
Meeting: Traffic Management Meeting
Date: 25th April 2013
Subject: Various Roads in Leighton-Linslade–To consider objections and feedback from the publication of proposed parking controls in Leighton-Linslade
Report of: Jane Moakes, Assistant Director Community Safety and Public Protection
Summary: To report to the Executive Member for Sustainable Communities Services the receipt of objections following publication of proposals relating to on-street parking restrictions in Leighton-Linslade.

Contact Officer: Gary Baldwin
gary.baldwin@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 cost of introducing the required traffic Orders and undertaking the necessary traffic signing and road marking work will be approximately £25,000. Implementation of the scheme would require the allocation of additional funding in financial year 2013/14.

Legal:

None as part of this report

Risk Management:

None as part of this report

Staffing (including Trades Unions):

None as part of this report

Equalities/Human Rights:

None as part of this report

Community Safety:

None as part of this report

Sustainability:

None as part of this report

RECOMMENDATIONS:

1. That the following parking restriction proposals be implemented:-
 - a) Orchard Drive, Grange Close and Woodside Way – Single Yellow Lines (No Waiting Mon to Fri 8.30am – 12noon on one side of the road and No Waiting Mon to Fri 1pm - 5pm on the other side).
 - b) Wing Road and Mentmore Road – Residents Permit Parking scheme. Properties on the north-west side of Wing Road between Old Road and no.120 to retain their eligibility to apply for a permit to park in the existing Central Linslade permit parking zone and also include them in the new Wing Road and Mentmore Road zone, but only be entitled to a permit to park in one zone not both. Ivester Court to be included in the new Wing Road and Mentmore Road zone. Introduce No Waiting at any time on various lengths of road.
 - c) St Mary's Way area – Residents Permit Parking scheme. Introduce No Waiting at any time at the junction of St Mary's Way and Soulbury Road.
 - d) Faulkner's Way – Residents Permit Parking scheme. Introduce No Waiting at any time on short lengths of road near the junctions of Faulkner's Way with Stoke Road and Bossington Lane.
 - e) Harcourt Close - Single Yellow Lines (No Waiting Mon to Fri 8.30am - 12noon on one side of the road and No Waiting Mon to Fri 1pm - 5pm on the other side).
 - f) Southcott Village – Residents Permit Parking scheme from Chelsea Green to the end. Introduce No Waiting at any time at the junction of Southcott Village and Chelsea Green.
 - g) Epsom Close – Extend Single Yellow Lines (No Waiting Mon to Fri 10am – 11am on one side of the road and No Waiting Mon to Fri 2pm - 3pm on the other side).

Background and Information

1. This report follows the report that was considered at the Traffic Management meeting held on 5th January to consider the results of the preliminary consultation exercise undertaken in September 2012. The purpose of that consultation was to determine residents' favoured form of restriction to tackle commuter parking in various parts of Leighton-Linslade.
2. The decision of that meeting was that the following proposals would be published:-
 - a) Orchard Drive, Grange Close and Woodside Way – to advertise two options (i) Resident's Parking Scheme and (ii) Single Yellow Lines (No Waiting Mon to Fri 8.30am – 12 noon on one side of the road and No Waiting Mon to Fri 1pm – 5pm on the opposite side).
 - b) Wing Road and Mentmore Road – Residents Permit Parking Scheme. Remove properties on the north-west side of Wing Road between Old Road and no. 120 from the existing Central Linslade permit parking zone and include them in the new Wing Road and Mentmore Road zone. Introduce No Waiting at any time on various lengths of road.
 - c) St Mary's Way area – Residents Permit Parking scheme. Introduce No Waiting at any time at the junction of St Mary's Way and Soulbury Road.
 - d) Faulkner's Way – Residents Permit Parking scheme. Introduce No Waiting at any time on short lengths of road near the junctions of Faulkner's Way with Stoke Road and Bossington Lane.
 - e) Harcourt Close – Single Yellow Lines (No Waiting Mon to Fri 8.30am – 12 noon on one side of the road and No Waiting Mon to Fri 1pm – 5pm on the other side).
 - f) Southcott Village – Residents Permit Parking scheme from Chelsea Green to the end. Introduce No Waiting at any time at the junction of Southcott Village and Chelsea Green.
 - g) Epsom Close – Extend Single Yellow Lines (No Waiting Mon to Fri 10am – 11am on one side of the road and No Waiting Mon to Fri 2pm – 3pm on the other side).
 - h) Chelsea Green, Ascot Drive and Village Court – No further action at present, but monitor the level of on-street parking following the introduction of parking controls in other roads.
3. The proposals were formally advertised by public notice during February and March 2013. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council and Elected Members. Residents in all of the areas were individually consulted and the representations received are shown in Appendices D to G.

In addition, residents of Orchard Drive, Grange Close and Woodside Way were asked to complete and return a questionnaire identifying their preferred option and the results of that are shown in Appendix H.

4. Orchard Drive, Grange Close and Woodside Way

The feedback from the questionnaires was as follows:-

Whole area – 41% favour permits and 50% favour yellow lines.

Orchard Close – 32% favour permits and 54% favour yellow lines.

Grange Close – 46% favour permits and 47% favour yellow lines.

Woodside Way – 37% favour permits and 53% favour yellow lines.

As well as the questionnaire replies, three formal representations were received from residents. The main points raised were as follows:-

- a) Single yellow lines would be unacceptable due to the need to move cars at some point during the day.
- b) Implement permit parking on one side of the road and single yellow lines on the other.
- c) All proposals be abandoned as both options will create more problems than they solve.
- d) The Police and Council should tackle the existing obstructive parking that takes place in the area.
- e) Discussions should be held with the operators of the station car park to reduce charges and provide more spaces.

5. Wing Road and Mentmore Way

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

- a) Two residents have asked if they could retain their right to have a permit to park in the existing Central Linslade parking zone.
- b) The Residents' Association and two property owners have asked for residents of Ivester Court to be eligible to apply for a parking permit. During the period after the formal notice period several other Ivester Court residents have expressed concerns about being excluded from any scheme.
- c) Linslade Methodist Church has asked if the proposed 2 hour limited waiting in Mentmore Road could be extended to 4 hours.
- d) An elderly resident of Wing Road does not have a car and receives numerous visits and is concerned about the cost of visitor permits.
- e) Road marking should be provided to ensure driveways are not blocked.

6. St Mary's Way area

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

- a) A resident of Beech Grove claims that spaces are always available in their road and it is wrong to suggest that non-residents are constantly parking there.
- b) Two elderly residents do not have cars, but receive numerous visits and are concerned about the cost of visitor permits.
- c) Obstructive parking will take place in the driveways and turning area at the end of Beech Grove.
- d) Parking will transfer to the garage area, thereby creating an obstruction.

7. Faulkner's Way

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.

8. Harcourt Close

No representations received.

9. Southcott Village

No representations received.

Results and the Way Forward

10. Orchard Drive, Grange Close and Woodside Way

In answer to the representations received, Bedfordshire Highways' comments are as follows:-

- a) Clearly there is an inconvenience for residents who have more cars than can be accommodated within their property. The single yellow lines proposal has been closely tailored to those days and times when parking is worse, so that on-street parking is unrestricted overnight and at the weekend.
- b) It would be impractical to have permit parking on one side of the road and single yellow lines on the other. This would remove the option of having am/pm type single yellow lines. It would also involve stipulating exactly where parking could and could not take place which would reduce parking capacity in the road and entail significantly more signs and lines.
- c) A large number of residents have expressed a wish for some form of parking control to be introduced. Clearly any form of on-street parking control will create an inconvenience for residents, but this has to be balanced with the desire to remove non-resident parking from these roads.
- d) It is far easier to address obstructive parking where Order-backed parking restrictions are in place. Dealing with obstructive parking in residential areas is not a high priority for the police.
- e) The Council has no control over parking charges in the station car park and experience demonstrates that the operators of railway station car parks are unwilling to reduce charges.

The earlier preliminary consultation showed that in the area as a whole 66% supported single yellow lines, 16% supported permit parking and 18% said leave it as it is. The more recent consultation shows 50% support single yellow lines, 41% support permit parking and 9% either want it left as it is or stated no reference.

As far as Orchard Drive is concerned there is still reasonably strong support for single yellow lines at 54% (previously 74%) as opposed to permit parking at 32% (previously 15%).

In Woodside Way 53% (previously 65%) of residents favoured single yellow lines over permits at 37% (previously 10%).

In Grange Close, 47% (previously 63%) want single yellow lines and 46% (previously 18%) want permit parking.

It is clear that residents have mixed feelings about parking controls in the Orchard Drive, Grange Close and Woodside Way area. Feedback received and the small number of objections received indicates that the vast majority of residents want some form of parking control. The reduced cost of the first permit from £50 to £10 appears to have been a factor. The number of replies received to the more recent consultation was lower at 72% compared to 83% in response to the previous exercise, but still gives a good indication of resident's opinions.

It is recommended that single yellow lines be introduced in both Orchard Drive and Woodside Way as that is the preferred option. In Grange Close, there is virtually equal support for both options and it would be possible to introduce a permit parking zone in isolation. However, in the interests of consistency and simplicity, it is recommended that single yellow lines are also implemented in Grange Close.

11. Wing Road and Mentmore Way

In answer to the representations received, Bedfordshire Highways' comments are as follows:-

- a) It is understandable that residents at the northern end of Wing Road want to retain their current eligibility to park in the Central Linslade zone as the roads are much closer to home. It would seem reasonable to allow the residents on that side of Wing Road to apply for a permit to parking in either the existing zone or the newly created one in Wing Road and Mentmore Road, but not both.
- b) Given the high cost of obtaining parking with Ivester Court, the residents could be given eligibility to park in the new permit zone. Otherwise, they would have no on-street parking available to them within a reasonable distance from home.
- c) The proposed 2 hour limited waiting in Mentmore Road was intended to provide some short-term parking for the Church and also the adjacent playing field at times when their car park is closed. It could be extended to 4 hours, but would lead to a less frequent turnover of parking, thereby decreasing the likelihood of spaces being available.
- d) A number of residents have expressed concern about the cost of visitor permits, which is understandable if people are receiving numerous, short duration visitors. This is exacerbated by the fact that to avoid the charge visitors would have a lengthy walk to a street where parking is un-controlled.

- e) The permit parking bays would be marked, but individual spaces are generally not marked out as that approach is seen inflexible as it does not take into account the varying length of individual vehicles. If driveways are obstructed these could be indicated with H bar markings.

As there is little outright opposition to the permit parking scheme it is recommended that it be implemented as published, with some minor changes.

- (i) Residents on the north-west side of Wing Road from Old Road to no.120 retain their current right to apply for a permit to park in the Central Linslade zone, but also included in the proposed zone. They will be eligible to apply for a permit to park in either zone but not both.
- (ii) Residents of Ivester Court be included in the proposed Wing Road and Mentmore Road permit zone.

It is considered that these changes do not represent a substantial change to the published proposals and therefore do not require them to be re-published or re-consulted on.

12. St Mary's Way area

In answer to the representations received, Bedfordshire Highways' comments are as follows:-

- a) The level of parking in Beech Grove during the working day strongly suggest that the road is used by commuters. If Beech Grove was excluded from any scheme and remained unrestricted, then parking would be even heavier.
- b) A daily visitor permit costs £2, which is seen as reasonable, although unrestricted parking is available within a reasonable walking distance for able-bodied visitors.
- c) The turning areas at the end of Beech Grove and Hawthorn Close are currently un-restricted and some parking does occur there. This is not ideal as the areas are intended to be kept clear to enable vehicles to turn around at the end of the roads. However, introducing yellow lines in all such circumstances in the Council' area would be prohibitively expensive and is seen as unduly restrictive. In the case of Beech Grove and Hawthorn Close, the proposed permit scheme should reduce the number of cars parked there and hence reduce the likelihood of obstructive parking taking place. If individual residents' driveways are blocked they have to option of applying for a H bar marking.
- d) The garage area is not highway and therefore will not be included in any on-street parking controls.

As there is little outright opposition to the permit parking scheme it is recommended that it be implemented as published. If there are regular instances of obstructive parking at specific locations, restrictions could be considered.

13. Faulkner's Way

In answer to the representations received, Bedfordshire Highways' comments are as follows:-

- a) The results of the preliminary consultation showed equal support for single yellow lines and permit parking. It was felt that because some properties have no off-road parking and most of the others have ample off-road parking, a permit scheme would be the best solution.
- b) Most problems do occur from Monday to Friday during the day, but there is still some commuter parking at other times.
- c) It is understandable that residents in the eastern part of Faulkner's Way would prefer single yellow lines because they have off-road parking and they and their visitors would be able to park on-street without charge overnight and at weekends.
- d) The proposed double yellow lines near Bossington Lane are specifically intended to keep the junction clear. These have been kept to a minimum as it is a lightly trafficked residential cul-de-sac. It is felt that extending these too far into Faulkner's Way would be overly restrictive in a road of this type and, in any event, the proposed permit scheme would itself reduce the level of on-street parking.

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.

14. As there have been no objections or other representations relating to the proposals in Harcourt Close and Southcott Village it is recommended that they be implemented as published.

Appendices:

Appendix A – Drawings showing proposed parking restrictions

Appendix B – Public notices of Orchard Drive, Grange Close and Woodside Way Proposals

Appendix C – Public notices of other Proposals

Appendix D – Representations concerning Orchard Drive, Grange Close and Woodside Way proposals

Appendix E – Representations concerning Wing Road and Mentmore Road proposals

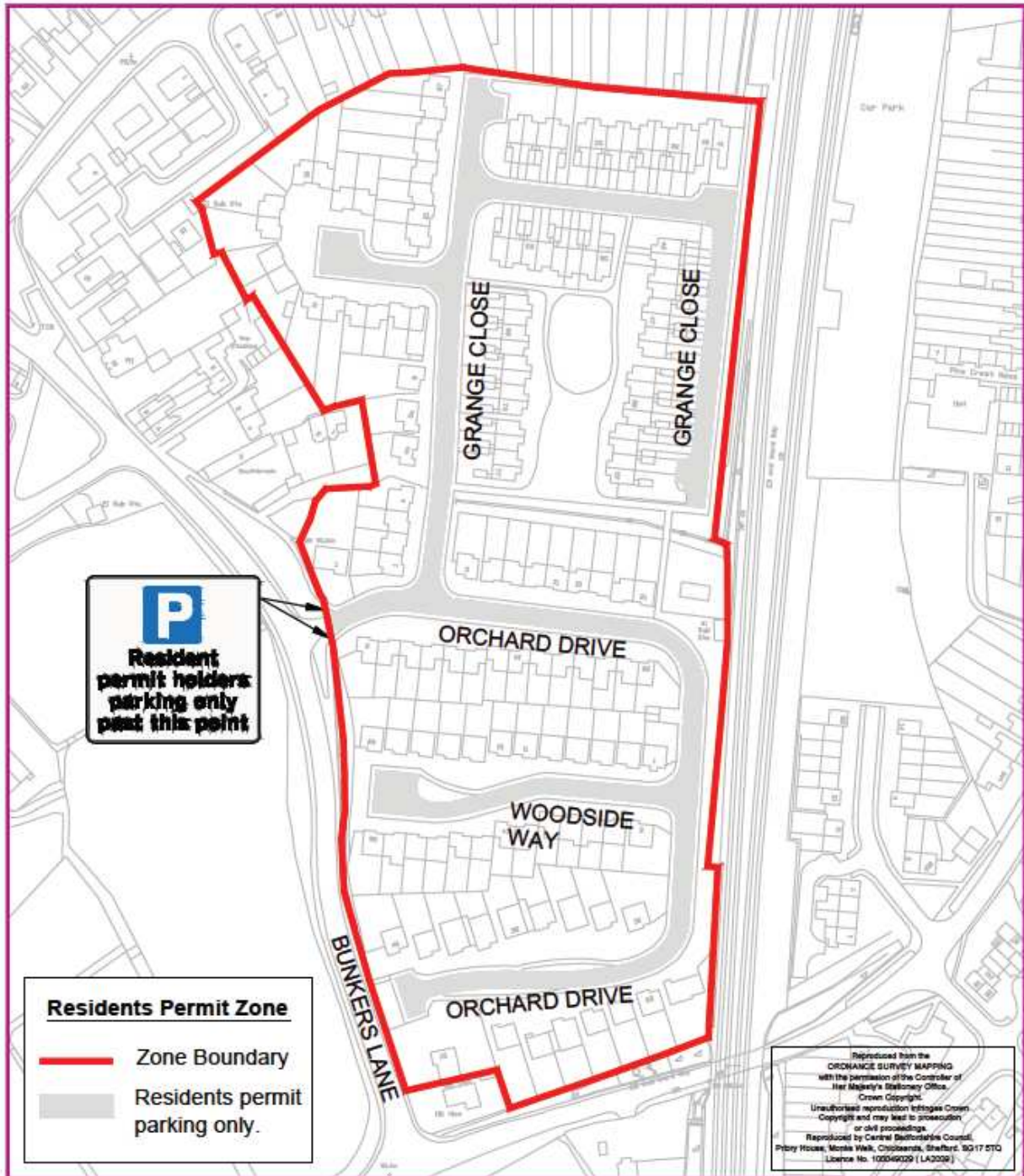
Appendix F – Representations concerning St Mary's Way area proposals

Appendix G – Representations concerning Faulkner's Way proposals

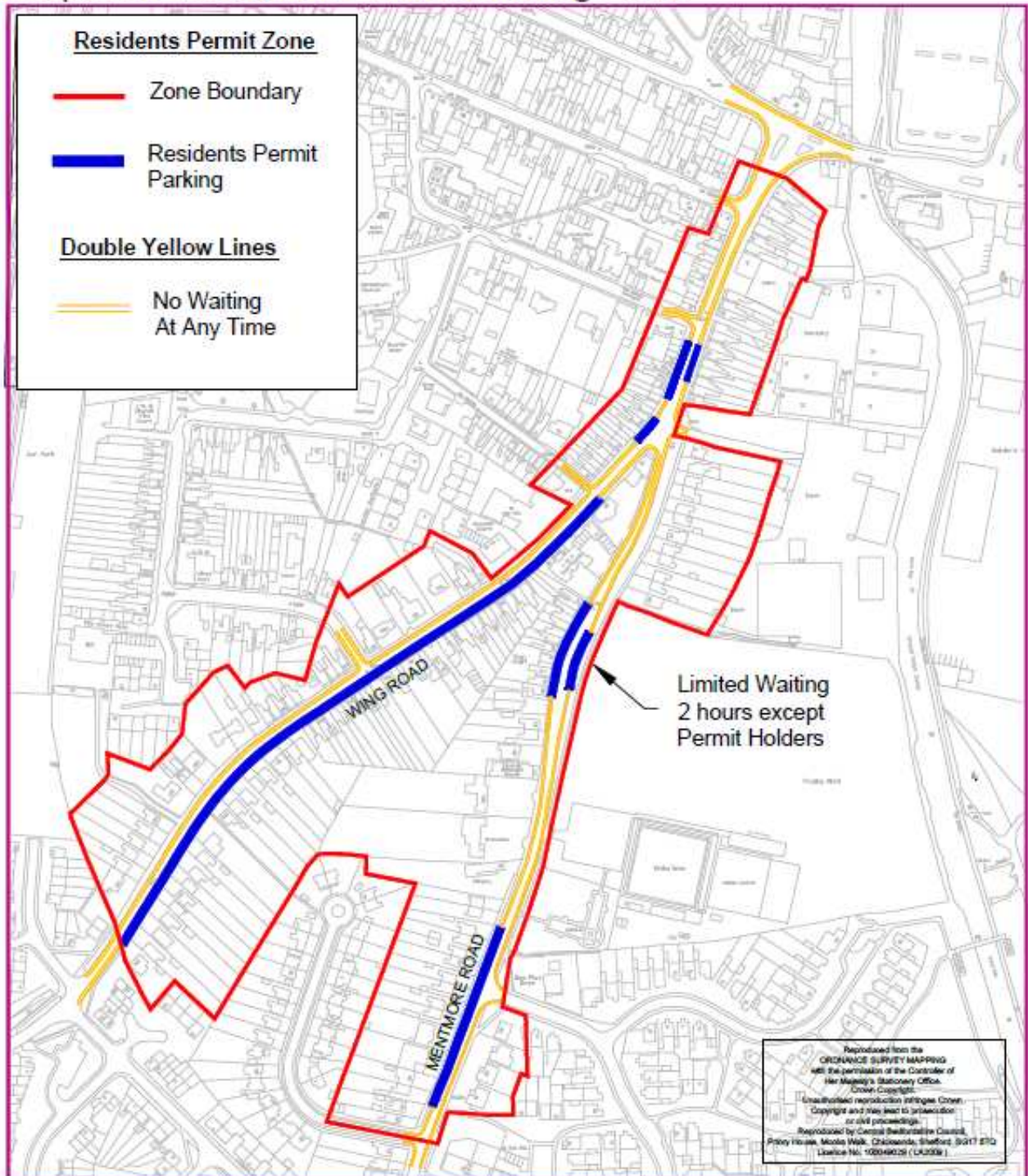
Appendix H – Orchard Drive, Grange Close and Woodside Way questionnaire returns

APPENDIX A

Leighton Linslade Parking Grange Close, Orchard Drive and Woodside Way Option 1: Residents Permit Parking Zone

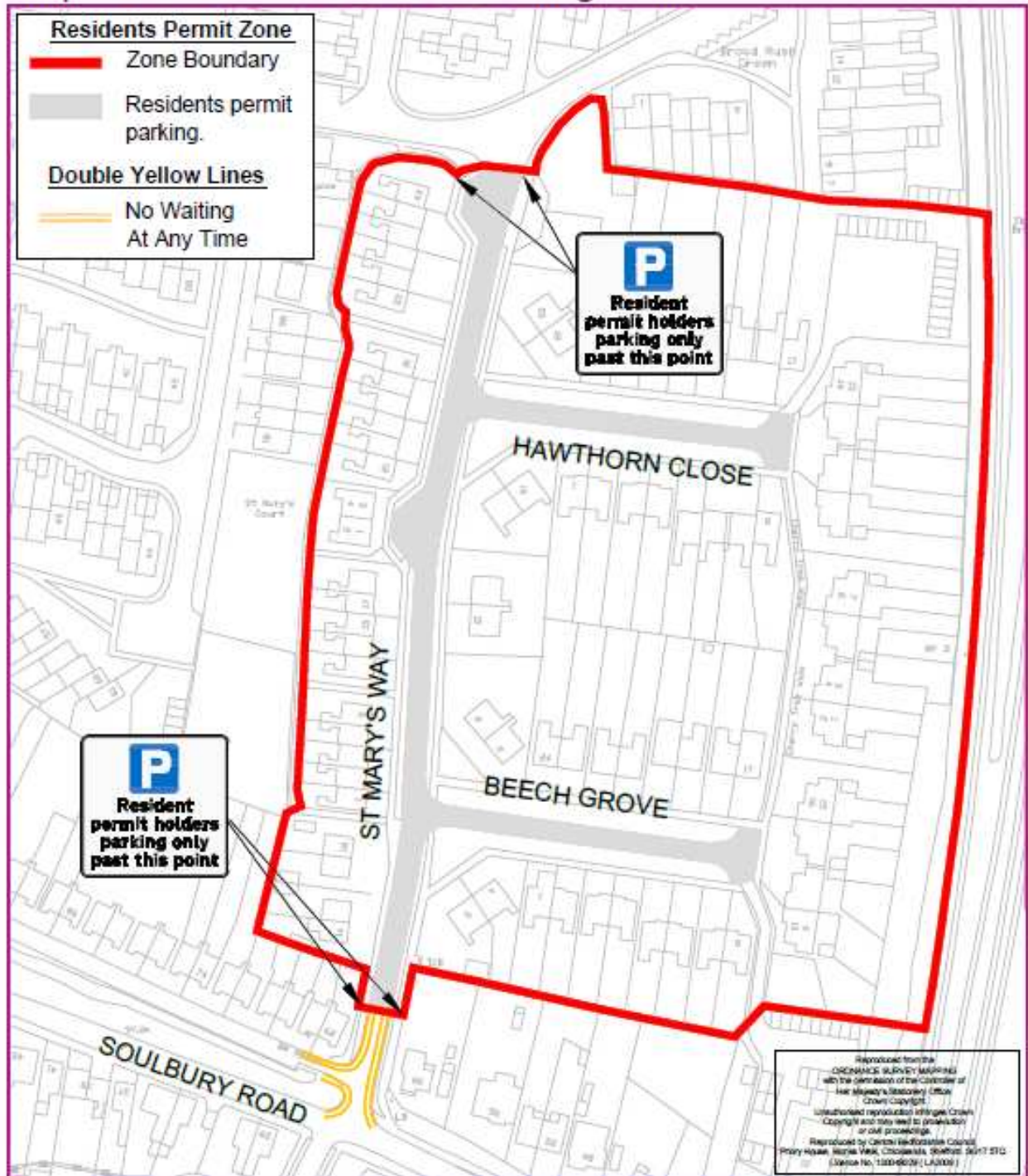


Leighton Linlade Parking Wing Road and Mentmore Road Proposed Residents Permit Parking Zone

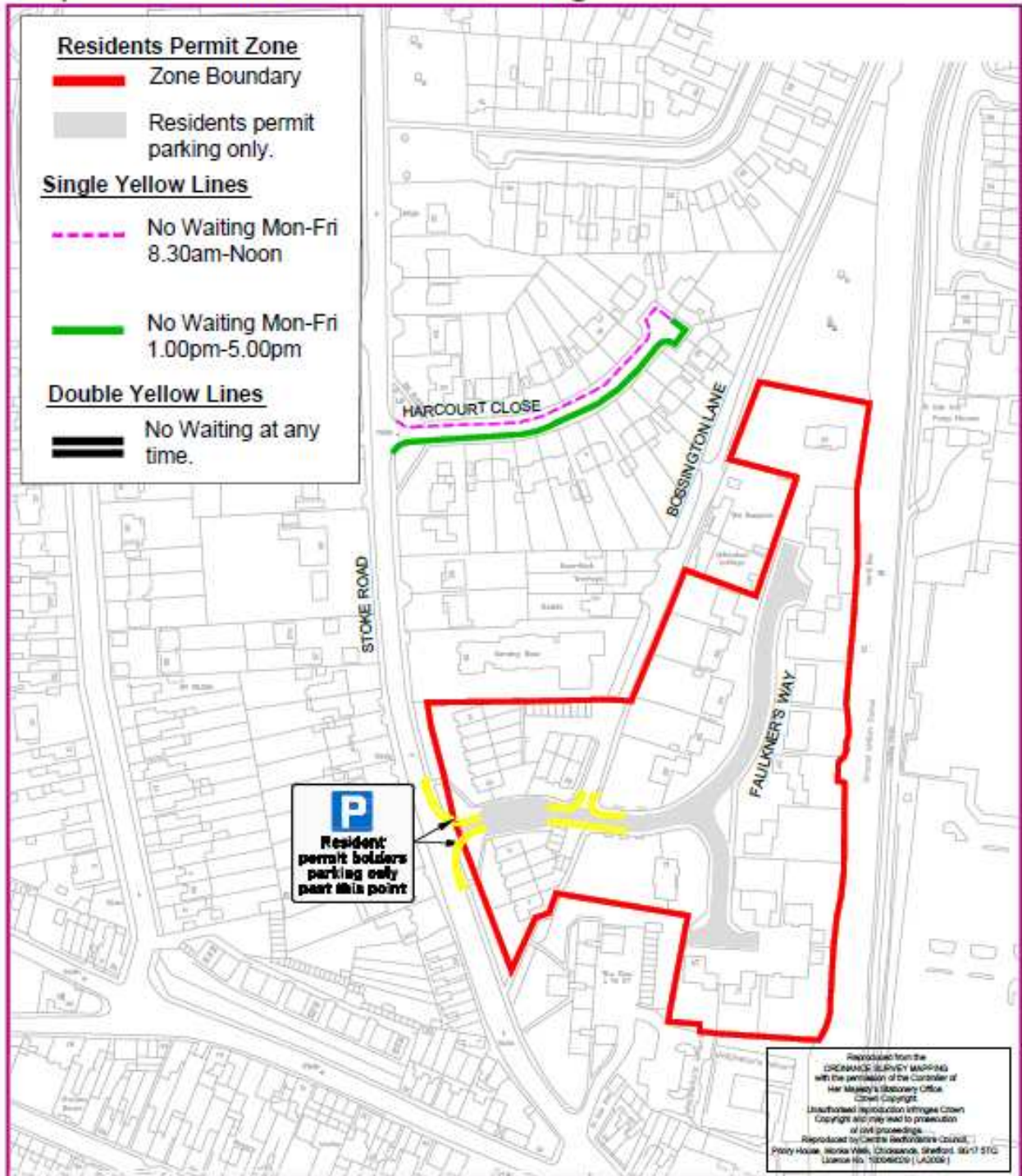


Leighton Linslade Parking

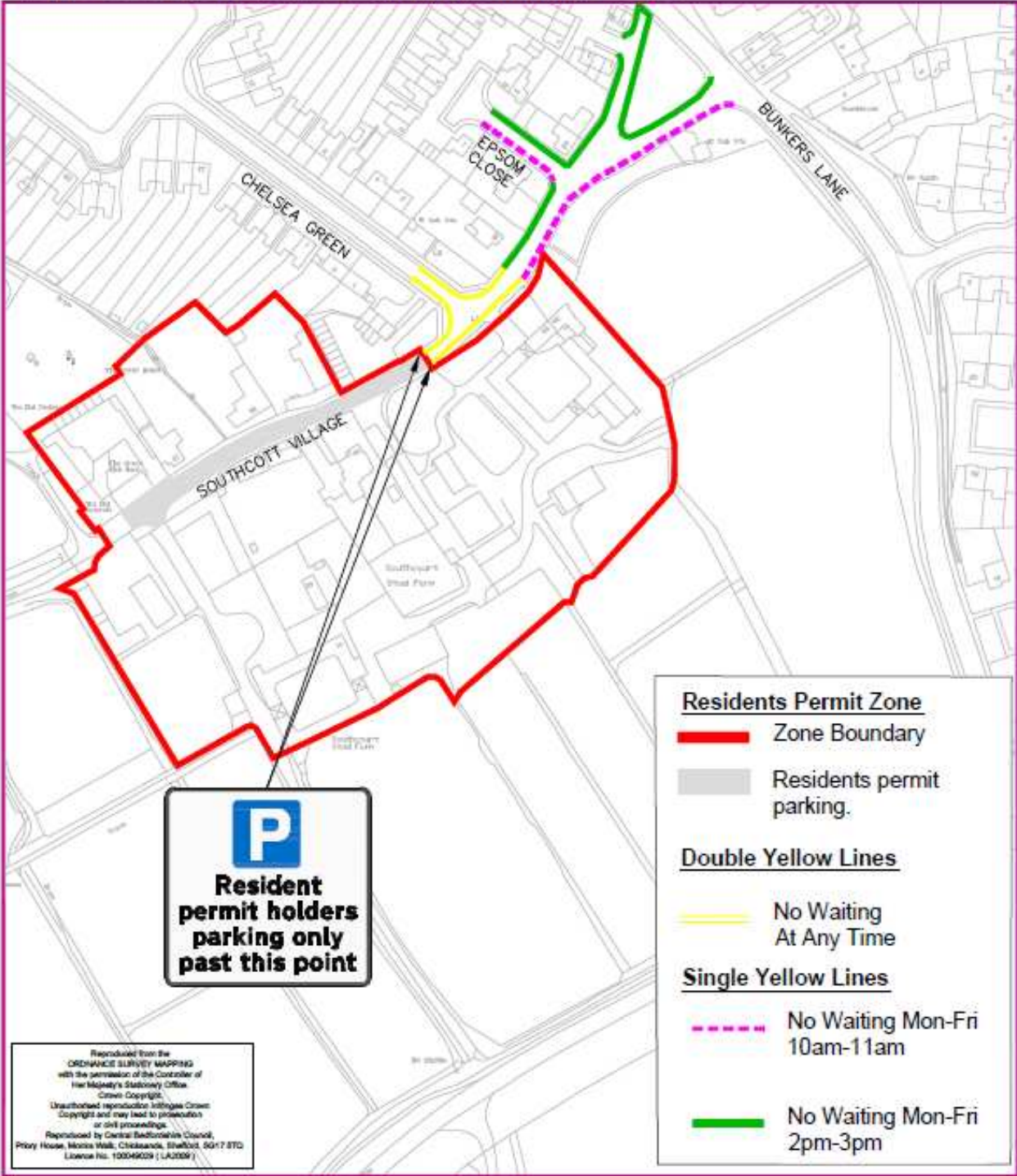
St Mary's Way, Beech Grove and Hawthorn Close Proposed Residents Permit Parking Zone



Leighton Linlade Parking Faulkner's Way and Harcourt Close Proposed Residents Permit Parking Zone



Leighton Linslade Parking
Southcott Village and Epsom Close
Proposed Residents Permit Parking Zone





PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE PARKING CONTROLS IN ORCHARD DRIVE, GRANGE CLOSE AND WOODSIDE WAY, LEIGHTON BUZZARD

Reason for the proposal: The proposed Order is considered necessary in the interest of promoting road safety. The waiting restrictions are intended to address indiscriminate all-day parking by non-residents in this area of Leighton Buzzard. Some of the vehicles are parked in such a way that they create a road safety hazard and are an inconvenience to residents.

Two alternative parking schemes are being proposed as detailed below. Option 1 is a Residents' Permit Parking Scheme. Option 2 is No Waiting on alternate sides of the roads during the days and times shown below.

Effect of the Order:

OPTION 1

To introduce Parking by Residents Permit Holders only on the following lengths of road in Leighton Buzzard:-

Orchard Drive	For its full length
Grange Close	For its full length
Woodside Way	For its full length

Residences eligible to apply for a permit to park in the Residents Permit Parking Zone identified above:-

Orchard Drive	All residential premises
Grange Close	All residential premises
Woodside Way	All residential premises

OPTION 2

To introduce No Waiting Monday to Friday 8.30am - 12 noon on the following lengths of road in Leighton Buzzard:-

Orchard Drive (northern section)	South side, from the rear of the footway on Bunkers Lane for its full length
Orchard Drive (eastern section)	West side, for its full length
Orchard Drive (southern section)	North side, for its full length
Grange Close (western section)	East side, from the rear of the footway on Orchard Drive for its full length, including the turning head at its north-east corner
Grange Close (northern section)	South side, for its full length
Grange Close (eastern section)	West side, for its full length, including the turning head at its south-west corner
Grange Close (western cul-de-sac)	North side, from a point in line with the east flank wall of no. 6 Grange Close for its full length, including the turning head at its north-west corner
Woodside Way	North side, for its full length, including the turning head at its north-west corner

To introduce No Waiting Monday to Friday 1.00pm - 5.00pm on the following lengths of road in Leighton Buzzard:-

Orchard Drive (northern section)	North side, from the rear of the footway in Bunkers Lane for its full length
Orchard Drive (eastern section)	East side, for its full length
Orchard Drive (southern section)	South side, for its full length
Grange Close (western section)	West side, for its full length
Grange Close (northern section)	North side, from a point approximately 2 metres west of the west flank wall of no. 28 Grange Close for its full length, including the turning head at its north-east corner
Grange Close (eastern section)	East side, for its full length
Grange Close (western cul-de-sac)	South side, for its full length
Woodside Way	South side, from the rear of the footway on Orchard Drive for its full length

If made, any previous waiting restriction Order made on the lengths of road specified above will be revoked.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1RX or online at www.centralbedfordshire.gov.uk/consultations. 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. For more information please contact Gary Baldwin tel. 0845 365 6116 or e-mail gary.baldwin@amey.co.uk

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 15th March 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**"

Technology House
Amphill Road
Communities
Bedford MK42 9BD

Gary Alderson
Director of Sustainable

19th February 2013



PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE PARKING CONTROLS IN VARIOUS AREAS OF LEIGHTON BUZZARD

Reason for the proposal: The proposed Order is considered necessary in the interest of promoting road safety and improving parking facilities for residents. The restrictions are intended to address indiscriminate all-day parking by non-residents in this area of Leighton Buzzard. Some of the parked vehicles create a road safety hazard and are an inconvenience to residents.

Effect of the Order:

To introduce Parking by Residents Permit Holders only on the following lengths of road in Leighton Buzzard:-

Faulkner's Way Zone (Permit eligibility - All residential premises in Faulkner's Way)

Faulkner's Way From a point approximately 8 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, as described below.

Southcott Village Zone (Permit eligibility - Residential premises located between its junction with Chelsea Green and its south-western end)

Southcott Village From its junction with Chelsea Green to the end.

St Mary's Way, Beech Grove and Hawthorn Close Zone (Permit eligibility - All residential premises in St Mary's Way, including St Mary's Court; Beech Grove; Hawthorn Close and Cherry Tree Walk)

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 in a northerly direction to a point approximately 9 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.

Southcott Village Zone (Permit eligibility - Residential premises located between its junction with Chelsea Green and its south-western end)

Southcott Village From its junction with Chelsea Green to the end.

Wing Road and Mentmore Road Zone (Permit eligibility - Residential premises in Wing Road, odd nos.1 to 129 inclusive and even nos.16 to 146 inclusive, excluding Ivester Court; and residential premises in Mentmore Road, odd nos.1 to 31 inclusive, even nos.2 to 62 inclusive and Courtlands)

Wing Road East side, from a point approximately 3 metres north-east of the property boundary of nos.29 and 31 Wing Road in a south-westerly direction to a point approximately 1 metre north-east of the property boundary of nos.37 and 39 Wing Road.

Wing Road South-east side, from a point approximately 7 metres south-west of the property boundary of nos.86 and 88 Wing Road in a south-westerly direction to a point in line with the south-west flank wall of no.129 Wing Road

Wing Road	North-west side, from a point approximately 4 metres north-east of the property boundary of nos. 44 and 46 Wing Road in a south-westerly direction to a point approximately 1 metre south-west of the property boundary of nos.54 and 56 Wing Road in the permitted partial footway parking place.
Wing Road	North-west side, from a point in line with the property boundary of nos.62 and 64 Wing Road in a south-westerly direction to a point in line with the property boundary of nos.70 and 72 Wing Road in the permitted partial footway parking place.
Mentmore Road	West side, from a point in line with the north flank wall of no.2 Mentmore Road in a southerly direction to a point in line with the south flank wall of no.22 Mentmore Road.
Mentmore Road	West side, from a point in line with the property boundary of nos.34 and 36 Mentmore Road in a southerly direction to a point in line with the property boundary of nos.58 and 60 Mentmore Road.

To introduce 2 hour Limited Waiting with No Return within 2 hours, except Residents Permit Holders, on the following length of road in Leighton Buzzard:-

Mentmore Road	East side, from a point in line with the property boundary of nos.8 and 10 Mentmore Road in a southerly direction to a point in line with the property boundary of nos.18 and 20 Mentmore Road.
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To introduce No Waiting at any time on the following lengths of road in Leighton Buzzard:-

Stoke Road	East side, from a point in line with the property boundary of nos.5 and 7 Faulkner's Way in a northerly direction to a point in line with the property boundary of nos.8 and 10 Faulkner's Way.
Faulkner's Way	Both sides, from its junction with Stoke Road in an easterly direction for a distance of approximately 8 metres from the rear of the footway on Stoke Road.
Faulkner's Way	Both sides, from a point in line with the property boundary of nos.16 and 18 Faulkner's Way in an easterly direction for a distance of approximately 22 metres.
Southcott Village	Both sides, from a point approximately 10 metres south-west of the north-east flank wall of no.32 Southcott Village in a south-westerly direction for a distance of approximately 30 metres.
Chelsea Green	Both sides, from its junction with Southcott Village inn a north-westerly direction to a point in line with the south-east flank wall of no.1 Chelsea Green.
St Mary's Way	Both sides, from its junction with Soulbury Road in a northerly direction to a point approximately 10 metres south of the property boundary of no.62 Soulbury Road and no.1a St Mary's Way.
Soulbury Road service road	North side, from its junction with St Mary's Way in a westerly direction to a point in line with the property boundary of nos.62 and 64 Soulbury Road.
Soulbury Road service road	South side, from its junction with St Mary's Way in a westerly direction to a point approximately 7 metres east of the property boundary of nos.62 and 64 Soulbury Road.
Wing Road	North-west side, from a point approximately 20 metres south-west of the property boundary of nos.86 and 88 Wing Road in a south-westerly direction to a point approximately 20 metres south-west of the south-west flank wall of no.129 Wing Road.
Wing Road	South-east side, from a point in line with the south-west flank wall of no.129 Wing Road in a south-westerly direction for a distance of approximately 29 metres.

Mentmore Road	West side, from a point approximately 2 metres north of the property boundary of nos.7 and 9 Mentmore Road in a southerly direction to a point in line with the north flank wall of no.2 Mentmore Road.
Mentmore Road	West side, from a point in line with the south flank wall of no.22 Mentmore Road in a southerly direction to a point in line with the property boundary of nos.34 and 36 Mentmore Road.
Mentmore Road	West side, from a point in line with the property boundary of nos.58 and 60 Mentmore Road in a southerly direction to a point in line with the property boundary of nos.66 and 68 Mentmore Road.
Mentmore Road	East side, from a point approximately 2 metres north of the property boundary of nos.7 and 9 Mentmore Road in a southerly direction to a point in line with the property boundary of nos.8 and 10 Mentmore Road.
Mentmore Road	East side, from a point in line with the property boundary of nos.18 and 20 Mentmore Road in a southerly direction to a point approximately 1 metres south of the property boundary of nos.66 and 68 Mentmore Road.
Camberton Road	Both sides, from its junction with Mentmore Road in an easterly direction to a point in line with the front wall of no.25 Mentmore Road.
Ashburnham Crescent	Both sides, from its junction with Mentmore Road in a westerly direction to a point in line with the front wall of no.62 Mentmore Road.

To introduce No Waiting Monday to Friday 8.30am - 12noon on the following lengths of road in Leighton Buzzard:-

Harcourt Close North side, from the eastern kerb line of Stoke Road for its full length.

To introduce No Waiting Monday to Friday 1.00pm - 5.00pm on the following lengths of road in Leighton Buzzard:-

Harcourt Close South side, from the eastern kerb line of Stoke Road for its full length.

To introduce No Waiting Monday to Friday 10.00am – 11.00am on the following lengths of road in Leighton Buzzard:-

Epsom Close South-west side, from a point in line with the front wall of no.30 Southcott Village in a north-westerly direction to a point in line with the south-east flank wall of no.1 Epsom Close.

To introduce No Waiting Monday to Friday 2.00pm – 3.00pm on the following lengths of road in Leighton Buzzard:-

Epsom Close North-west side, from a point in line with the front wall of no.30 Southcott Village in a north-westerly direction to a point in line with the south-east flank wall of no.1 Epsom Close.

If made, any previous waiting restrictions relating to the lengths of road specified above will be revoked.

Further Details of the proposal and plans may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1RX or online at www.centralbedfordshire.gov.uk/consultations. 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. For more information please contact Gary Baldwin tel. 0845 365 6116 or e-mail gary.baldwin@amey.co.uk

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 15th March 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**"

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Gary Alderson
Director of Sustainable

19th February 2013

Appendix D

Although we replied to the initial consultation about parking arrangements in Grange Close Linslade we are taking this opportunity to explain our reasons for making the same choice again: we are in favour of parking permits.

As a house hold with several cars we would have no way of moving a car during the day if we were away visiting relatives or on holiday where we only used one car. Sometimes it is possible for me to car share to work , this would mean a car left at home with no possibility of moving it during the day. We don't want to have to pave over our back garden, but unless there is space for a car on the road during the day then we would have no choice but to do this if the option of lines is imposed.

What arrangements would be made for families like us who would want to go away but only take one car? Surely it is not unreasonable to make one side of the roads permit parking for those people who want to pay and the other side would have lines and restricted hours. Everyone would be happy: those people with one car who can put it on a driveway don't mind what happens. People who are retired, or don't work, or don't have holidays, or don't go out using public transport for a day can move their cars twice a day and save the money they would have to pay for a permit. Other house holds with grown up children living at home where there is a car left on the street during a large part of the day could have a permit for that . The council has a regular income for little outlay.

As I originally stated we are in favour of parking permits.

I am writing to express my concern as to the reason for the proposed parking restrictions in Grange Close Orchard Drive and Woodside Way. I note that nowhere do you mention "improving parking for residents" which was the problem for the Grange Close Residents who started this process. The indiscriminate parking you refer to would seem to be caused by those who use the train- no mention of those collecting children from school I note-but if you travel to London you are getting London wages so one would think you would factor in parking fees when making these choices. I might also suggest that the cost of parking at the station could be reduced and more car parking spaces introduced and all spaces open in all weathers.

I should like to request an open meeting with Network Rail and the Car Park operatives attending as they like Central Beds Council will all profit from these proposals -and we the residents -**that you should be considering** -are being asked to foot the bill if permits come into force or the inconvenience of moving cars throughout the day to comply with your "No Waiting" regulations.

As you are probably aware this is a situation where the residents are unable to lobby as a collective as we all have different needs and a varying number of cars depending on the size of the family. So any discussion is not really helpful with neighbours and the situation is driving a knife through our community spirit. It would also appear that many residents are choosing to block pave their front garden in an effort to solve the problem but this is not a very eco-friendly solution and places local drainage systems under stress in extreme rain.

I would also like to enquire as to the reason for a second ballot-surely the cost of this exercise could have been more wisely spent on elderly care in Central Beds. I trust you will note my objection to all these proposals on the grounds that you have been unable to stop this indiscriminate parking now with your mobile parking van- all your proposals will do is to fill the councils coffers at the expense of us the squeezed middle-ie the ratepayers -who will still have a problem parking ie the cost!!!!!!

We request that the proposal be abandoned and no action taken on the grounds that there are flaws in both the proposed options that, for the majority of residents', will create more problems than they solve and that probably no more than half of residents are affected by parking issues.

Rather than implement a parking management solution the Central Bedfordshire Council along with the police should deal, according to the law, with people who park so as to obstruct the passage of vehicles (especially service and delivery vehicles) up and down the road, or prevent residents from being able to get on or off their driveways.

It cannot be denied that people using Leighton Buzzard railway station use the aforementioned streets to park. This is due to the close proximity to the station and the high cost of parking in the station car park. The parking issue was insignificant until all day parking was banned in the Tesco car park in Vimy Road. Implementing this proposal will probably result in those motorists determined not to pay car park charges finding other streets to park in e.g. Himley Green and Ascot Drive.

Objections to Option 1 (Residents Parking Permits)

Cost

There is no guarantee that the council will (a) ratify the proposal to reduce the fee for the permit for the first vehicle to £10 and (b) maintain it at that level + inflation allowance for subsequent years.

Limitation on visitor permits

According to the Central Bedfordshire Council website there is a limit of 75 visitor permits per year. See

<http://www.centralbedfordshire.gov.uk/Images/06.02.2013%20visitor%20parking%20permit%20application_tcm6-20670.pdf#False>

It is unreasonable to limit residents to having on 3 weekday daytime visitors per fortnight.

Minimal information has been provided on matters such as: picking up and setting down passengers, delivery vehicles (not Royal Mail), tradesmen's vehicles', carers, etc.

Objections to Option 2 (Yellow Lines)

The morning start time of 08:30 is too early. This should be after the majority of people have gone to work and "school run" is ending e.g. 09:30. This will avoid unnecessary manoeuvring.

The mid-day swap over period is rather short. A two hour period would be more reasonable

Carers By way of example a neighbour has 2 carers, who arrive in separate vehicles, at least three times a day

Environmental Impact of Both Options

Many residents are likely to pave over more of their front gardens to provide extra off street parking. Each additional paved area may result in an extra 5 cubic metres of surface water entering the drainage system each year. (see Note 1 below) This will also reduce the amount of plants growing in the area reducing the local capability to capture carbon dioxide.

Note 1 Calculation of water entering drainage system.

Additional driveway $4.5\text{m} \times 2.3\text{m} = 10.35\text{m}^2$

From www.metoffice.gov.uk the average annual rainfall 1981 to 2010 for Bedford = 0.598m

Volume of rainfall on driveway area = $10.35 \times 0.598 = 6.19\text{m}^3$

Assume 20% of rainfall either evaporates or permeates through driveway so discharge is reduced to 4.95m^3

NB A new driveway built using permeable materials will result in less discharge into the rainwater drainage system, however, as time passes the permeability performance will reduce significantly.

Appendix E

PROPOSED PARKING CONTROLS IN VARIOUS AREAS OF LEIGHTON BUZZARD

We wish to make an objection to the proposed scheme as it affects Mentmore Road.

The church is in Mentmore Road, between nos. 28 and 28A. Having one of the few non-residential properties in the zone, we are resigned to getting a kind of scheme designed for and supported by residents. However, we have visitors (usually only one or two cars) who come for 4-hour (sometimes longer) sessions of worship on Sundays and Thursdays; organisers of music etc for children (including *Action for Children*, who work for Central Beds. Council) for up to 3 hours on weekdays; and other weekly bookings for up to 3 hours. The proposed scheme will push our users (especially evening ones, when the playing field car park is closed) into Camberton Road at the nearest.

To reduce our users' inconvenience, we ask for a more generous space for "Limited Waiting ... except Permit Holders", and for a maximum period of 4 rather than 2 hours, using the west side of Mentmore Road, south of no 22.

Mentmore Road is particularly wide around no. 16, where your plan shows blue stretches opposite each other. A dashed white line (a non-standard road marking) shows where a former engineer marked out "surplus" space. This "surplus" space runs from no. 2 to no. 28, with a short hatched taper at each end. We suggest therefore that "Limited Waiting 4 hours except Permit Holders" could be introduced from the south flank wall of no 22 (abutting the proposed Residents' Permit section) to the north flank of no. 28, at least. Then, as this section would be more attractive to residents' visitors (being on the inhabited side of the road) we suggest the east side limited waiting period be set at 4 hours too, to give our users a chance to park there.

We think allowing a 4 hour period would not jeopardise the Council's objectives, and that extending the parking area southwards would create no more danger than the chosen area further south in Mentmore Road, where the road is narrower and the junction with Camberton Road is opposite. (We would question the need here, all properties having private drives.)

The playing field car park being run by the Town Council, we submit that Central Beds. should work with them (as on other issues) to find an integrated solution to the parking problem.

I have received the letter regarding the proposed parking controls to Wing and Mentmore Road.

I live at no xx Wing Road and currently pay £70.00 for my permit for Central Linslade and my husband pays £50.00. We do not wish to be moved to the Wing Road scheme as this will mean sometimes walking the length of Wing Road to get parked especially as I sometimes arrive home very late at night.

Although we have trouble parking now in either Church Road or New Road due to the number of cars parked without permits on a regular basis we would rather take our chances than be moved to the Wing Road scheme.

I would also point out any scheme you implement will be a complete waste of time unless it is effectively policed. For instance today I counted 5 cars parked in Church Road without permits. People know that no warden will check on a Sunday so flout the regulations.

It is the same in the week. Commuters park at will. If they get one ticket a month at £30.00 it is still cheaper than paying over £40.00 a week in the station car park.

I am of the opinion that parking should be residents only at all times and no one can park without a permit even for 2 hours.

All bays should be clearly marked residents as there are 2 in Church Road and 1 I know of in New Road where there are no signs so cars cannot be issued with a ticket if a warden happens to be around (which is very rare) Signs should be put up stating the whole of the road is residents only.

I am not sure how much a parking warden is paid but I would happily do the job for £200.00 a week 5 days week walking round Linslade and I can assure you the council would raise a great deal of money which in these times of hardship I am sure would be very welcome.

I look forward to your response and reiterate that unless a warden patrols every day including Sundays any scheme is worthless.

I am writing to inform you of our strong objection to the proposed plans to change the parking permit area for my house xx Wing Road, Linslade from the Central Linslade parking permit area, to the Wing Road & Mentmore Road parking permit area.

We are not against the other parts of the public notice and in fact back their implementation, it is the fact that you plan to withdraw ourselves and other residents, from the Central Linslade scheme that we are currently in and include us in this new scheme.

I am against us being removed from the Central Linslade parking scheme on the grounds of how far the new parking areas are from my house, which is surrounded by the roads in the Central Linslade parking scheme. If the proposed changes are made it will greatly impact on our lives and also on our safety.

When we purchased our house we took into account, the fact that we could not park in front of our house, and that we would need to park in the nearby streets. We would not have purchased it if we knew that we would have to leave our car so far from our house.

As a family we try to use our car as little as possible and therefore, I tend to only use the car in the evening when I need to go to meetings and return after dark, I therefore use the car for safety reasons and if the proposed changes are made, it will mean once I have parked my car, I will have to make at least a five minute (may be longer) walk to my house, in the dark on my own, this in my opinion is not safe and something I would not wish to do.

This fact is backed up by the statistics of lone women walking along streets, on their own getting attacked for both their personal possessions and also physical attack, if the currant scheme is changed, I feel that I will be at greater risk of this happening to myself.

Please can you acknowledge receipt of this letter, I am also willing to meet and discuss my concerns, if this will make the matter clearer to see exact distances and locations.

I would be grateful if you could leave our house, xx Wing Road Linslade in the Central Linslade parking permit scheme, as it is at present and remove us from the planned changes.

I represent my elderly mother, Xxxxxx (88 years +) who lives at xxx Wing Road, Linslade, Leighton Buzzard, LU7 7NN.

Mrs Hancock does not drive, does not own a car and has no off road parking. She lives on her own, is trying to be self-sufficient and wishes to remain in her home of over 60 years for as long as possible.

Mrs Hancock has help in the home and in the garden and is visited on numerous occasions during the week by me. I am her only relative, other than grand-children, who ensures her well-being.

The proposed system for parking permits appears to severely discriminate against this elderly lady, as she is ineligible for a parking permit (cost £10 per annum) as no car is registered to her address and she would have to buy books of visitor permits at £2.00 each.

This does not appear to be a very equitable system as a house opposite with two road off-road spaces can buy a £10 permit and then have visitors' temporary permits.

I was offered one solution which was to park in an unrestricted area which I believe are few and far between in this area, and would not be workable.

I ask that you consider that residents, such as Mrs Hancock, be issued with a parking permit for visitors for the same cost as others i.e. £10 that can be used on any visitor's car. This matter is causing Mrs Hancock some considerable concern at a time in her life when she should not have to worry.

Mrs Hancock agrees that controls are necessary but thinks it totally unfair that she is one of the victims of the proposals.

I confirm our conversation that i think it would be a good idea to mark bays may be 3/4 each side of a drive as this should help poeple to park correctly and not over drive's

As you are going to charge for parking as the do now and not take any notice of our the park this will save money in the long run as it will stop calls to have cars moved off drives

If not may be change the white lines over the drive's to yellow this should not cost much extra while the other works are being carried out

Thanks for your speedy reply and explanation. It is clear then that the residents of Ivester Court will have a significant problem with the proposal as it currently stands. Several (I do not know how many) currently park their cars on Wing Road on a daily basis, which clearly means they have no other option, so with no access to residents' permits under the proposal, they will have nowhere to park at all. Let us hope the Council do agree to include Ivester Court. I presume that these residents were not included in the previous consultation and perhaps did not receive the letter on the proposed parking controls along with the draft public notice and the map?

I write as the representative of Wing Road on the Central Linslade Residents' Association with comment on the proposed order to change parking regulation on Wing Road.

Firstly I should say that the proposals are very welcome and make a great deal of sense. (I cannot speak for Mentmore Road, so my comments only apply to Wing Road.)

I have a question regarding the exclusion of residents of Ivester Court from eligibility to apply for residents' parking permits on Wing Road. In anticipation of your possible responses (forgive me), I point out that these residents do not currently have off-road parking facilities. The parking area and garages below the two blocks of Ivester Court are privately owned (by a non-resident of Ivester Court) and are let out on a private basis to any applicants regardless of their residence. A parking bay there currently costs £40 per month; a garage significantly more. Some residents of Ivester Court perhaps make use of this arrangement but I doubt if all do, and all the garages and spaces are occupied. My wife and I rent one of the spaces for my wife's car - we are not Ivester Court residents. If you are already aware of the nature of this off-road parking facility, then perhaps the proposed exclusion is based on another reason. Do these residents enjoy eligibility for permits in the existing Central Linslade residents' parking zone? (As you know, currently all other residents on the north west side of Wing Road between Old Road and number 120 Wing Road enjoy this - but will lose that eligibility under the current proposal). Perhaps, if Ivester Court residents currently do have this eligibility, the intention is for them alone to retain it? Perhaps there is another explanation of which I am unaware.

I look forward to your response.

Further to our telephone conversation earlier today.

We note permit eligibility in Wing Road specifically excludes Ivester Court (although Courtlands is included in Mentmore Road).

Our interest is that we own the lease on 8, Ivester Court which is currently rented out to a tenant.

Any assumption that flats at Ivester Court have their own parking is incorrect. Spaces may be privately rented, if available, from the separate leaseholder of the garages and parking spaces, but there is no automatic right let alone guarantee that this is possible.

Therefore please ensure that residents at Ivester Court (or flat number 8, at least; we cannot speak for others) are eligible for parking permits in Wing Road.

If it is the case that Flat 8, Ivester Court has been previously covered by a different residents parking scheme, please discontinue that coverage and substitute the Wing Road scheme.

I am outraged. I have just heard from a neighbour that Ivester Court is not going to be included in the new permit parking when it comes into force on Wing Road in Leighton Buzzard. I have been on to the website and have seen this is true.

Where are we supposed to park if we live in the flats. ??? Surely we have as much right as the houses to be able to park in our own street. There are garages and parking spaces next to the flats but they are privately owned and rented and NOTHING to do with the residents of Ivester Court.

I read all the literature which was sent and was in agreement with it as it without the commuters parking I believed there will be plenty of parking for all of Wing Road but I was not aware, and it did not state that Ivester Court would not be included, this is totally wrong.

I need to be able to park my car. What would my next step be to rectify this matter.

Appendix F

Dear Sir,

I am writing to further object to the planned proposals for parking changes, i.e. permits, for our area.

Firstly, we were told something would be done about the parking in the turning area. This is usually at right angles to the kerb by vans & cars, meaning it is frequently dangerous or difficult to try and turn in this area. Emergency vehicles and lorries often cannot at all. Your map markings make it look as if people with permits will now have clearance to obstruct this further, and with the mentality of some, think they have further cause to obstruct our drives

purely because of a permit and these markings.

The parking in the garage block is not covered. Some will avoid paying for a permit by parking round there although parking on these forecourts is not supposed to be allowed. One tenant has already started to do this in front of garage no. 1, just as you enter the forecourt and on a bend. Some residents swap motors regularly during evenings & weekends so will avoid paying for these as they will never be policed.

We personally went to the expense of a drive a number of years ago which is fully used, yet we frequently have an 'overspill', and will be expected to pay out for permits when we would like to receive visitors. It will become a '2-tier town' where we are expected to be paralysed for our location.

This seems to be more of a money making exercise, a single 'I have no parking' situation would have sufficed if it really is about moving the commuters and much easier to police. All this does is paralyse the residents. If this situation

is really about moving the commuters it should be them inconvenienced not the residents. Why should we have to pay because of the problem they create?

It seems the answer to some, as is happening, is to bump up the kerb and park in their gardens, spreading the mud from the verges all over the path!

Dear Sir / Madam

Proposed Introduction of A Residents Permit Parking Zone and Waiting Restrictions in St Mary's Way, Beech Grove And Hawthorn Close, Leighton Buzzard

I wish to make a formal objection to the proposed introduction of parking restrictions in St Mary's Way, Linslade.

My mother is 85 years old and unwell and, as her main carer, it is essential that I visit her on a daily basis. She lives at 16 St Mary's Way. Other members of her family and her Social Services carers need to visit her as well.

I have been informed by Gary Baldwin, via your information line, that I am unlikely to be eligible for a parking permit as my car is not registered to my mother's address and I do not live with her. Please advise that this would be the case.

If this is so, I would not be able to visit her except by incurring considerable expense or having to walk a long way in all weathers. I regard this as a breach of my rights and of my mother's rights to the care she needs.

I understand that parking is a problem for residents in the roads near the railway station, but feel strongly that the needs of elderly residents should be taken into account.

I am writing to object to the proposed parking permits in Beech Grove. There are always spaces available in my road during the day and to suggest that commuters or non-residents are constantly parking here is ridiculous. I am an 82 year old widow (soon to be 83) I rely a great deal on my family coming to visit and help me with chores and shopping etc. This will make life very difficult for me if they cannot park nearby, this may stop them coming altogether! All I can conclude is that this is simply a way by which the council makes huge amounts of money by **FORCING residents to pay to park near to their house**. I object wholeheartedly and am very upset by the worry of it all. Please pay special attention to my comments.

Appendix G

We write to outline our objections to the proposed residents parking scheme in Faulkners Way, Leighton Buzzard.

Firstly, the consultation results published in your letter dated 19th February 2013 state that the majority of those who replied are concerned about parking. However what the results actually suggest is that the majority of people in the road do **not** want parking restrictions. Of the 38 resident households consulted only 17 have communicated support for either of the two schemes proposed. There is therefore **not** a mandate from the residents as stated in the letter, and it is misleading to suggest otherwise!

While some restrictions during the working week (ie Monday - Friday, 08.00 - 18.00) might achieve the stated aims to promote safety, improve amenity and resolve the difficulty of a minority of households at the Stoke Road end of Faulkners Way who do not have off-street parking, the current proposals are unnecessary and intrusive for the majority of residents.

Outside of the times stated above the road is clear of parked vehicles, the majority of which are therefore presumed to be commuters. We therefore wish to object in the strongest terms to the proposal to restrict parking 24 hours a day, 7 days a week, which is completely unnecessary and intrusive to the majority of residents. If a Monday - Friday daytime-only residents parking scheme was proposed and supported by the majority of residents, it would receive our support.

It is also difficult to understand why in these times of pressure on council budgets, money is to be spent implementing and policing this scheme.

We would like to lodge our objections to the proposed Parking Permit Scheme in Leighton Buzzard. We feel that it is unreasonable to enforce a round the clock scheme to combat non-resident commuter parking that only occurs during the daytime on weekdays. The proposed scheme would be acceptable if it was only to apply during these hours but will have an unfair affect on the residents on the road if it is applied during evenings and weekends which is the time that most people have visitors. There has been no clear indication of how the scheme will be applied which has not enabled residents to present their objections in an informed manner.

We feel the measures are too draconian to tackle a fairly minor weekday daytime problem.

We are not happy about the prospect of having to purchase visitor parking permits for legitimate visitors who visit over night or at the weekend.

Thank you for your reply. Having noted your comment regarding the parking permit scheme being 24/7, we must now register our opposition to such a scheme. The parking problem in Faulkners Way (from commuters) is only a weekday issue and to introduce a scheme that operates full time will, in my view, be more of a hinderance to residents than a help. As an alternative, I stand by the suggestion I made in my last e-mail with regard to the introduction of a scheme on a similar basis to that proposed for Harcourt Close.

I refer to the Public Notice dated 19 February 2013 re the above. My wife and I live at xx Faulkners Way which is down the bottom end of road opposite the canal. Whilst the parking problems in the street do not impact on us directly outside of our property, we totally agree with restrictions being placed on parking in the whole road, not least to avoid the dangerous nature of parking on the hill that currently occurs.

Having said this, we are not totally happy with the parking permit proposal. The suggestion that the cost be reduced to £10 for the first permit obviously helps, but I understand that these permits are "vehicle specific" and this is a real nuisance as most residents at the bottom end of

the road, only really need a permit for visitor's vehicles and clearly a 'vehicle specific' permit wouldn't help here. The only solution would appear to be to park our own vehicle on the road (covered by a permit) and then allow the visitor to park on our drive. This does seem to be a bit of a phaff!

However, my only other suggestion would be to introduce a "No Waiting" restriction either side of the road in the same fashion as that proposed for Harcourt Close. I appreciate that this would not be possible at the top of the road (where permits would seem to be far more practical) or in the areas where double yellow lines are proposed, but I would imagine that this could be introduced east of the 'double yellow lines around the entrance to Bossington Lane' for the remainder of the road. I appreciate that there might be a concern that this could create confusion and would also involve additional street furniture, but I still feel that this would be worthy of consideration.

On balance however, I would probably prefer the permit alternative if this could be made 'property specific' as opposed to 'vehicle specific'. I appreciate that the cost of £10 is only possible if the Council does not have to issue formal permits, but would it not be possible for a 'Visitor's Permit' to be allowed for the same cost of £10, if residents were able to print them off at home with some form of bar coding for the Council's protection. Not sure if this would work, but just a thought.

One final point on permits, can you confirm that the permits would only be required Monday - Friday, 8.30am to 5pm and parking restrictions would not apply at all other times.

**Re: Proposal to introduce a Residents Permit Parking Zone and
Waiting Restrictions in Faulkners Way, Leighton Buzzard**

I refer to the above proposal and in particular the No Waiting in Faulkners Way for 22 metres in an easterly direction from the property boundary of nos. 16 and 18 Faulkners Way.

Whilst I have no objection in principal to the proposal, I would suggest that the double yellow lines are extended beyond the 22 metres so as to incorporate the bends at the bottom of the hill as shown in the attached drawing. The reason for this is that the road is strictly single carriageway and with vehicles parked only one lane is useable. Because of the road layout and existing garden boundary fences, visibility coming from either direction is extremely restricted and there have been numerous 'near misses' in the past. If the lines only extend as currently planned it will make vehicles park further down the hill towards the bends.

In my own particular circumstance, exiting my drive can be hazardous when vehicles are parked on the northern kerb along my boundary due to restricted vision. If vehicles are parked on the southern kerb, all vehicles exiting Faulkners Way must then travel in the oncoming lane, again with poor visibility up the hill.

Should you wish to visit the site I would be pleased to discuss the matter further with you.

Appendix H

Road	Yes to Permits	%	Yes to yellow lines	%	Want no change	%	No preference stated	%	TOTAL	% of homes that replied
Orchard Drive (44 homes)	9	32	15	54	3	11	1	4	28	64
Grange Close (77 homes)	27	46	28	47	2	3	2	3	59	77
Woodside Way (26 homes)	7	37	10	53	2	11	0	0	19	73
TOTAL	43	41	53	50	7	7	3	3	106	72