Street in the northbound direction for approximately 10 metres from 2 metres from the edge of the driveway/access for No. 2, up to 2 metres from the edge of the driveway/vehicular access to the commercial premises adjacent to No. 6, by removing the existing double yellow line waiting restriction

# Princes Street




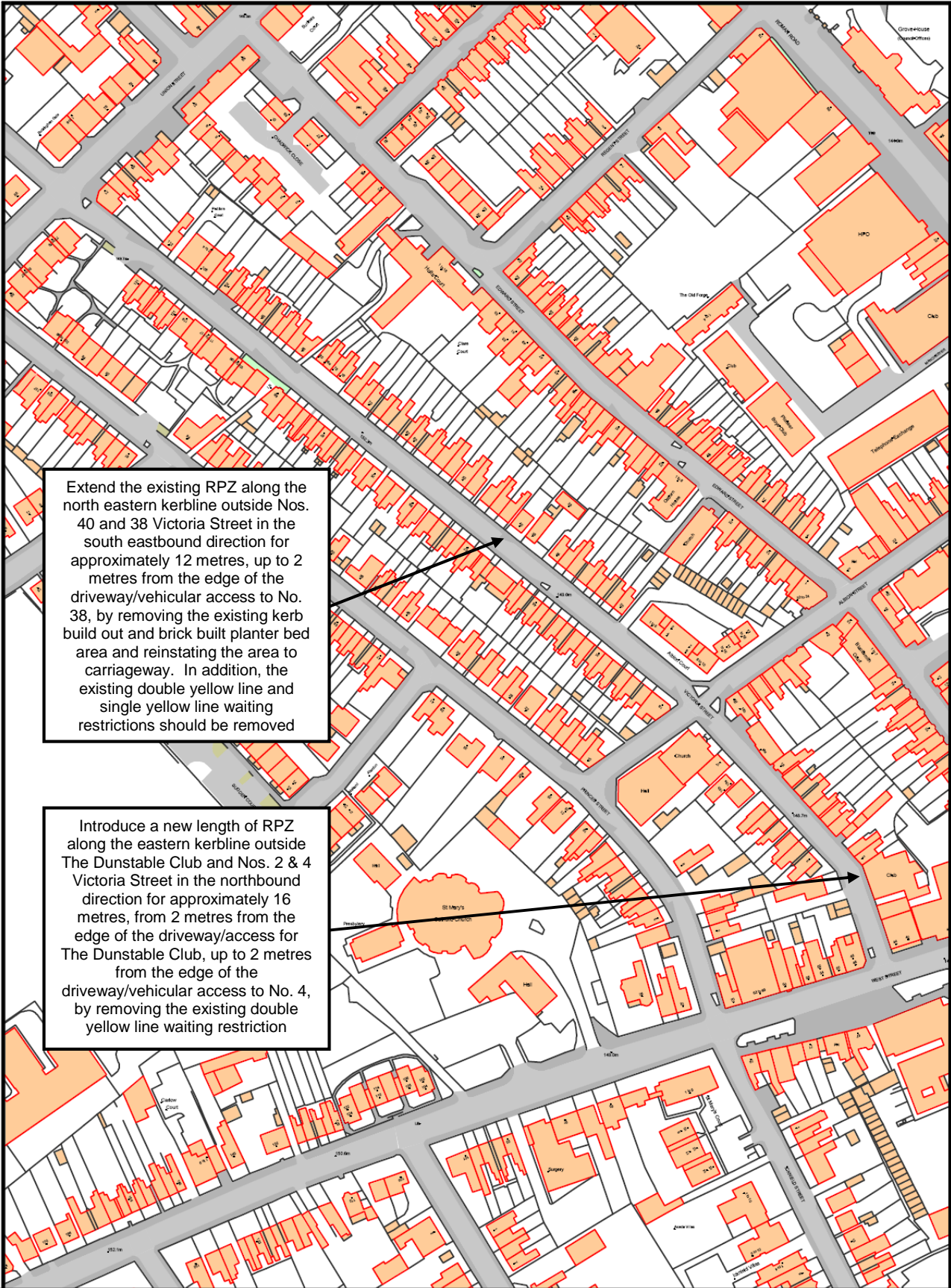
**Date:** 28 July 2011

**Scale:** 1:1750

© Crown Copyright and database right. 2011  
 Ordnance Survey 100049029.

Central Bedfordshire Council.

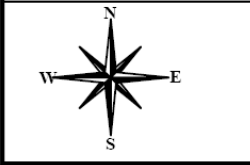




Extend the existing RPZ along the north eastern kerbline outside Nos. 40 and 38 Victoria Street in the south eastbound direction for approximately 12 metres, up to 2 metres from the edge of the driveway/vehicular access to No. 38, by removing the existing kerb build out and brick built planter bed area and reinstating the area to carriageway. In addition, the existing double yellow line and single yellow line waiting restrictions should be removed

Introduce a new length of RPZ along the eastern kerbline outside The Dunstable Club and Nos. 2 & 4 Victoria Street in the northbound direction for approximately 16 metres, from 2 metres from the edge of the driveway/access for The Dunstable Club, up to 2 metres from the edge of the driveway/vehicular access to No. 4, by removing the existing double yellow line waiting restriction

# Victoria Street



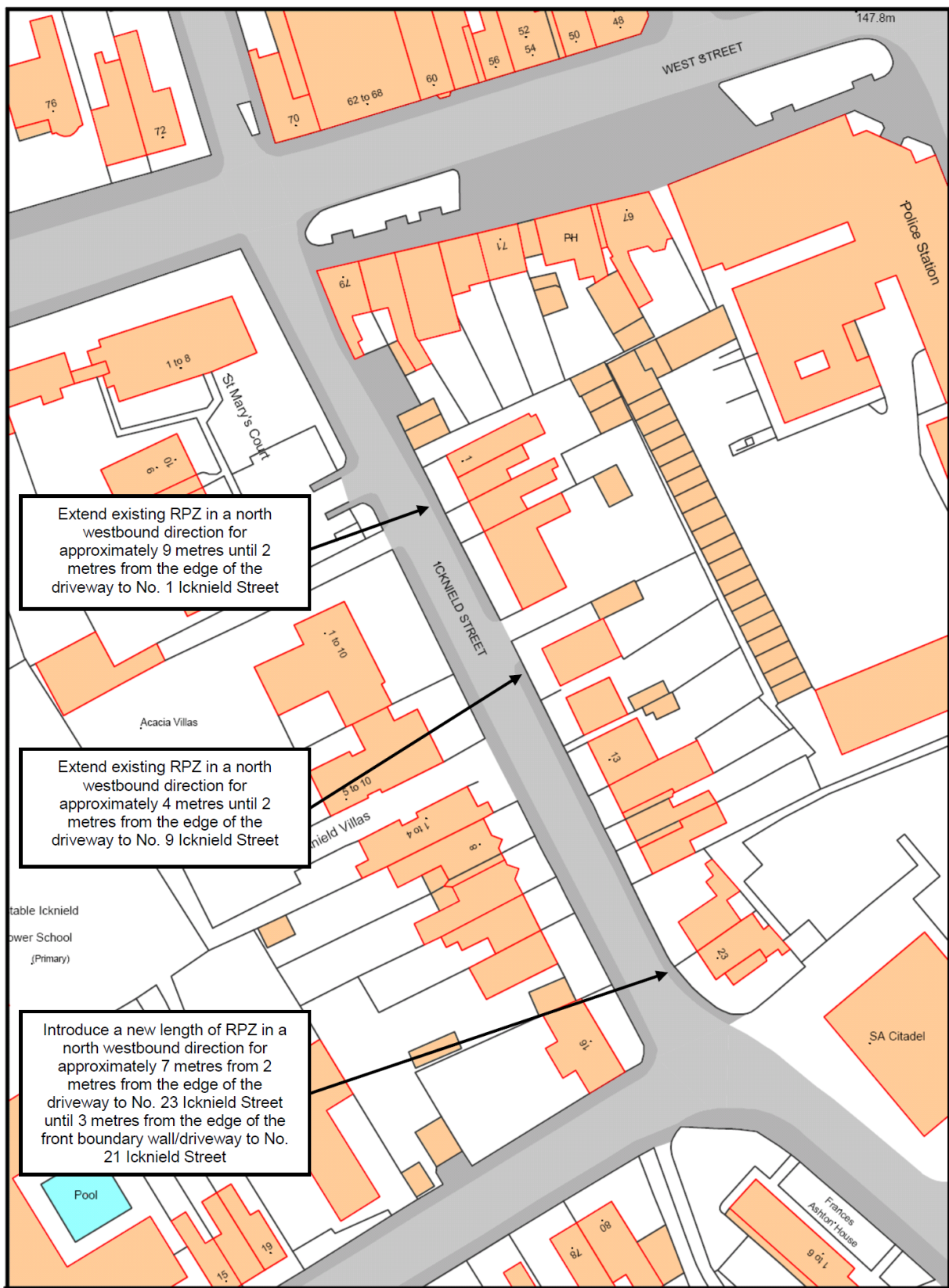
Date: 29 July 2011

Scale 1:2000

© Crown Copyright and database right. 2011  
 Ordnance Survey 100049029.  
 Central Bedfordshire Council.



# APPENDIX D



Extend existing RPZ in a north westbound direction for approximately 9 metres until 2 metres from the edge of the driveway to No. 1 Ickniel Street

Extend existing RPZ in a north westbound direction for approximately 4 metres until 2 metres from the edge of the driveway to No. 9 Ickniel Street

Introduce a new length of RPZ in a north westbound direction for approximately 7 metres from 2 metres from the edge of the driveway to No. 23 Ickniel Street until 3 metres from the edge of the front boundary wall/driveway to No. 21 Ickniel Street

# Ickniel Street



Date: 29 July 2011

Scale 1:750

© Crown Copyright and database right. 2011  
Ordnance Survey 100049029.

Central Bedfordshire Council.

