
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders

Date: 4 February 2016

Subject: Various Roads, Dunstable and Kensworth – Consider Objections to Proposed Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in Various Roads in Dunstable and Kensworth

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

Public/Exempt: Public

Wards Affected: Dunstable Watling, Dunstable Northfields, Dunstable Icknield and Caddington

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by better managing parking at the various locations.

Financial:

This work is being funded from the Council's budget for minor traffic and parking schemes and is expected to cost approximately £6,000.

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.

Sustainability:

None from this report

RECOMMENDATION(S):

- a) That the proposal to introduce No Waiting at any time in Drovers Way, Dunstable be implemented as published.
- b) That the proposal to introduce No Waiting at any time on the east side of Duncombe Drive, Dunstable and on the west side at the Katherine Drive junction only be implemented as published. The remaining restrictions on the west side be not implemented.
- c) That the proposal to introduce No Waiting at any time in Chiltern Road, Dunstable be reduced in length by approximately 6 metres at the south-west end.
- d) That the proposal to introduce No Waiting at any time and No Waiting Monday to Friday 8am-4.30pm in Beech Road and Lowther Road, Dunstable be implemented as published.
- e) That the proposal to introduce No Waiting at any time in King Street, Dunstable be implemented as published.
- f) That the proposal to introduce No Waiting at any time in Loring Road/ Maidenbower Avenue, Dunstable be implemented as published.
- g) That the proposal to introduce No Waiting at any time in The Chilterns/ Common Road, Kensworth be implemented as published.

Background and Information

1. The Council has received complaints and requests for parking restrictions at a number of locations in the Dunstable area. In accordance with usual Council procedures, these proposals have been “batch-published” in the interests of cost efficiency.
2. The relevant locations are listed below, together with a brief explanation of the concerns that the proposals are intended to address:-
 - a) Drovers Way, Dunstable

The double yellow lines are intended to keep an area of road clear of parked cars that create visibility issues for drivers emerging on to Drovers Way and pedestrians using the adjacent footpath.
 - b) Duncombe Drive, Dunstable

The double yellow lines are intended to improve access to the front and rear of the shops. They would also ensure that the Katherine Drive junction remains clear of parked cars.

c) Chiltern Road, Dunstable

The double yellow lines are intended to keep the Elliot Court access clear of parked cars and improve visibility for drivers emerging.

d) Beech Road, Dunstable

The single yellow will address issues associated with obstructive parking during the school day and the double yellow lines will ensure that the Lowther Road junction remains clear of parked vehicles.

e) King Street, Dunstable

The double yellow lines are intended to improve visibility and assist pedestrians crossing the road.

f) Loring Road/Maidenbower Avenue, Dunstable

The double yellow lines are intended to keep the junction clear of parked cars and, in particular, to assist buses turning into Loring Road.

g) The Chilterns/Common Road, Kensworth

The double yellow lines are intended to keep the village hall access clear of parked cars.

3. The proposals were formally advertised by public notice in October 2015. Consultations were carried out with the emergency services and other statutory bodies, Dunstable Town Council, Kensworth Parish Council and relevant Ward Members. Residents living immediately adjacent were individually consulted by letter. Public notices were displayed on street.

Representations and Responses

4. A number of objections and other written representations have been received in relation to most of the proposals.
5. Copies of all correspondence are included in Appendix C. The main points of concern raised are summarised below:-

a) Drovers Way, Dunstable

Two objections. The proposals appear to be appeasing one resident rather than providing a wider solution to the parking issues in the area. There is very little justification for introducing these restrictions and the reasons given by the Council are inappropriate. The Council's focus should be on encouraging better compliance with the 20mph speed limit.

b) Duncombe Drive, Dunstable

Four objections and three other written representations. Residents of nearby dwellings say that have insufficient parking and the proposed yellow lines will result in them struggling to find convenient parking. People will park on grass verges and near to the Katherine Drive shops, thereby denying space for potential shoppers. Residents are unaware of any real or frequent issues with delivery vehicles accessing the shops. Some residents generally support the proposals, but have suggested that restrictions be introduced on the east side to aid access, but not on the west side. A residents permit parking scheme has also been suggested.

c) Chiltern Road, Dunstable

Three objections. The restrictions would seriously affect parking outside residents' homes. They have insufficient parking available and would create real difficulties when considering the high demand for parking in the area. The restrictions would encourage higher traffic speeds, which is not desirable in a 20mph zone.

d) Beech Road, Dunstable

A resident supports the proposals, but is concerned about excessive traffic speeds in Beech Road.

e) King Street, Dunstable

None.

f) Loring Road/Maidenbower Avenue, Dunstable

A resident does not object to the proposed restrictions, but wants them extended to cover their driveway. They currently suffer from obstructive parking and if the proposals go ahead this will exacerbate the situation.

g) The Chilterns/Common Road, Kensworth

Two objections. The parking issues are caused by one resident who owns multiple vehicles, some of which are larger than a private car. The restrictions will simply move the current difficulties to adjacent lengths of road, so will not solve anything. There are inadequate parking facilities in the area and some of the problems are caused by visitors to the nearby village hall.

6. Central Bedfordshire Highways' response to the points above are as follows:-

a) Drovers Way, Dunstable

It is acknowledged that the request for parking restrictions was made by a nearby resident. However, the present parking difficulties have been created, in part at least, by the installation of concrete bollards which were intended to address an issue with footway parking. The bollards have resulted in parked cars being positioned in such a way that they obstruct visibility for drivers emerging from adjacent accesses. It is a fact that this location coincides with the end of the footpath where pedestrians are likely to want to cross Drovers Way. The proposed yellow lines would improve inter-visibility between drivers and pedestrians. The yellow lines would result in the loss of approximately three parking spaces.

b) Duncombe Drive, Dunstable

There have been complaints of obstructive parking on this section of Duncombe Drive and some residents appear to acknowledge that there are issues. However, it is accepted that the proposals would remove valuable parking for nearby residents. It seems reasonable to reduce the extent of the restrictions to allow more on-street parking, whilst still addressing access difficulties for delivery vehicles to the shops. It is recommended that the yellow lines be implemented on the east side and for a short distance on the west side to ensure that the Katherine Drive junction is kept clear, but that the remainder of the yellow lines on the west sides are not implemented.

c) Chiltern Road, Dunstable

There are existing double yellow lines that terminate north-east of the Elliot Court access, which result in vehicles being parked very close to that access thereby obscuring visibility for emerging drivers. Consequently, it is felt that the proposed restrictions are justified. However, there appears to be scope to reduce them in length at the south-west end, so that they do not extend across the frontage of the first residential property. The amended restrictions would result in the loss of only two parking spaces.

d) Beech Road, Dunstable

In the absence of any objections, it is recommended that these be implemented as published.

e) King Street, Dunstable

In the absence of any objections, it is recommended that these be implemented as published.

f) Loring Road/Maidenbower Avenue, Dunstable

The proposals will cover the immediate junction area and there is little justification to extend them beyond that. If the proposals were extended beyond the current proposal they would need to be re-published. It is suggested that the published proposals be implemented and their impact be assessed. If parking difficulties develop and additional restrictions are deemed necessary, additional proposals could be pursued in the future.

g) The Chilterns/Common Road, Kensworth

There have been reports of persistent nuisance parking narrowing the road to the extent that access to the village hall car park is restricted or even blocked. There have been suggestions that parking by larger vehicles makes the situation worse. There would appear to be justification for introducing the published proposals, which largely only prohibit parking close to the Common Road junction and village hall access where vehicles should not be parked in any event.

7. Bedfordshire Police has raised no objections to the proposals.

Conclusion

8. If approved, the works are expected to take place within the current financial year or early in the new year.

Appendices:

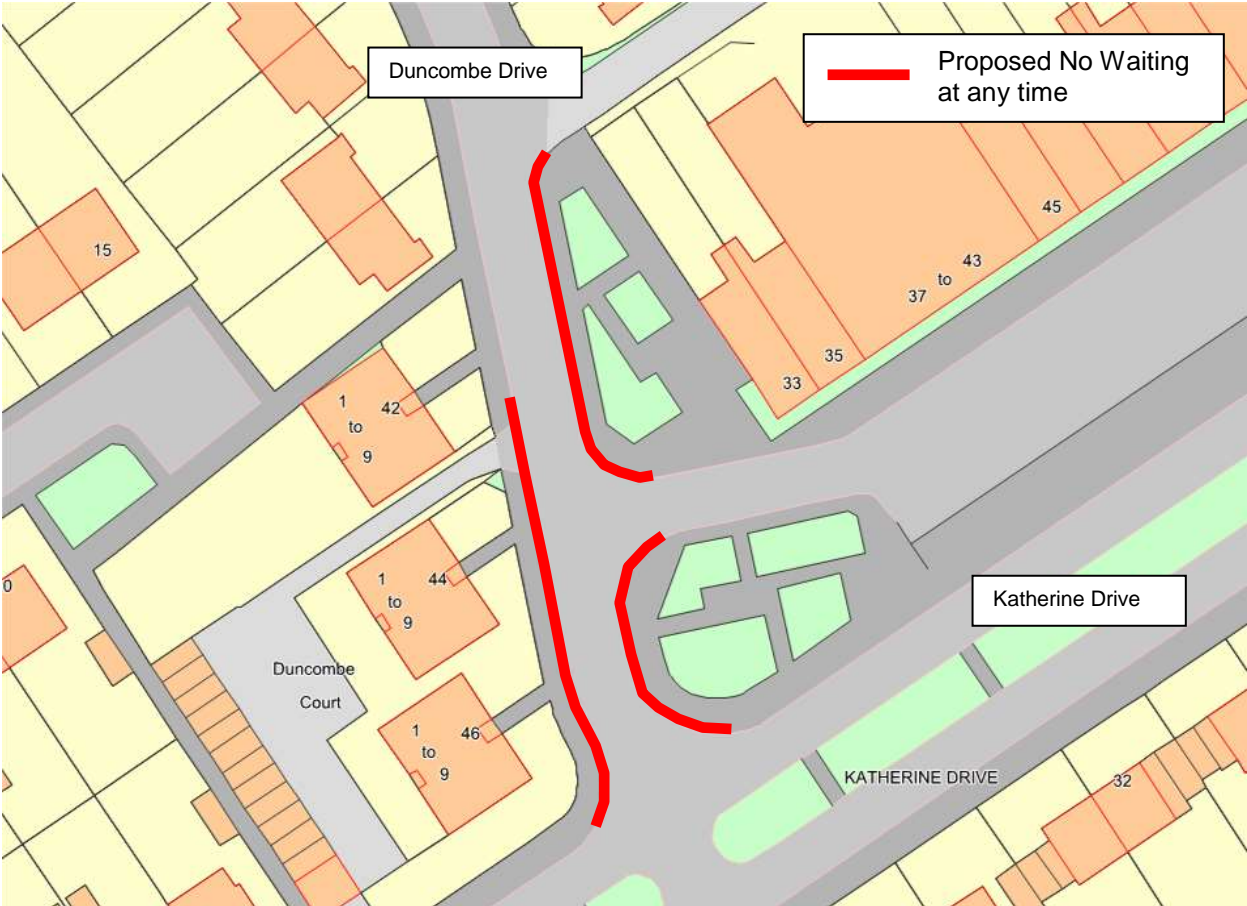
Appendix A – Drawings of Proposals
Appendix B – Public Notice of Proposals
Appendix C – Representations

Appendix A

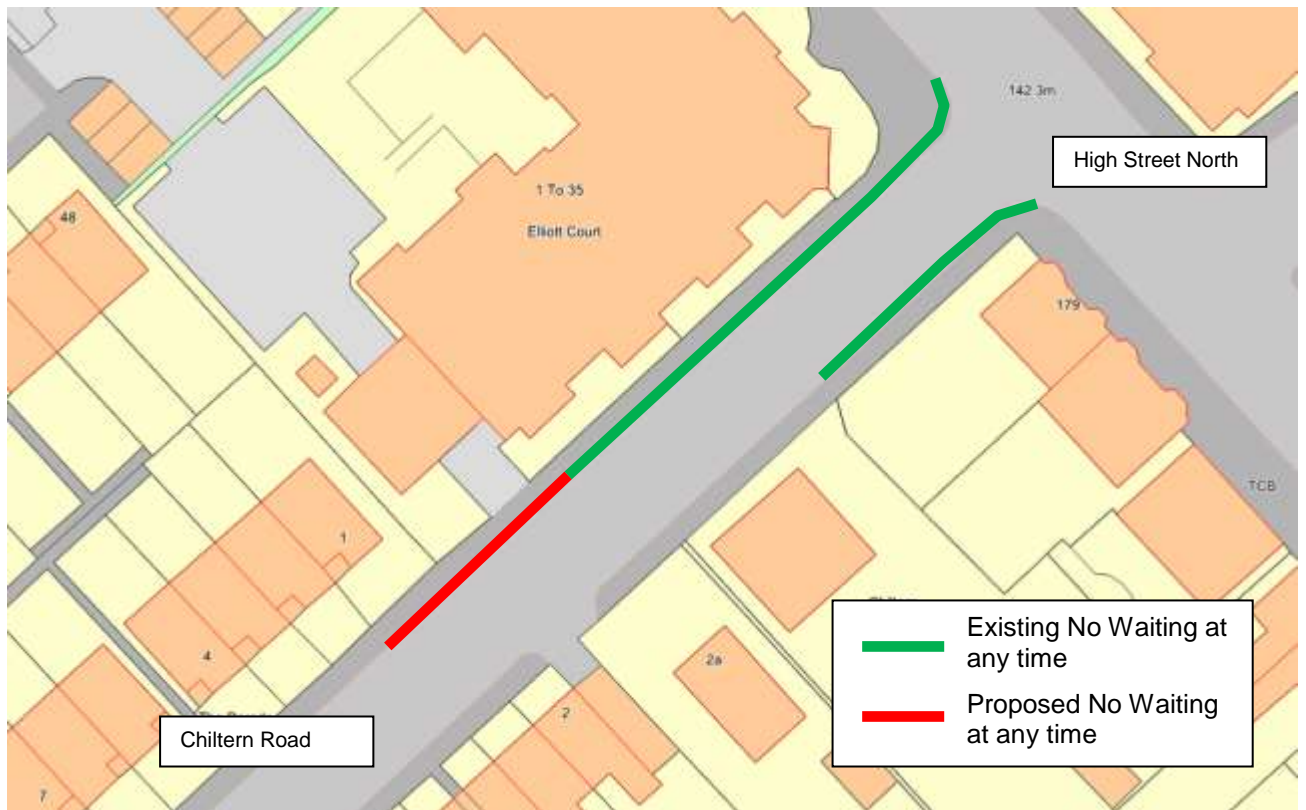
Drovers Way, Dunstable



Duncombe Drive, Dunstable



Chiltern Road, Dunstable



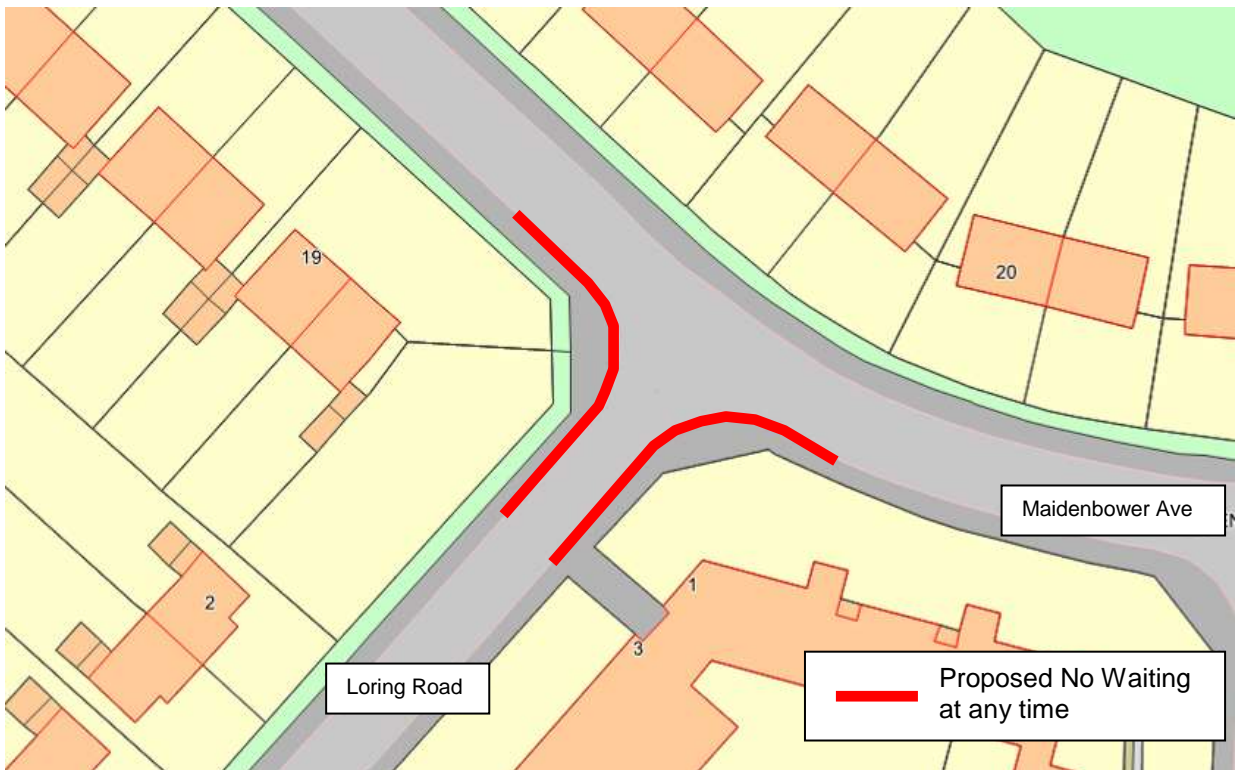
Beech Road, Dunstable



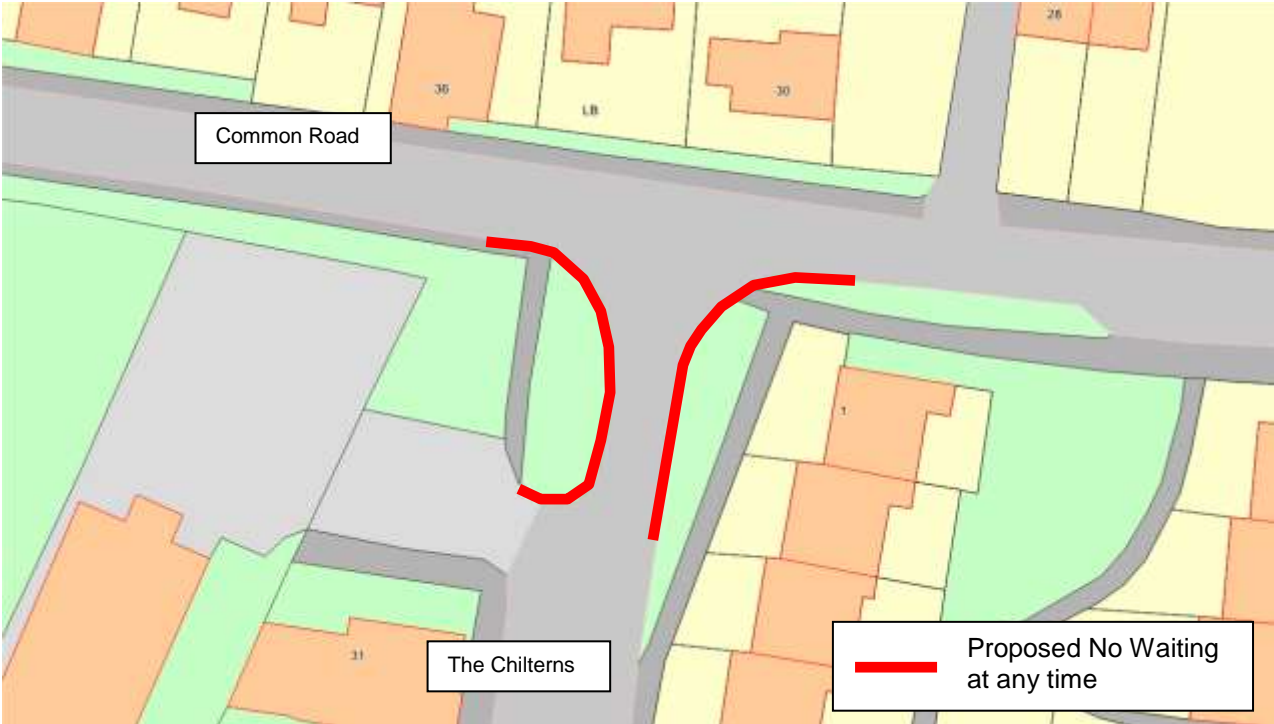
King Street, Dunstable



Loring Road/Maidenbower Avenue, Dunstable



The Chilterns/Common Road, Kensworth





PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS AT VARIOUS LOCATIONS IN DUNSTABLE AND KENSWORTH

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenity of the area through which the roads run. The restrictions are generally intended to address indiscriminate parking which creates an obstruction to other road users.

Effect of the Order:

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

1. Drovers Way, south-west side, from a point approximately 2 metres south-east of the boundary of nos.95 and 97 Drovers Way extending in a south-westerly direction for approximately 20 metres.
2. Duncombe Drive, west side, from the north kerb line of Katherine Drive extending in a northerly direction for approximately 48 metres.
3. Duncombe Drive, east side, from the north kerb line of Katherine Drive extending in a northerly direction for approximately 70 metres.
4. Beech Road, north-west side, from a point approximately 5 metres south-west of the rear wall of no.551 Lowther Road extending in a south-westerly direction for approximately 40 metres.
5. Lowther Road, both sides, from the south-west kerb line of Beech Road extending in a north-westerly direction for approximately 10 metres.
6. Chiltern Road, north-west side, from a point approximately 44 metres south-west of its junction with High Street North (termination of existing double yellow lines) extending in a south-westerly direction to a point in line with the property boundary of nos.1 and 2 The Parade, Chiltern Road.
7. King Street, south-east side, from its junction with High Street South service road extending in a north-easterly direction to a point approximately 3 metres north-east of the front wall of the Star and Garter public house, 147 High Street North.
8. High Street North, south-west side, from its junction with King Street extending in a north-west direction to a point approximately 3 metres north-west of the south-east flank wall of the Star and Garter public house, 147 High Street North.
9. Maidenbower Avenue, south-west side, from a point in line with the boundary of nos.20 and 22 Maidenbower Avenue extending in a north-westerly direction to a point in line with the south-east flank wall of no.17 Maidenbower Avenue.
10. Loring Road, both sides, from the south-east kerb line of Maidenbower Avenue extending in a south-westerly direction for approximately 19 metres.

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

1. Common Road, Kensworth, south side, from a point in line with the front wall of no.1 The Chilterns extending in a westerly direction for approximately 33 metres.
2. The Chilterns, Kensworth, east side, from its junction with Common Road extending in a southerly direction to a point in line with the property boundary of nos.2 and 3 The Chilterns.
3. The Chilterns, Kensworth, west side, from its junction with Common Road extending in a southerly direction to a point approximately 11 metres south of the property boundary of nos.1 and 2 The Chilterns.

To introduce No Waiting Monday to Friday 8.00am to 4.30pm on the following length of road in Dunstable:-

1. Beech Road, north-west side, from a point approximately 6 metres north-east of the property boundary of nos.1 and 3 Beech Road (termination of existing double yellow lines) extending in a south-westerly direction to a point approximately 5 metres south-west of the rear wall of no.551 Lowther Road.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 13 November 2015. Any objections must state the grounds on which they are made.

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 SG17 5TQ

Marcel Coiffait
Director of Community Services

15 October 2015

Appendix C

Drovers Way, Dunstable

Dear Sir/Madame,

I would like to object strongly to proposals to place double yellow lines outside numbers 95 to 97 Drovers Way, Dunstable this action seems to be to appease one particular resident! rather than providing a long term solution to resolve the parking issue permanently for all residents such as losing part or all of the council green outside our houses to provide off road parking, please see attached previous correspondence with the council.

I acknowledge receipt of your somewhat impersonal letter dated 13th October regarding the proposed waiting restrictions that the above refers to.

You are no doubt aware that I have already written to the Authority with regard to this matter and will therefore be familiar with my observations highlighted therein, I will therefore restrict my comments, in the main, to addressing the "Reason for proposal" and the narrative written above the map on the reverse of the "Public Notice". That said I do enclose a copy of the letter referred to above.

1. "The proposed Order is considered necessary for facilitating the passage of traffic on the road..." ; I'm sorry but as an argument this is, quite frankly, nonsense. If this is true in respect of a 20 metre stretch of Drovers Way then it is true in respect of the rest of the road. I would point out that, in law, any vehicle parked on a road or any other highway causes an obstruction, whether the relevant Sections of the Road Traffic Acts are enforced is another matter of course.

2. "...or improving the amenity of the area through which the roads run."; without imposing the restriction along the entire road as outlined above, how on earth can this be used as a justification.

3. "The restrictions are generally intended to address indiscriminate parking which creates an obstruction to other road users." As I have already pointed out, every vehicle parked on a road, in law, causes an obstruction but what is suggested here is that the few vehicles that park on the south west side of Drovers Way between numbers 79 and 93 particularly fail to "facilitate the passage of traffic" in a way that other vehicles parked in the same road do not ? and park "indiscriminately", frankly this is insulting.

4. "The double yellow lines are intended to keep an area of road clear of parked cars that create issues for drivers emerging on to Drovers Way and pedestrians using the adjacent footpath"; the only "drivers" so affected are those living at number 95 Drovers Way (unless you are in a position to tell me otherwise) and the reference to

pedestrians has been included, in my view, simply to lend weight to what is a very flimsy argument in support of this proposal.

The greater danger to road users on Drovers Way, and indeed Brewers Hill Road comes not from parked cars but from drivers who fail to comply with the 20 mph speed limit as, apart from a single speed enforcement camera, there is nothing that actually inhibits speeding motorists.

In encouraging Local Authorities to introduce 20 mph speed limits on urban roads Central Government suggests that roadways be engineered to ensure that such limits are effective; some engineering suggested includes road humps, rumble strips, roundabouts, road narrowing and "Give Way" gateways.

Had Central Bedfordshire not opted for the cheapest possible option, i.e. putting up a few speed limit signs, the risks to "drivers emerging on to Drovers Way" would have been significantly reduced and possibly non-existent.

The last thing I would include is that I am a Blue Badge holder and in the normal course of events our car is kept on the road during the day although garaged at Pascomb Road overnight.

Forwarded for your information in the hope that serious and considered notice be taken of the observations I have made.

Duncombe Drive, Dunstable

I urge you to reconsider the proposed no waiting at any time outside 42,44,46 duncombe drive,Dunstable beds (consolidation order 2008) (variation no) order 201,there are 18 flats in these 3 blocks with on average 2 cars per flat meaning 36 cars with only 8 spaces at the back of the flats,if you go ahead with your proposed changes there would be nowhere to park apart from the parking spaces at Katherine drive shops which should be for shoppers,it would damage the shops businesses as there would be nowhere for shoppers to park there cars,I've lived in one of the flats for over 20 years and have never noticed any problems with the passage of traffic.

I strongly recommend you reconsider this proposal as these changes would cause massive problems for the 18 residents of 42, 44 and 46 duncombe drive.

Please could you comment back on this e.mail and let me know your comments.

I wish to comment on the proposal of adding restricted waiting along both side of Duncombe Drive, Dunstable as described in 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*

I have been a resident of Flat x xx Duncombe Drive, Dunstable, LU5 4QZ for nearly 7 years. The issue I have is that there are 18 residents within the 3 blocks of flats along Duncombe Drive (42, 44 and 46) and at my last count there are 24 vehicles for these 18 residents. As there is only off road parking provided for 6 of the flats the other 12 park their vehicles on the road in front of the flats. By painting double yellow lines you will be forcing them to park somewhere else and walk. Already people park on the grass central reservation along Katherine Drive (mainly residents of Katherine Drive) and on the grass areas around the shops (as there are never any spaces available). By limiting the available parking for the residents of the flats you will be displacing 18 vehicles. From my observations if these were to park outside of the shops along Katherine Drive you would loose nearly half of the available parking spaces for users of the shops.

My wife has been a stay at home mum for a few years now and she notices that during the working day the only cars seen parking along the road are for users of the shops and the road remains fairly clear. It is before and after the working day, when people come home that the road fills up with cars. Lorries have been delivering to the shops for these 7 years and the only issue we have ever seen is when it snowed one lorry got stuck trying to drive up the incline towards the junction.

I do however believe that the double yellow lines should be painted around the community project Incredible Edible. This will help keep the volunteers safe while working on the community project, and also keep one half of the junction clear which is sufficient space for two vehicles to drive side by side.

If you want to keep the area safe then you should enforce the 20 mph speed limit, as it feels I am the only person to do this speed. I have had people overtake me along Duncombe Drive while heading towards the Katherine Drive junction and then speed at 40ish mph towards the shops, I believe a young child was even knocked down while walking to school (Barnfield Vale) in the last year by a speeding motorist.

I am very disturbed to find that you propose to enforce a no parking restriction on these stretches of road. I live at flat x xx Duncombe Court which means that I will have nowhere to park my car. Admittedly, during school picking up & dropping off times or when the shopping area is busy, people can tend to park indiscriminately along this stretch but the residents tend to park only in the evenings & overnight as we all work. Perhaps as a compromise you could put resident parking bays or permit holder parking only? When parking is sensible there is not a problem with the flow of traffic. I plead with you to consider this as it would cause considerable problems for the residents of all 3 blocks. We each have either a garage or a parking space at the back of the blocks but as is the case these days, most of us being married we have 2 vehicles per flat. Where will we park? We would have to try to park in the shopping area which would surely mean that shoppers would stop along Katherine Drive which once again cause problems or stop using this parade of shops which in turn would be disastrous for the shopkeepers. I appeal to you to listen to my case & thank you for reading this

Whilst we agree with what you are proposing we are very concerned that we will not be able to park outside our own house. Our driveway will only take one vehicle and my husband has to park on the road directly outside our house.

We have noticed that over the last couple of years it has been residents that live in the flats above the shops in Katherine Drive and the flats in Duncombe Drive that park where you are proposing the put the restriction. They have their own parking at the back of the flats but for some reason they do not park there.

We have had numerous occasions where we have gone out and asked people to move their cars as they often block some of our driveway making it difficult for us to get on and off of our drive. We have a mutual agreement with all the neighbours that we do not park in front of their houses and they do not park in front of ours mainly as a courtesy to all the neighbours on either side of Duncombe Drive. Whilst we realise we cannot stop people from parking outside our house it is very annoying that they do this when they have their own parking spaces at the back of the flats.

If this scheme goes ahead we are proposing that you introduce parking permits for the first few houses on either side of Duncombe Drive and we would be more than happy to pay for this.

We look forward to hearing from you with your thoughts on introducing parking permits for the residents of Duncombe Drive.

I refer to your communication of the 13th October 2015 regarding the above proposals and wish to make the following observations:-

- (i) Where I do not object to the proposals in their entirety I do feel there are flaws in the scheme that do not take consideration of the needs of residents as a whole.
- (ii) The double yellow lines opposite that the residencies of 44 and 46. Duncombe Drive does seem a sensible proposal and would improve access both to the front and rear of the shops. However, the proposal to install the same outside part of 42 and fully outside 44 & 46 i.e. West side, would be detrimental to these residents and would only displace the parking to other areas in the local vicinity, which would include the shoppers car park and further along Duncombe Drive and Katherine Drive.
- (iii) The majority of these residents own at least one if not two cars and where the garages and spaces to the rear of the properties are in constant use it does not offer sufficient parking for all the flats

The installation of the double yellow lines on the East side would still have the desired affect without causing disruption and inconvenience to local residents who park sensibly, do not obstruct deliveries or the access to the shops.

In regards to a recent letter received proposing waiting restrictions/Yellow Lines.

I do agree with the proposal of yellow lines on the corner of Katherine Drive/Duncombe Drive. This will prevent the obstruction into the shops.

However, I do object to yellow lines, past the entrance to Flat Block 44, and lines opposite block 42.

My objections are based on the fact that vehicles normally parks there, will then have no alternative but to park further down Duncombe Drive, outside of my residence and neighbours. We already have a problem with vehicles parking outside residencies and over our driveways, due to lack of parking spaces for the blocks of flats.

Because of this, I have spent over £1,200 extending my dropped kerb, trying to avert this exact situation.

I do trust that you will take my concerns, into consideration.

It has been brought to my attention that yellow lines - No waiting at any time, are going to be put in at Suncombe Drive, it is very concerning. It is a busy road and would be even busier. People living in the flats in Suncombe Drive and over the shops in Katherine Drive, where are they going to park? It is bad enough now as people park outside my house if a space is available. Particular from Friday until Monday, with cars not moving all week-end, also more noisier, and difficult for pedestrians to cross the road. I am opposite Lockington Crescent.

Chiltern Road, Dunstable

Firstly I would like to say as the owners of the only house directly affected by your proposed 'no waiting at any time' area marked by the red line on the map provided, we feel that the said letter should have been personally addressed to us. As it was titled 'The Householder', it could so easily have been misconstrued as one of the many 'junk' letters delivered to our house and could, therefore, have been overlooked! I do hope that considering the serious implications that this proposal will have on our household, that this was not the intention!

We cannot believe that you are considering placing such restrictions in a road not only where the residents have problems parking as it is but also right across our driveway. As is quite understandable in today's age of the working commute, we are a family who own five vehicles, one of which is a van. Our driveway holds three cars and the remaining two are parked in front. We have always considered the needs of our neighbours and do not park on the other side of the road because the residents there all own one or two cars per family as well. There is a further piece of path adjacent to our drive where another car can park. It is used by everybody on a first come first served basis and during the day by visitors and carers belonging to the elderly people in Elliot Court.

When Elliot Court was built, we all agreed that there would be an infringement on parking in the road but this was acceptable as these 'temporary' parkers would normally visit in the daytime leaving space for the returning neighbourhood workers.

I can understand the use of the existing double yellow lines closer to the join of the road with High Street North and we would never consider parking there, unlike on the bend near the crossroads with Victoria Street where the residents park on all the double yellow lines.

I would like you to consider where you would propose that we park if these restrictions are enforced? where all the regular carers and visitors to the elderly in Elliot Court can park? It certainly cannot be in

the surrounding streets they are even more congested than ours. I also note that we are the only house in The Parade that has been singled out to have your red line across our drive! We have lived here since 1980 and are probably the longest remaining residents in this part of Chiltern Road! and busy as this road can be we all manage to park amicably and with consideration to others, your proposals can only destroy this harmony.

We strongly disagree with this proposal and our need to be made aware of any further decisions is imperative. We have tried to imagine the reasoning behind these recommendations and wonder if perhaps the residents of Elliot Court have complained. If this is the case I hope they realise just how many times their carers park across our drive and on the corner. Perhaps they should understand that anyone who has a drive has to exit with surrounding restrictive views and it has to be said they purchased or rented their homes with full knowledge of the area. I do mention this because I can see no other explanation for such unnecessary measures.

I would be grateful if you can both consider our concerns and acknowledge my email so that we can be sure that our views will be accepted as genuine worries about the implications that this will have on, not only our family but the surrounding neighbours.

I strongly object to your proposals of a no waiting ban ie:-double yellow lines in Chiltern Road, I have lived in x The Parade, Chiltern Road since 1980 and the traffic in Chiltern road is no different today as was then, I have not witnessed any problems with the flow of traffic on Chiltern Road, therefore I deem your proposals unnecessary, but if you have any evidence to prove otherwise I would like a site meeting with yourself prior to making any decisions on this matter so we can amicably resolve this matter.

We live directly opposite the driveway to Elliott House and the area where you plan to extend the double yellow lines and would like to object to your proposals on the grounds that it would reduce the amount of parking in the area for local residents, carers and visitors to Elliott House and increase the speed of traffic along the road.

There has always been a lack of available parking along this part of Chiltern Road due to the amount of terraced housing without driveways. This problem was made worse when Elliott House was built as then carers and visitors to Elliott House needed to find parking close by. We did object at the time to the lack of parking that was going to be provided for the residents of Elliott House. By removing more parking spaces you will make the problem worse for all local residents.

One of the reasons you give for this proposal is to facilitate the passage of traffic on the road and to address indiscriminate parking which creates an obstruction to other road users. In my opinion opening up space on the road by removing parking space is just encouraging traffic to speed along the road. As it is the current 20mph limit is ignored.

Your letter states that the general intention is to address indiscriminate parking which creates an obstruction to other road users. I am not aware of any indiscriminate parking in this area. Cars are parked where they are legally allowed to park. Most people with their own drives have problems pulling out due to obstruction causing poor vision due to vehicles parked either side of the driveway. It is a fact of life due to the amount of traffic on the roads but increasing the number of double yellow lines reduces the amount of available parking and in this case there is no other parking available nearby as parking is at a premium in all neighbouring streets.

If Chiltern Road wasn't used as a rat run the traffic flow problem would not exist. The problem lies with the amount of traffic on High Street North. Opening up space on Chiltern Rd to increase traffic flow will lead to longer queues of traffic in our street waiting to get out onto the A5.

We object very strongly and would ask that you reconsider your proposals as in our opinion it will only worsen the parking problem and problem with speeding along this part of Chiltern Road.

Beech Road, Dunstable

As a resident at number x Beech Rd , I wanted to say I support the introduction of further parking limits. However I would like to make one observation regarding safety.

The stretch of Beech Rd referred to is a 20mph area, yet the speed limit is not only totally ignored by most users much of the time, it is exceeded by huge amounts. I'm a regular witness to 30- 50 mph with even some overtaking!!.

I think this is because the stretch

- 1) is viewed as 'semi-rural' and not quite 'urban'
- 2) is on a down hill slope.

Your letter says "the restrictions are generally intended to address indiscriminate parking which creates an obstruction to other road users". It is, ironically in fact, the parked cars in Beech Rd that have the effect of 'calming' speeds, as road users have to slow down to avoid accidents. This will not be true when the restrictions are imposed.

As this road is used by children on bicycles from Manshead school at the same time as the rush hour and other times, with the temptation to speed downhill - plus the required access to Chiltern school at the bottom of the road - plus the bus stops on both sides of the road- I really do think this stretch is an 'accident waiting to happen'.

In my view there should be at least one well signposted traffic hump about halfway down the stretch to keep speeds 'reasonable'.

I thank you for your kind attention

King Street, Dunstable

None

Loring Road/Maidenbower Avenue, Dunstable

You ask for any comments to the above No Waiting Public Notice here are mine

I am at no. xx

Have not got a problem with the no waiting at all but could you extend it to no. xx? i.e. after my drive, as my next doors (19 troublesome neighbours) have at least 7 untaxed vehicles that are normally parked across my drive and around the corner (Loring Road) which one day will cause an accident, as

its hard to get on my property let alone get off it as the vehicles are causing a nuisance.

No have tried to tell them but they are unapproachable full stop. When they have their visitors its even worse.

Should the current proposal be put in I guarantee they will further restrict us in getting to

our property and how will we be able to park our cars. We have three vehicles that we park on our drive and not on the road.

Please consider extending the boundary.

The Chilterns/Common Road, Kensworth

I am writing to lodge my objection to the proposed order 201 to put double yellow lines outside my home, I shall give some background first and then my reasons.

Background

- Historically there has never been a parking problem along the areas of the proposed double yellow lines
- Numbers 1 – 5 The Chilterns are bungalows allocated to elderly and disabled people
- Nos. 4 & 5 have dropped kerbs so they park off-road
- Numbers 1 – 3 do not have dropped kerbs and have always parked outside their respective homes, showing flexibility to each other where necessary
- Approximately 5 years ago the tenant of No. 3 died and was replaced by one Xxxxx Xxxxx who is a self-styled charity for rescued dogs
- Mr Xxxxx currently has the following vehicles parked outside the length of short entry road to The Chilterns:
 - 1 large LDV van
 - 1 large LDV Luton-bodied van
 - 1 lorry (4 or 6 ton, I think)
 - 1 Ford Mondeo estate car
 - 1 large enclosed trailer which is usually (truthfully) parked dangerously close to the junction with Common Road
- It is this alone which has caused the current parking issues, because it causes danger to
 - Vehicles turning into and out of The Chilterns due to extremely limited visibility and the narrowness of what remains of The Chilterns (once you're in the single remaining lane you are committed)
 - Pedestrians crossing Common Road and/or The Chilterns due to limited visibility – we are very close to a busy school entrance
- The local authority have been unable to find good reason to prevent Mr Xxx from having so many vehicles and it seems the police are unwilling to issue multiple tickets for dangerous parking

Reason for objection

- The proposed waiting restrictions will simply move the problem along the road
- Mr Xxxxx will not suffer because he will simply place his row of vehicle in the adjacent shared parking area (he can only drive one at a time) thus preventing No.1 & 2 from using that shared area
- So the proposal is a political one, representing the cheapest option whereby the local authority can claim to have addressed the issues
- No consideration has been given to the future when Mr Xxxxx vacates No.x – his legacy will remain
- An alternative, comprehensive but more costly solution would be to give Nos. 1 to 3 dropped kerbs and take the problem off the roads altogether
- Nos. 1 to 3 would face a mandatory contribution to the cost (say, £1000 each?)
- There would no longer be a parking issue and this holistic solution would benefit the entire area for years to come

I'd be grateful for this message to be considered. I have the support of residents at Nos. xxxxxx The Chilterns and of others in the immediate vicinity.

I have just returned from abroad and missed the deadline for objections. I am sending this note to inform you that I will be challenging your proposal both morally and legally. Of course I need time to prepare both and request time to do so.

In brief I took the tenancy at 3 the Chilterns on the understanding that I can park outside my own house as I am disabled. I have applied for a drive funded by the council and because I am not blind or totally immobile have been refused.

The main cause of congestion in the Chilterns, over and above not enough parking spaces as it is for tenants, let alone visitors, is, THE VILLAGE HALL, some of the adjacent field should be set aside for parking instead of forcing residents to illegally and dangerously park elsewhere. The field is severely underutilised (a wasted facility).

Secondly the Chilterns are used as a turning point for vehicles of all kinds including 68 lorries and multitudes of smaller commercial vehicles.

Countless cars with subsequent accidents some serious.

This the Chilterns is not a through road it is a cul-de-sac intended for the use of the tenants there-in. It has nothing to do with common road (which is a death trap for pedestrians from the chilterns crossing that road to the shop etc) + other than being accessed by it which is being severely hindered by many vehicles using the entrance to the chilterns as a turning circle which includes the road from 1-5 (houses) up to the T junction. BY restricting parking further you will make the lack of parking space worse and be warned hostilities will develop further amongst the tenants over parking.

P.S. A full report will follow as I am very busy. I intend to enlist the help of 38 DEGREES and others to fight this diabolical injustice.