
Meeting: Traffic Management Meeting
Date: 28 February 2017
Subject: High Street, Henlow – Consider Objections to Parking Restriction Proposals
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in High Street, Henlow

RECOMMENDATION:-

That the proposal to introduce No Waiting at any time on lengths of High Street, Henlow be implemented as published.

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Arlesey
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety, traffic management and the amenity in the affected road.

Financial:

The works are being funded by the Minor Traffic Management schemes budget.

Legal:

None from this report.

Risk Management:

None from this report.

Staffing (including Trades Unions):

None from this report.

Equalities/Human Rights:

None from this report.

Community Safety:

None from this report.

Sustainability:

None from this report.

Budget and Delivery:	
Estimated cost: £2,500	Budget: Minor TM schemes
Expected delivery: April/ May 2017	

Background and Information

1. The Council has received a number of complaints from members of the public, Henlow Parish Council and Ward Members about parking on various lengths of High Street, Henlow. Traffic flows on this road are relatively high, particularly during peak times, and parked vehicles create conflict and delays.

2. The proposals cover the following lengths of road:-

High Street, Henlow (No.6 to Park Lane)

Parked vehicles obstruct access and egress from the haulage yard. Double sided parking further north creates vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.

High Street, Henlow (Town Farm Court to War Memorial)

Double sided parking creates vehicular conflict and causes tailbacks at peak times. New junctions have been built on the west side in recent years and parking close to them obstructs visibility for emerging drivers. There have been regular complaints of driveways on the east side being blocked by parked cars.

High Street, Henlow (The Limes and Old Barn Close)

Parked vehicles outside The Limes create vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.

3. The proposals were formally advertised by public notice in October 2016. Consultations were carried out with the emergency services and other statutory bodies, Henlow Parish Council and the Ward Members. Residents located in the areas where restrictions are proposed were individually consulted by letter and notices were posted on street.

Representations and Officer Responses

4. A total of 18 representations were received in response to the proposals. These generally relate to specific locations on High Street and there are some more general observations. Copies are included in Appendix C.

Restrictions in the vicinity of no.8, 10 and 12 High Street

6 representations were received about the proposal to extend the existing double yellow lines northwards to cover nos.8, 10 and 12 High Street which are opposite Welch's haulage yard. The main points are:-

- a) This will remove parking for those properties which have no off-street parking and will increase competition for the remaining spaces to the north of High Street.
 - b) Henlow Parish Council has suggested that the restrictions only extend as far as no.8 which will improve traffic flow but not affect residents as much.
 - c) The shortened restrictions will still ease access to the haulage yard.
 - d) There are concerns about an increase in traffic speeds.
5. Officer response:-
- a) It is acknowledged that some properties on this length of High Street have no off-street parking and rely on being able to park on-road. The proposed restrictions are intended to retain as much on-road parking as possible.
 - b) Parked vehicles outside nos.8-12 High Street cause a pinch point, which create significant delays and obscures visibility.
 - c) The shortened restrictions would help larger vehicles turning right towards the A507, but parked cars outside nos.8-12 would still hinder left turning traffic.
 - d) The width and alignment of the road, together with the parking that will be retained, should moderate.

6. Restrictions near Park Lane junction and no.31 High Street

2 representations were received specifically about the proposal to prohibit waiting across the frontage of the Deli and Tea Room, 31 High Street. The main points are:-

- a) The businesses need to accept deliveries on a daily basis.
 - b) Two parking spaces could be allowed outside no.31 High Street.
7. Officer response:-
- a) The proposed waiting restrictions will not adversely affect deliveries as drivers are permitted to wait on double yellow lines to load/unload.
 - b) This stretch of road is on the approach to the pedestrian crossing and parked vehicles can obstruct visibility of pedestrians. It is also opposite the Park Lane junction, so parked cars also affect turning movements. The yellow lines will effectively reserve space for delivery vehicles, whereas leaving the area unrestricted would mean that it would probably be taken up by parked cars.

8. Restrictions in vicinity of Town Farm Court and 49c High Street

5 representations were received about the proposal to prohibit waiting near the junction of High Street and Town Farm Court. The main points are:-

- a) There is general support for the proposals, but that they should be extended slightly further south to improve visibility for emerging drivers.

9. Officer response:-

- a) Parking is heavy on this stretch of High Street and the restrictions have been kept to a minimum to maximise the number of parking spaces. It is felt that the published restrictions offer a reasonable compromise between improving visibility for drivers emerging from Town Farm Court whilst retaining as much on-street parking as possible.

10. Restrictions in vicinity of The Limes and no.86/88 High Street

2 representations were received about the proposal to prohibit waiting near the junction of High Street and Town Farm Court. The main points are:-

- a) Parking has increased on the east side of High Street opposite The Limes residential home and sometimes cars block driveways. The area is also used for parking by large vans which obstruct visibility for residents exiting their driveways.
- b) The published proposal will mean that more vehicles will be parked on that side, so restrictions should be introduced on the east side as well.

11. Officer response:-

- a) Parking does take place on the east side of High Street, but the road widens slightly at that point, so is a reasonable place for vehicles to be parked. It is understood that residents on that side of the road have applied for H bar driveway protection markings which should help.
- b) It is felt that parking can be safely accommodated on the east side and the removal of parking on that side would lead to migration of parking to less suitable lengths of High Street.

12. General

3 representations were received about more general issues, as follows:-

- a) The restrictions will reduce the availability of parking for residents.
- b) The restrictions will result in an increase in traffic speeds, which is not desirable in a built-up area.

13. Officer response:-
- a) There have been longstanding concerns expressed by members of the public, Henlow Parish Council and Elected Members about parking on specific lengths of High Street. It is felt that the published proposals strike a reasonable balance between ensuring traffic is not unduly delayed and allowing on-street parking where it can be safely accommodated.
 - b) The implementation of double yellow lines on significant lengths of road does present drivers with a clear road, which can increase speeds. However, sufficient parking will be retained and there are other features, such as junctions and the pedestrian crossing to constrain traffic speeds.
14. It is felt that the proposed restrictions will address the road safety and traffic management issues that currently exist but retain as much on-street parking as possible. Consequently, it is recommended that the proposals be implemented as published with the exception of the modifications recommended.
15. If approved and implemented, the restrictions will be implemented in April/May 2017. The restrictions will be reviewed after 5 years to determine whether they should be retained, modified or removed.

Appendices:

Appendix A – Public notice of proposals

Appendix B – Drawing of proposals

Appendix C – Representations

PUBLIC NOTICE



CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT VARIOUS LOCATIONS IN HENLOW

Reason for proposal: For the general purposes of facilitating the passage of traffic and for improving the amenity of the area. The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Effect of the Order:-

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

1. Clifton Road, north side, from its junction with High Street extending in a westerly direction to a point in line with the western property boundary of no.1 High Street.
2. Clifton Road, south side, from its junction with High Street extending in a westerly direction to a point approximately 6 metres west of the boundary of nos.5 and 7 Clifton Road.
3. High Street, east side, from a point in line with the north flank wall of no.6a High Street extending in a northerly direction to a point approximately 1 metre north of the north flank wall of no.12 High Street.
4. High Street, west side, from a point in line with the south flank wall of no.14 High Street extending in a northerly direction to a point in line with the boundary of nos.31 and 33 High Street.
5. High Street, east side, from a point approximately 2 metres south of the north flank wall of no.36 High Street extending in a northerly direction to a point in line with the south flank wall of no.38 High Street.
6. Park Lane, both sides, from a point in line with the front wall of no.36 High Street extending in an easterly direction for approximately 3 metres.
7. High Street, east side, from a point in line with the south flank wall of no.52 High Street extending in a northerly direction to a point in line with the south flank wall of no.64 High Street.
8. High Street, west side, from a point approximately 3 metres south of the north flank wall of no.49c High Street extending in a northerly direction to a point in line with the north flank wall of no.67 High Street.
9. High Street, west side, from a point in line with the southern property boundary of no.86a High Street, extending in a northerly direction to a point in line with the boundary of nos.87b and 87c High Street.

Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 22 November 2016. 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 Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

28 October 2016

Appendix B

Clifton Road, Henlow

Parked vehicles are regularly parked on the immediate approach to the High Street roundabout and elsewhere in the general area of the used car centre. The proposed restrictions are intended to address the main concerns, but retain parking for customers of nearby businesses.



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High Street, Henlow (No.6 to Park Lane)

Parked vehicles obstruct access and egress from the haulage yard. Double sided parking further north creates vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.



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High Street, Henlow (Town Farm Court to War Memorial)

Parked vehicles obstruct access and egress from the haulage yard. Double sided parking further north creates vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.



High Street, Henlow (The Limes and Old Barn Close)

Parked vehicles outside The Limes create vehicular conflict and causes tailbacks at peak times. The proposed restrictions are intended to address the main concerns, but retain parking on one side of the road.



Appendix C

At the meeting of Henlow Parish Council on Monday 28th November it was noted that the Council's comment to the No Waiting Proposals was a little unclear.

I am therefore instructed to confirm that Henlow Parish Council would confirm point 3 as:

Continuation of yellow lines at No. 6b to a point in line with the SOUTH flank wall of No. 8 High Street.

During the meeting of Henlow Parish Council on Monday 14th November, Councillors considered the options to introduce No Waiting at any time orders.

Councillors were pleased to accept all the proposed orders, except for Item 3 and would prefer the order to be as follows:

High Street, east side, from a point in line with the SOUTH flank wall of No. 8 High Street (in line with the dropped kerb) extending in a northerly direction to a point approximately 1 meter north of the north flank of no. 12 High Street.

Councillors felt that this would enable the traffic flow to improve without significantly impacting on residents.

Councillors also request that they are able to be present when the line marking is carried out.

With respect to the proposed waiting/parking restrictions in High Street Henlow (no 6 to Park Lane), whilst I have some sympathy with the need to smooth the passage of traffic through the high street once again it appears that too much emphasis has been given to the motorist rather than those living in the high street and paying their share for the privilege of living in Henlow.

The proposed restrictions if successful will likely cause an increase in the volume of traffic through the high street when alternate controls to restrict traffic and encourage use of the main trunk routes such as the A1 would lessen the problem and play its part in making the high street a safer and cleaner environment.

Specifically the proposal will increase the competition for parking along the stretch of road between no 14 and no 36 high street and make worse the problem of entering and exiting our driveway at no 30 (and also at no 28) which due to the inconsiderate parking of vehicle owners visiting the shop / post office or the Henlow Deli which are all local to this point cause it to be either impossible as cars are invariably left blocking the drive or dangerous due to high sided vans or delivery vehicles parked close causing it to be difficult or impossible to see if the road is clear to pull out. Getting into the drive when it is blocked is another story.

I really am very concerned about the loss of parking outside no 8-12 high street. Having lived and worked in Henlow all my life I travel that stretch many times a day. There's normally a good few gaps north of no 12 for cars travelling south to pull into to allow cars traveling north to pass. If the parked cars were forced to move north these gaps would close and cause a problem.

I would like to see some amendments to the proposed parking restrictions in Henlow as outlined in red below. I feel this is an appropriate compromise of loss of on street parking and perceived improvements in safety which I feel are rather overzealous.

Effect of the Order:-

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

1. Clifton Road, north side, from its junction with High Street extending in a westerly direction to a point in line with the western property boundary of no.1 High Street.
 2. Clifton Road, south side, from its junction with High Street extending in a westerly direction to a point approximately 6 metres west of the boundary of nos.5 and 7 Clifton Road.
 3. High Street, east side, from a point in line with the north flank wall of no.6a High Street extending in a northerly direction **to the south flank wall of no 6 High Street in line with the dropped kerb. This will cause no loss of on street parking for no 8 and 10 High Street which have no available off street parking. If these spaces were removed it will push all the parked cars north, towards the Post Office and remove any available parking outside the shop. I also believe that parked cars at this location slows traffic on the way out of the village towards the A507.**
 4. High Street, west side, from a point in line with the south flank wall of no.14 High Street extending in a northerly direction **to the south flank wall of no 31 Street. This will leave one parking space outside the Henlow Deli. This business is an asset to the community and vehicles parking outside only do so for a very limited time. Due to other parking restrictions in the close vicinity, there are few available spaces as alternative.**
 5. High Street, east side, from a point approximately 2 metres south of the north flank wall of no.36 High Street extending in a northerly direction to a point in line with the south flank wall of no.38 High Street.
 6. Park Lane, both sides, from a point in line with the front wall of no.36 High Street extending in an easterly direction for approximately 3 metres.
 7. High Street, east side, from a point in line with the south flank wall of no.52 High Street extending in a northerly direction to a point in line with the south flank wall of no.64 High Street.
 8. High Street, west side, from a point approximately 3 metres south of the north flank wall of no.49c High Street extending in a northerly direction to a point in line with the north flank wall of no.67 High Street.
 9. High Street, west side, from a point in line with the southern property boundary of no.86a High Street, extending in a northerly direction to a point in line with the boundary of nos.87b and 87c High Street.
-

We are writing with reference to the recent letter received from Central Bedfordshire Council regarding the proposal to introduce "No Waiting" at various locations in Henlow.

We live at 10 High Street, Henlow and according to your letter would be directly affected by the proposed introduction of No Waiting at any time on the east side of the High Street going North from No. 6a High Street up to No. 12 High Street.

We strongly object to the introduction of the No Waiting restrictions extending up to and beyond No 8, 10 and 12 High Street for the following reasons:

1) Basically it would leave us with nowhere on the High Street to safely and conveniently park near to where we live. We have recently got married and intend to start a family soon and the proposed parking restrictions would mean that we would have nowhere to safely park in the future when taking babies or young infants to/from a car into our house.

2) We agree with the fact that a section of the High Street outside No 6a does need No Waiting restrictions to allow the heavy haulage lorries from Welch's Haulage yard to turn out onto the High Street and proceed towards the A507 but it does not provide any further benefits to the haulage traffic by extending the No Waiting restrictions up to directly outside Nos 8, 10 and 12 High Street.

3) We have lived in Henlow for over 2 years now and one of the main

problems causing obstruction to the haulage company entry/exit onto the High Street has been indiscriminate parking of vehicles on the High Street on the section of road outside No 6a. Cars parked directly outside Nos 8, 10 and 12 High Street present no obstruction whatsoever to the haulage traffic.

4) The introduction of the "No Waiting" restrictions would seriously devalue the future selling price of our house, with no other safe and convenient parking options being proposed or provided that we could put forward to potential buyers.

5) If facilitating the passage of traffic and improving the amenity of the area is the intention of these proposals then a speed calming measure of some sort would be more appropriate somewhere between The Crown roundabout and the start of Henlow village, as we have witnessed many vehicles considerably exceeding the speed limit travelling along the High Street in a northerly direction and to create a clearer section of road would only add to the speeding problem.

Surely one of the top priorities of the Council, to improve the passage of traffic along the High Street, would be to introduce vehicle weight restrictions to prevent heavy haulage traffic accessing the High Street at all?

It is a widely held opinion in the village that Welch's haulage business has expanded over the years and has long outgrown the village and nothing has been done to address the congestion and damage to the environment that these massive haulage vehicles have caused.

We have also had to endure foul and abusive language on numerous occasions from haulage vehicle drivers who have knocked on our door and sounded their horns late at night. In all of these instances we have been legally parked outside our house and not obstructing their exit in any way, the offending vehicle has been parked further up the High Street outside No 6a!! Once that vehicle had been removed they have always had an easy exit from the haulage yard and on no occasion have we had to move our vehicles to provide a clear exit for them.

We would appreciate your consideration of all of the above points when coming to a final decision about the proposed parking restrictions.

We are writing to oppose the proposed waiting restrictions in Henlow (Reference GPB/001/HSH), primarily on the High Street from 14 High Street to 31 and 33. We are opposing this for several reasons.

Firstly, we purchased number 12 High Street in the summer of 2015. One of the reasons we purchased this property was because of de-restrictions on the road meaning we can park outside our house (we don't have a driveway). Although the proposal leaves a section of the road unrestricted, we believe this will not be enough due to the number of cars which park there; our neighbours also don't have a driveway so have to use the road to park both of their cars. The section that will be left de-restricted as part of this proposal are outside properties which have driveways or parking behind their houses and therefore do not require parking on the road outside their property.

Secondly, parking outside of numbers 8-12 does not affect the haulage yard, however parking beyond number 8 towards the Crown Pub does, and we agree that waiting restrictions are needed there. It is also worth noting that our house, and the others in our terrace, have been here well before the haulage yard. Our house was built in 1820.

Also, starting to restrict parking detracts away from the fact that we are a village and that is one of the integral reasons that we moved here.

Finally, we think that a far more important issue to address is the speed in which some people drive down the High Street. If anything, having cars parked on the road helps to slow these people down. We are surprised that there haven't been any accidents, that we are aware of, since we moved in due to people driving well over the speed limit along our road, especially late at night. This is a big concern of ours as we hope to have children in the future, whilst living in this house, but worry about accidents that could be caused due to speeding along the High Street.

If you are proposing to restrict parking outside of our property are you willing to offer an alternative location to park our cars?

We look forward to hearing from you.

I wish to strongly object to this increased parking restriction:-

1. A number of properties on the high street are of Victorian origin and as such have no off road parking provision for residents.
2. Welch's Transport will be able to freely turn north up the high street causing further accident potential and traffic nuisance.
3. The staggered parking on the high street creates a very effective means to calm the speed of vehicles passing through the village
4. The 3 commercial premises Impact Interiors, Henlow Deli and the Post Office will have no space for customers to park as spaces will be taken by displaced residents, as such the businesses will suffer through reduced custom.

5. At peak times over half of the high street can queue and block up with traffic. The proposal will not solve this only enable motorists to reach the queue quicker. A sensible approach would be to improve access onto the A507 trunk road.

To conclude the proposed restrictions would increase both the volume and overall speed of traffic using the high street and potentially increase the risk for accident and collision with both pedestrians and other vehicles. It is also obvious to all that Henlow has no alternative parking provision for residents living in the high street. Forward thinking at the council would have exposed this problem, by all means create residents parking first and then apply the double yellows. This proposal is a persecution of car owners who are resident, and businesses on the high street.

I would like to object to the parking outside 31 High Street changing to no waiting. I have several deliveries made to the shop everyday that would be impacted if the driver had to park across the road, lift fresh produce out of van, lock van and try to cross the busy road.

Please could a proposal of unloading only be applied to this space.

We write in reference to the letter received re: proposed restrictions in High Street, Henlow involving double yellow line restriction.

We are the owners of 31 High Street, Henlow, let as a tea room and deli and write to request that part of the yellow lines are omitted to enable at least 2 vehicles to park in the frontage of the property as identified on your plan as green (4.).

There is a problem at the junction with Park Lane caused in our opinion by inconsiderate parking of vehicles close to the junction corner and likewise the junction of Chestnut Farm Road.

"Gridlock" usually occurs at peak times when vehicles waiting to turn out of Park Lane have vehicles parked on their offside and people coming out of Chestnut Farm Road have vehicles parked on their nearside. This causes tailbacks and frustration to drivers from all directions.

Apart from large commercial vehicles there is sufficient space for 2 cars to pass with parking in front of 31 High Street as indicated (green).

As regards yellow lines, we believe they should be extended into Chestnut Farm Road and Park Lane as marked (1), (2) and (5) allowing cars to turn in or out.

A further suggestion would be for yellow lines to allow 2 cars to be placed at point (3) as a 'passing bay' to enable vehicles to keep moving at peak times.

Thank you for the opportunity to comment on your document for Proposed No Waiting Restrictions-Variou Roads, Henlow. I live in Bungalow xx High Street, and point 8 of your Proposal to introduce restrictions to indiscriminate parking to a point 3 metres South of the North flank wall of 49c High St. etc The attached photo's give a drivers view from the exit from Town Farm. In my opinion, the restriction should be increased to at least two car lengths.

I hope that these illustrates the difficulty we have in making our exit when we have no view of the oncoming traffic until the front of our vehicle is in the middle of the road. It is clear that drivers seeking a parking space have no interest or understanding of our difficulty, and the one certainty is that eventually there will be a serious incident. This could completely block the High Street leaving emergency vehicles with restricted or no access.

No doubt, all residents have devised their own strategy for reducing their risk of a collision, but it would be appreciated if your deliberations take this issue into consideration when making your decision.

As a resident, at xx High Street I am aware of the need for measures to speed the traffic flow along the High St, especially at peak periods. It seems highly likely that the proposed measures will make a difference.

Please spare a thought for the residents of Town Farm Close who already live with the issue of trying to exit the Close when casual parking too close to our exit severely restricts the visibility, making this a dangerous manoeuvre made even more risky when your proposed measures increase the speed of the traffic in both directions and specifically coming from the south.

Can I suggest that as a Road Safety Measure, the No Waiting yellow lines be extended to a total of at least three car lengths beyond the north flank wall of 49c to give the residents at least a quick glimpse of vehicles travelling North.

I would like to add our support of the proposed double yellow lines along Henlow Village High Street.

At present, with large cars parked on the corner of Town Farm Court, it is virtually impossible to exit our driveway with any vision one way (or both sometimes). The addition of yellow lines along the High Street, in close proximity to Town Farm, would ensure our family (and visitors) could actually observe the road when exiting to see if was safe. On numerous occasions now, we have pulled out onto the High Street unable to see down the High Street. I have been extremely close to hitting a motorcyclist who was completely hidden by vehicles parked on the corner of the Town Farm and the High Street.

Please let us know if you would like us, like our other neighbours have, to take photos of this as evidence. To us it seems an obvious requirement before a major incident occurs.

With regard to the recent proposals for no waiting lines I am in complete agreement with exception to point 8, high street west side, from a point 3 metres south of the north flank wall of 49c, I think this should extend further than 3 metres to maybe 6 metres . The reason being is the safety aspect of pulling out of Town Farm Court and turning right. If there are cars or worse still vans parked on the mentioned stretch it is near on impossible to see any oncoming traffic from the right and you have to inch out almost hoping for the best. Three metres of no waiting lines would make a slight difference to this problem but six metres would make all the difference and the road naturally widens from that point so the traffic congestion problem would also be lessened by extending this line. Hope this all makes sense??

I hope the recent photos below will provide support to the double yellow line proposals for Henlow High Street. The are taken outside 51 High Street and the entrance to Town Farm Court.

It has become virtually impossible to see when exiting TFC due to inconsiderate parking close to both sides of our entrance. I speak for all residents of TFC by saying that I and they would also support the extending of the double yellows further southwards from the TFC entrance so that your **item 9** reads '**. . . . from a point approximately 10 metres south of the north flank wall of 49c High Street extending in a northerly direction . . .**'

If I can be of any further assistance, please let me know.

Further to our conversation this week I would like to set out my concerns with regard to the proposed waiting restrictions on the west side of Henlow High Street.

I have lived at xx High Street for four years and over that period the parking has become more and more of a problem on the east side. I fully understand that there are many dwellings along the High Street which have no off road parking. However, the problems arise mostly from The Limes Care Home. Clearly, this was originally a private dwelling house and, as such, cannot cater for the amount of staff and visitor vehicles which now visit The Limes. Staff park over my dropped kerb both to the left and right of my driveway on a very regular basis. However, with very few exceptions, staff and visitors do NOT park on the west side immediately outside of The Limes.

I have every sympathy with the care home. They provide a much needed service for the elderly and infirm. However, the east side of the High Street, directly opposite to The Limes seems to have been adopted as an overflow car park for those vehicles which cannot be parked within the boundaries of The Limes. There are also very large work vans which, again, park on the east side of the High Street, although they live further south along the High Street and on the west side. Very large works vans together with 4x4's park on the east side close to both myself at 86A and my neighbour at 88. I have to be almost on the wrong side of the road when exiting my drive in order to clearly see both ways. All of the east side of the High Street has vehicles parked bumper to bumper where there are no restrictions. This causes severe congestion, particularly during the early morning rush hour. The west side, where the yellow lines are proposed, has no parked vehicles. The parking on the east side makes it very dangerous when trying to travel south along the High Street. It is also worth pointing out that vehicles travel at great speed from south to north as there are fewer restrictions and little in the way of parked vehicles. Again, this is very dangerous.

My feeling is therefore that if there are to be any yellow lines they should either be marked on both sides of the High Street from the southern boundary of my property (86A) or at least on the east side which has the worst problem with parking. I wonder if this problem has been looked at and observed at different times of the day on different days of the week. Often there are works vans parked from Friday evening until Monday morning so that I am unable to see safely to exit my drive for 2 full days and nights.

Marking yellow lines on the west side of the High Street will make matters much worse and congestion will build travelling south much further along the High Street going north.

If you check your records you will see that both myself at 86A and 88 have had H-Bars passed and these have been paid for. We applied for these to try to stop what is now a dangerous situation. This new proposal for double yellow lines on the west means that

we have almost certainly wasted our money as your Notice is encouraging parking on our side of the Street.

The Lollipop lady is mentioned in your Public Notice. She has not been consulted about this and finds herself taking risks when getting to the middle of the road to cross the school children as there are almost always vehicles parked all day on that particular part of east High Street.

I sincerely hope that you will take into consideration the points contained above.

As the owner of xx High Street Henlow SG16 6AB the road outside my property is affected by these proposed restrictions.

Item 9 on the letter

These restrictions do not go far enough. The restrictions need to be on both sides of the road.

- The road is dangerous the cars parked on the east side cause many near accidents.
- The road is not wide enough to take 3 vehicles and many people try to drive past the parked cars, causing oncoming vehicles to have to stop and mount the kerb
- It is a bus route, and a large number of HGVs come through the village.
- When the schools end and the Lollipop Lady is present the back log of vehicles trying to get along the High Street can cause extreme congestion
- The number of cars going in and out of Old Barn Close, Lime Walk, and The Limes has increased
- The residences at, 86a and 88 High Street often have to pull out of their drives blind, caused by restricted vision caused by parked cars on the east side
- A number of cars are parked long term ie workers or residents who have no parking outside their houses

Most properties in this part of the High Street have ample of road parking, My drive can comfortably hold 5 cars, so I would be pleased to have restrictions outside my house. If Double yellow lines are not possible could time limited restrictions be implemented. This would stop long term parking

Safety is paramount

I believe that the Council are considering double yellow lines being painted down part of the High Street or is this just hearsay?.

Fortunately I am able to park off-road, but many others will begin parking in side streets to the inconvenience of those tenants. There is also the consideration for the several businesses who depend upon their clients being able to park close to them, including The Engineers Arms, Wills Hair, Lazors and the Post Office/shop and possibly others. Indeed far from clearing the road of parked cars, there is an even greater need to slow the passing traffic down, which, in the absence of chicanes or speed cameras the parked cars are the only present deterrent to excessive speed.

I am aware that some people for their own personal agenda have made ongoing requests for yellow lines but may I voice concern for the other users, tenants and residents of the High Street, to whom the quality of their home parking and businesses would be detrimental.

Having only heard about the proposed yellow lines today, may I ask when the residents of the High Street were contacted to ask for their viewpoints.

I wish to put forward my comments on this proposal , comments based on 28 years living at number xx High Street.

My main concern is that the proposed lines would not only despoil the High Street but would also increase traffic speed - outside of peak times and make parking for residents almost impossible, largely caused by the previous introduction of the current double yellow lines.

The lines that were painted a few years ago between The Limes and No. 80, have given cars a clear run and speeds have definitely increased outside of peak time . The lines have also had the effect of concentrated the parking into the areas that your proposals are now aimed at, which no doubt, will also have a knock on affect that will need addressing in the future.

I would like to point out that very few cars park on the West side from 49c and 67, in fact I can say that I cannot remember anyone ever parking outside of our house. It is obvious that parking here would cause a blockage and in fact people currently park on the yellow lines on the other side where it makes sense to park rather than cause a blockage parking legally on our side to the Street.

I would also like to point out that the current lines were not painted to end outside number 80 as laid out on your plans, but were pointlessly extended to a point mid-way between 80A and 78, reducing 2 parking spaces to one for no apparent reason.

It seems to me that the bulk of the congestion comes from the area around the haulage yard , this bottle neck has a knock on affect further up the street and this is where the problem should be addressed.

I would also like to ask what proposals are being looked at for alternative parking for those currently needing to park in the affected areas if the proposals went through ? I and other residents without drives ,currently have to park opposite the Limes or in Park Lane , where are we supposed to park ?

We as a village are likely to have these ugly , relatively cheap solutions to congestion thrust upon us in an attempt to resolve a problem that only affects the village for a short period of the day but one that will also affect broader aspects of life in the village.

I for one would like to see a more comprehensive solution to the issues of traffic speed, congestion, road safety and parking for residents and visitors, in a way that improves the look of the village rather than detracting from it.

Please see details below our grounds for objection to the plans to increase the parking restrictions in Henlow.

A major safety concern, since the introduction of the yellow lines the speed that vehicles travel up and down the High Street has substantially increased, especially every night where the High Street is treated as a race track.

Vehicle damage to wing mirrors and cars have increased due to the reckless drivers speed through our village

Accident risk to children and adults crossing the road, we have no police coverage or speed bumps so the risk of a serious or even fatal accident has greatly increased.

Parking and obstruction hazards that now occur as people ignore the double yellow lines and indiscriminately park as they can find no other parking spaces, as this is not constantly policed or overseen it has become the normal behaviour. Overnight we have numerous cars parked in restricted areas.

Residents being allowed to put cones in road to save parking spaces, this is happening as insufficient parking is available and no policing is around to stop this activity, this is detrimental to other residents.

Adding additional parking restrictions to these areas do not facilitate the passage of traffic or reduce the queues, in fact it makes it worse and the only places for the residents to park is near the schools and down the side roads limiting access and increasing congestion.

Having lived in the village for over 25 years it has always been difficult to park for those houses without a private drive.

When the first proposal was received to add yellow lines to the High Street on the left hand side between the Five Bells and the Engineers Arms, the reason given was that these yellow lines would be placed where residents had access to their own off street parking.

Since these have been introduced parking has been extremely difficult for those residents without a drive, in fact most days I have had to park in a side street or round the back of the village hall

Parking issue for the residents with non residents people parking in the few spaces that are available to the residents without drives, we do not have any rights to stop them parking there, but with a pub, hairdressers, clinic and village hall it is becoming very difficult.

The village hall car park is generally full and I don't think we have enough spaces in the village to restrict the parking even further especially for those residents without a driveway, unless something like resident permits and parking spaces were allocated for those residents It's seem unfair that we should be penalised in this manner and expected to park our cars in other streets, locations and I am sure those residents are frustrated at having a strangers car parked outside their home.

It has been proven that adding yellow lines does not make the High Street safer, it gives a clear route for those wishing to use the High Street as a race track, it promotes people to park illegally, out of frustration, and the fact that it is not constantly monitored.

I would like to see a proposal from the Council to add speed bumps to the High Street, offer residents parking permits/spaces or look at having one side of the High Street as parking and double yellow line the other.

It would not be fair and reasonable to the residents of the High Street to restrict our parking further without offering an alternative to those without driveways