

TURVEY PC Response to Clarifications requested by Examiner

C1. Maps with street names:

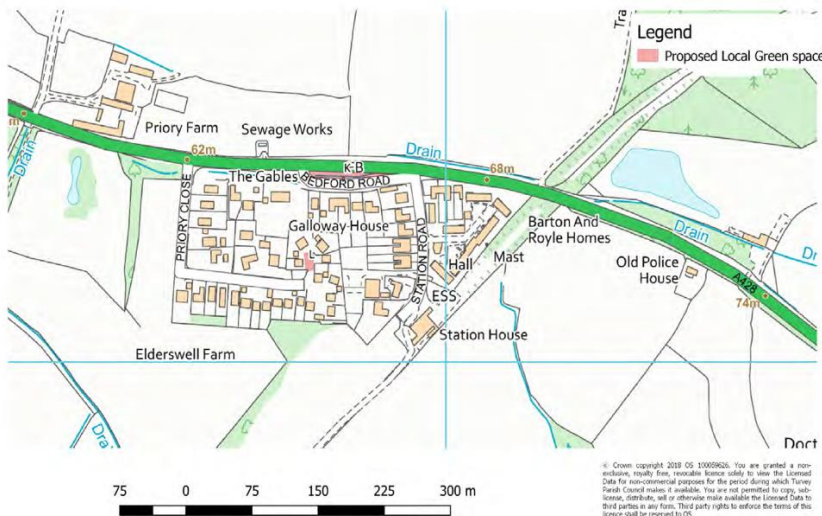
- For maps with street names see maps below
- “The Loop” is a local name for the loop formed by Carlton Road where it joins High Street

C2. Council Motion passed in response to the petition from Turvey and Station End Road Safety Action Group

- For the Council Motion passed at Full Council on 15th July 2020, see appendix C2.
- A record of Full Council’s resolution in response to the petition in the table that can be found on the web page: <https://www.bedford.gov.uk/council-and-democracy/have-your-say/public-petitions-questions/> where the relevant item is listed in the first column of the table as ‘Heavy Goods Vehicle Traffic using the A428 in Turvey.’



Turvey village
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1:3,500



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Examiner's Questions

1. In their representation, Bedford Fire and Rescue Service states that there is no suitable and sufficient water supply for firefighting in the area of the site proposed for new housing at Newton Road. Has any consideration been given as to how this might be addressed?

- i. Bedford Fire and Rescue Service acknowledged the invitation to make comments to the Regulation 14 consultation, but no comments were forthcoming at that stage.
- ii. Further to their comments to the Regulation 16 consultation, Bedford Fire and Rescue Service have explained that existing water mains that will supply the development at Mill Rise, will need to be upgraded in order to be sufficient for firefighting purposes.
- iii. The land agent and developer for the site have been made aware of this and recognise that they will be required to address the matter at the planning application stage.

An addition to Policy T1 may be needed; 'The existing water mains that will supply water to the Mill Rise development will need to be upgraded in accordance with the requirements of the Bedfordshire Fire and Rescue Authority prior to occupation of the dwellings.'

2. There are two representations (numbered 22 and 24 in my bundle) which refer to an intention by TPC to undertake a survey of Carlton Road residents, which was not carried out. Can TPC please provide me with a detailed account in response to these representations?

The survey referred to in representations 22 and 24 relate to a proposed consultation on measures to improve current traffic flow on Carlton Road. The consultation was developed in November 2019 in response to comments made at the September 2019 consultation exhibition, which led to traffic and highways issues being referred for the attention of the Parish Council in Turvey NDP Section 6: Non-Neighbourhood Plan Issues para 6.4. For the background and purpose of the proposed consultation see appendix Q2a.

The Highways Lead (PJ) prepared a proposed traffic flow survey for Carlton Road which would relate to residents who own vehicles using on-road parking on the east side of Carlton Road, between the loop and May Road. The measures offering the greatest potential to improve traffic flow were:

- ii. Item iv. - A restricted parking scheme on Carlton Road
- iii. Item v. - An extension of double yellow lines on the corner of May Road (south) and Carlton Road. (The combined impact of measures iv. and v. would mean the loss of parking available to residents' equivalent to 2 or 3 vehicle spaces).
- iv. Item vii. - The provision of additional parking space on the grass verge on the east side of Carlton Road north of May Road running alongside the school playing field.

The consultation was considered to be urgently required since TPC had recognised that the householder feedback would be a very important element in discussions on the draft Neighbourhood Development Plan and would be required in order to inform decision making as the draft NDP moved towards the Regulation 16 Consultation. In addition, Bedford Highways had recommended that such a consultation should be done in an e-mail to Councillor Paul Jenkins in January 2020. The contents of this email were not specifically discussed at a PC meeting. Council Jenkins agreed to carry out the survey.

After a delay of four months it was reported at the TPC meeting on 25th May 2020 that the consultation was "on hold" due to Covid-19.

Unfortunately, the rigid timetable imposed by Bedford Borough Council fixed the date for submission of the draft NDP to the Regulation 16 process and no allowance was allowed for Covid-19. Therefore, TPC were forced to proceed without the benefit of feedback from the consultation and the proposal that the draft NDP should proceed to Regulation 16 was adopted by a majority of two votes (though the Chair did not cast a vote) at the extraordinary TPC meeting on the 25th of June.

At the TPC meeting on 30th July 2020, it was decided that Covid-19 notwithstanding, the SG Lead should carry out the consultation immediately using online forms and hand-delivered paper questionnaires. This was declined.

At this stage, the TPC Chair and Lead of the Planning sub-committee carried out the survey as we regarded it as being of significant importance. However, since it was recognised that traffic issues in Turvey extended beyond Carlton Road, the survey was increased in scope and extended to include all households. The revised survey resulted in over 200 returns (something the village has never come close to previously) but the data came too late to make the deadline for Regulation 16.

The results are attached in Appendix Q2b. As can be seen, parking and any threat to it is a major concern within the village and a large number of the responders used this opportunity to express their views on the NDP site selection (the great majority being critical). Had this information been available to TPC before it considered the draft NDP that went to Regulation 16 it may have prompted some significant changes to the document, including the choice of sites and their suitability.

3. Was the Newton Blossomville community consulted during the preparation of the TNP?

Clifton Reynes and Newton Blossomville Joint Parish Council was not formally consulted during the preparation of the plan. Some individual Newton Blossomville residents did attend the consultation events.

Clifton Reynes and Newton Blossomville Joint Parish Council was formally consulted by Bedford Borough Council during the Regulation 16 stage by email to the parish clerk.

4. The Trustees of the Turvey Estate have submitted a Heritage Desk Based Assessment dated June 2017 which considers the potential impact of the development of the Carlton Road site on listed buildings, which include Turvey House together with its Park and Gardens. What advice was sought by TPC in relation to the impact of the proposed development on these heritage assets? May I have a copy of any such advice. I would also be grateful if TPC/BBC would request the comments of Historic England on the Orion assessment.

Bedford Borough Council have approached Historic England and requested their comments on the Orion Heritage Desk Based Assessment for the purposes of the Examination. The Manager for Planning and Housing Strategy at BBC has confirmed in an email on 29/01/21 that “the Heritage Team has been significantly involved in providing comments throughout the Plan’s preparation and the recommendations they made to the Neighbourhood Plan (sic) Group have been incorporated in the submission plan”. I assume that BBC has forwarded the response.

Advice on the impact of the Carlton Road development on heritage assets was obtained from Dave Chetwyn MA, MRTPI, IHBC, FInstLM, FRSA, Managing Director/Partner, Urban Vision Enterprise (UVE) CIC. The advice took account of the representations submitted on behalf of The Trustees of the Turvey Estate, including the Orion Heritage Desk Based Assessment dated June 2017

The advice received from Mr Dave Chetwyn was used to inform the responses to developer representations to the Regulation 14 Consultation as reported in the Turvey NDP Consultation Statement, Appendix 2. This advice can be found immediately below with a short biography:

Turvey NP Regulation 14 UVE Comments

Fisher LLP for Trustees of the Turvey Estate and Turvey House Maintenance Fund

Specific schemes will be considered through the planning application process. At this time, Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires:

'In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses'.

This will apply to the consideration of actual schemes, including detailed design proposals.

For the neighbourhood plan, the question is whether development of the site 'in principle' would be harmful. Consideration of impacts on listed buildings and their setting should not be interpreted as implying no development.

The site being allocated is not within the formal landscape setting of the Grade I listed house but in the wider setting. The site is behind the cemetery and the policy requires a landscape buffer zone.

It must not be assumed that impacts on heritage assets equate to harm. Impacts can be negative, but also positive. So development can enhance settings. In this instance, it is unreasonable to conclude that development in principle would be harmful.

The neighbourhood plan includes design, character and heritage policies. In addition, the site allocation includes certain landscape requirements, including retention of the cemetery.

The rationale of the policy and consultation statement can make this clear.

Fisher LLP for Richborough Estates

The representation raises a similar issue over equating impacts on heritage with harm. See above response to this issue. However, it would be useful to check why the heritage rating is different between the sites referred to.

Fisher appears to be using a different methodology and therefore different figures for housing need. The key here is to ensure that the LPA is on-board with your housing need figure, based on the Housing Needs Survey undertaken by the Bedfordshire Rural Communities Charity.

The site selection methodology is clearly being questioned, in particular the evidence underpinning judgments. It would be useful to check the following in particular.

Judgments on valued landscape must be evidenced. It is not enough to refer to resident opinions. Indeed, this runs the risk of supporting the objector's view.

Highlight the policies on design, character, and heritage.

Where you refer to recreational value, tranquillity and richness of wildlife, these need to be clarified, for example by making clear what kind of wildlife habitat is present on the site. For Local Green Space, need to check that the special community value of site J is fully evidenced.

On traffic, just ensure that judgments are evidenced.

Gladman Development Limited

Obviously, any future local plan can make additional site allocations, as could revision of Turvey NP. Your comments recognise this.

Regarding T1, Gladman appears to question the principle of the NP setting out locations for housing. This has been established through caselaw.

Gladman refers to the presumption in favour of sustainable development in the NPPF. There is no need to repeat NPPF policy in the NP.

The discrepancy needs to be addressed between the policy requirement for 1-2 bedroom homes, whilst the supporting text at paragraph 5.27 highlights a need for 2-3 bed homes.

The NP does not seek to amend the Nationally Prescribed Standards, but to highlight its use in determining whether bedrooms are of sufficient size. The wording of policies has been amended to further clarify this.

The protection of the natural environment is in accordance with the NPPF.

The NPPF sets out protection for LGS, similar to green belts. The policy on impacts on LGS is not contrary to NPPF policy.

The heritage policy complements NPPF policies by applying them locally.

The technical issue on charging points is noted. However, it should also be noted that these will become a necessity in a relatively short period, especially given recent statements by Government.

The reference to traffic impact should be changed from 'significant' to 'severe'.

Protection of the cycle route needs to be in policy.

Dave Chetwyn MA, MRTPI, IHBC, FInstLM, FRSA

Dave Chetwyn is Managing Director/Partner of Urban Vision Enterprise CIC and a Director/Partner of D2H Land Planning Development. He is also a High Street Task Force Expert, Chair of the Board of the National Planning Forum, an Associate of the Consultation Institute and a Design Council Built Environment Expert. Former roles include Head of Planning Aid England, Chair of the Institute of Historic Building Conservation and Chair of the Historic Towns Forum. He has authored numerous guides to planning, development, heritage and regeneration and drafted parts of BS7913.

5. What advice has been provided to TPC with regard to highways issues which has helped to inform the assessment of the two allocated housing sites? Has there been any detailed appraisal of the feasibility or the impact of those measures identified in paragraph 5.106 of the TNP? May I have copies of any advice or appraisals carried out?

The site assessment process used information from the following reports;

5.1 i. A Bedford Borough Council Highways report submitted to Planning Committee re planning application 16/03688/MAO, Land off Newton Lane, concludes 'No Objection with Suggested Conditions' (see appendix Q5a at end of document). Please note that this report refers to a different site on Newton Lane from a previous application, on land on the opposite side of the road from Mill Rise. It seems inevitable that (apart from the specific site access considerations) the same demands would apply to the site recommended in this NDP at Mill Rise, Newton Lane.

ii. AECOM report Site Assessment Summary Table, page 28 states "Access also is not of major concern as it could be provided off Newton Lane or Bakers Close. However, depending on the number of dwellings provided a Transport Assessment would be required to identify the impact on the highway and mitigation measures required."

<https://bbcdevwebfiles.blob.core.windows.net/webfiles/Planning%20and%20Building/Neighbourhood-planning/AECOM%20Turvey%20Neighbourhood%20Plan%20Site%20Assessment%20Report%20FINAL%20July%202018.pdf>

iii. Local Plan Call for Sites, Highway and Transport Access Assessments, Land north of Carlton Road, June 2016 (see appendix Q5b) concluded "no objection to the principle of the development."

iv. There was no detailed appraisal of the feasibility or the impact of the measures identified in paragraph 5.106 of the TNP.

v. The measures referred to in paragraph 5.106, were added to the Plan following the Regulation 14 consultation and discussions at Parish Council meetings, where the Steering Group were asked to strengthen the assurances that parking would not be affected as stated in the Regulation 14

statement, to illustrate how potential impacts of development at the TNP allocated sites on the highways network are likely to be considered and mitigated. The measures were drawn from email correspondence between the Parish Council and Bedford Borough Council Highways Team (see appendices 5c & 5d). The addition of paragraph 5.106 is recorded in the Consultation Statement Appendix 2 & Appendix 3. This was in papers submitted at the Extraordinary Meeting of the Parish Council held on the 25th June 2020 but no direct discussion took place on it at that meeting.

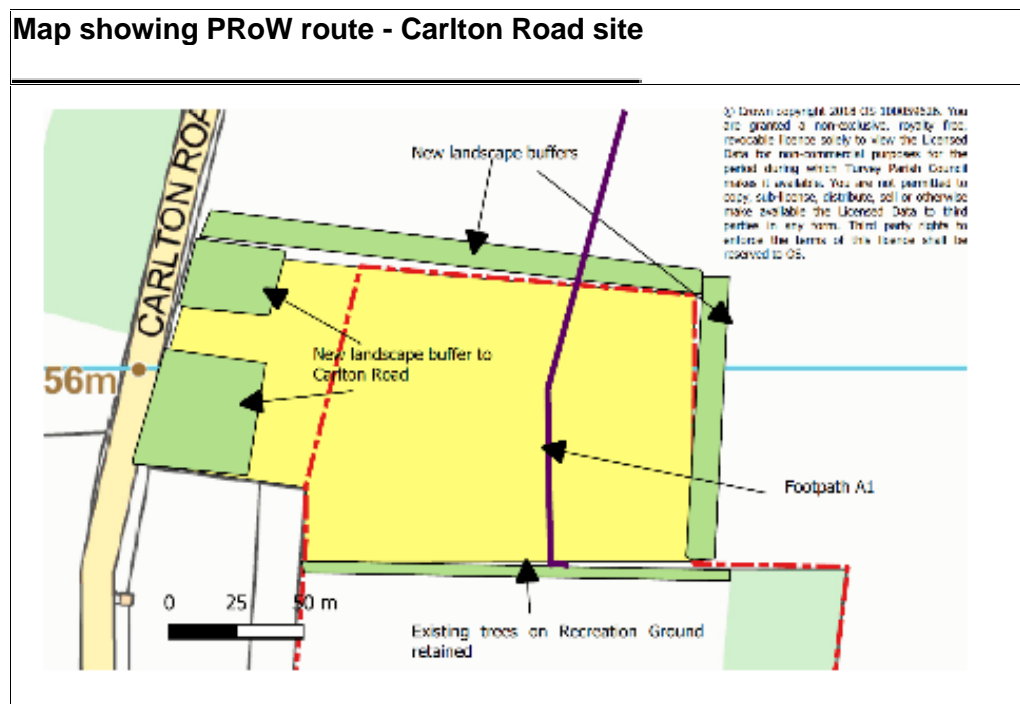
6. What is the agricultural land classification of each of the allocated sites?

The Natural England Agricultural Land Classification map of Eastern England (see weblink below) shows the whole of the land in the parish of Turvey as grade 3. Information on the status of specific site locations differentiating between grades 3a and 3b does not appear to be available.

<http://publications.naturalengland.org.uk/publication/127056?category=59541485372%2004736>

7. Is there a public right of way which crosses the Carlton Road site? If so, may I have a revised copy of Map 4 which shows its route.

There is – please see below.





Appendix C2

Motion passed at Full Council 15th July 2020

RESOLVED:

That whilst Council recognises that the A428 is part of the Government's recently published major road network, we would prefer HGVs to take other routes and are implementing a signing strategy to direct drivers to use the M1 instead. A traffic survey will be conducted at the end of this year or in 2021, when traffic flows return to normal. Council approves the decision of the Mayor to approve average speed cameras for Turvey, which will be installed in the coming months and the request for a second pedestrian crossing and monitoring will be considered alongside other requests.

Appendix Q2a

Highways report

Carlton Road traffic flow improvements update

Action since Parish Council meeting of November 2019

1. At the last meeting of the Parish Council a report (attached) with proposals for improving traffic flow on Carlton was discussed. It was agreed that before any consultation took place on the options, the Borough Council Highways Team should be approached to ask if their responses to the options proposed take account of the future impact of development in Carlton Road.
2. An enquiry was put forward through the Borough Council's Neighbourhood Planning lead to seek advice from Highways – see email attached.
3. The question asked was; "is it possible that Highways would seek to introduce a total restriction on parking on the stretch of Carlton Road between May Road and The Loop as a condition for planning consent in respect of the development of new housing on Carlton Road as proposed in the Neighbourhood Plan."
4. The full reply from Highways is attached. Their response states that "if the May Road site became part of the NP it would add extra stress to one of the sections of road highlighted in the NP consultation as a significant issue and it is likely we would look at similar options to those in the report. Removing all parking is unlikely to be considered."
5. In view of this reply parish councillors are asked to revisit the consultation proposal and agree to take this forward as follows;
 - The first stage of consultation would be focused on engaging with residents who park on Carlton Road and include developing a better understanding of the number of people who park there and their willingness to accept the alternative parking arrangements proposed

- After reporting back to the Parish Council on the outcome of the first stage consultation, to open up the consultation on the options to a second stage to include all residents
- A possible additional stage would be to focus on engaging with residents of Church Terrace and the Loop separately before undertaking wider consultation

Paul Jenkins
Highways

January 2020

From: [Sonia Gallaher](#)

Sent: 20 January 2020 09:08

To: [Paul Jenkins](#)

Subject: RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

I spoke to a colleague in Highways Development Control and she has given me the following advice based on your email:

As part of the consideration of any development proposals HDC would assess access routes and try to secure mitigation to redress any issues of local concern that might be exacerbated by development traffic. We would consult Andy on any potential schemes to ensure he would be in approval before anything was agreed.

Of course if the May Road site became part of the NP it would add extra stress to one of the sections of road highlighted in the NP consultation as a significant issue and it is likely we would look at similar options to those in the report. Removing all parking is unlikely to be considered for the reasons it also highlights, any Traffic Regulation Order consultation would likely fail to win local support as existing residents with no off road parking would understandably object.

I would also point out that a possible consequence of improving the situation for locals is that it may also encourage more external through traffic and possibly speeds, so there is balance to be struck and it is important that the local community is involved in the discussion and any decision making process to ensure their support through to successful implementation.

I hope this helps.

Many thanks

Sonia Gallaher

Senior Planning and Transportation Officer

From: Paul Jenkins <[REDACTED]>
Sent: 16 January 2020 17:45
To: Sonia Gallaher [REDACTED]
Subject: Traffic flow improvement proposals - Carlton Road Turvey

Dear Sonia,

Please find report to Turvey Parish Council on the PC agenda November 2019.

As I explained, the key measures are described in 4.iv and 4.v of the report. These measures involve parking restrictions on the stretch of Carlton Road between May Road and The Loop.

At this stage the Parish Council are considering the recommendation to consult Carlton Road residents to test their willingness to accept parking restrictions in order to tackle problems with traffic flow. Highways comments were provided by Andrew Prigmore.

One of the parish councillors raised a query about the impact of the housing development, north of the cemetery, proposed in the Neighbourhood Plan – specifically to enquire as to whether there was a prospect that the Borough Highways Officer may require total or partial parking restrictions on this stretch of Carlton Road as a condition of planning consent for the development. The thinking behind the query is that if a planning condition requiring the introduction of total parking restrictions may be applied, then our consideration of partial restrictions would be a pointless exercise.

The question I have been asked to put is essentially as follows;

“is it possible that Highways would seek to introduce a total restriction on parking on the stretch of Carlton Road between May Road and The Loop as a condition for planning consent in respect of the development of new housing on Carlton Road as proposed in the Neighbourhood Plan.”

I would very much appreciate your help in finding someone in Highways who could provide a response to this question.

The next Parish Council meeting is on 30th January. It would be helpful to have a response before the meeting if possible.

Best regards,

Paul

Highways report

Measures to improve traffic flow on Carlton Road

Background

1. A number of discussions have taken place at Parish Council in recent months about traffic conditions on Carlton Road on the stretch between May Road and the Loop. The problems are well known and much discussed. Previous attempts to create passing bays to alleviate matters resulted in a negative reaction from Carlton Road residents and were abandoned.
2. Concerns about these issues have been raised many times in Neighbourhood Plan surveys and consultations. Whilst the majority of people who submitted comments on the subject agree that the impact of small scale development on Carlton Road would not have a significant adverse effect on traffic levels, it remains problematic and residents would like to see steps taken to improve matters if possible.
3. Following the last Parish Council meeting where initial ideas were discussed, advice has been obtained from the Council's Highways Team and comments received on the measures identified for consideration.

Options for mitigating traffic flow problems

4. The following options were discussed with the Council's Highways Team. The Highways Council's Highways Team comments are listed below;

- i. One-way system around the loop to improve traffic flow and safety.

Highways comments:

- may have a detrimental effect on the businesses as some drivers may not choose to stop if it means that they have to go out of their way.
- It should be noted that one way systems can increase the speed of traffic as there is no opposing vehicles – although I am not sure that this will have big impact.

- ii. Bollards by the customer seating area outside the Three Cranes

Highways comments:

- the land up to the front of the pub is public highway and therefore the benches should not be in this area. That said, we recognise the need to support the business and so perhaps the way forward is for the pub to purchase barriers that could be moved in each night

- iii. Short term 20 mins parking bay (or bays - max. 2) somewhere between the butchers and the Corner Stores to ensure short term parking availability for the shops

Highways comments:

- any bay installed would have to be opposite the butchers as this is where all of the traffic is parked.
- we could install a 15 minute loading bay during the daytime only.
- this is likely to be objected to by residents who have no other place to park.
- it may also displace parking to further along the road and potentially outside the shop.

- iv. Restricted parking scheme on Carlton Road on the stretch between the Corner Stores and May Road to make space for 2 or 3 strategically placed pull-in, pull-out passing places. This would consist of extended double yellow no parking areas located at some of the existing white-lined driveways. (See sketch scheme attached). This would ease traffic flow and safety by allowing easier passing between northbound and southbound traffic.

Highways comments:

- this would ease traffic flow and safety by allowing easier passing between northbound and southbound traffic.
- this is possible and will help with pull in places for passing traffic.
- the negative would be that you would lose much needed parking spaces and therefore may not be supported by the residents.

- v. Extension of double yellow lines on the corner of May Road (south) and Carlton Road to improve safety, by enabling better visibility and safer first turn manoeuvre for traffic exiting May Road to travel south on Carlton Road.

Highways comments:

- the yellow lines would help to improve visibility but would reduce the space available for residents to park.

- vi. 20 mph speed limit north of May Road to the High St junctions

Highways comments:

- we could install a 20mph limit on this road and potentially include May Road and the "loop".
- Current speeds are relatively low as a result of the parked vehicles. It should be noted that it will be necessary to sign a 20mph limit, so this will introduce more street furniture which will impact the conservation area

- vii. Provision of additional parking (4 to 6 bays?) on the grass verge on the east side of Carlton Road north of May Road running alongside the school playing field. Additional parking would benefit Carlton Road residents and their visitors as well as drop-off, pick-up parking for Turvey Primary.

Highways comments:

- this may be possible, subject to underground services and potential damage to tree roots and is likely to cost circa £20000.
 - would it be used?
- viii. A further suggestion was received from a resident asking if a mirror could be placed opposite the May Road junction with Carlton Road to allow better sight down Carlton Road towards the village centre.

Highways comments:

- we do not support the use of mirrors on the highway as their convex nature gives a false sense of speed and distance and they can cause dazzle at night.
- that said, if the mirrors are attached to private land (as in Harrold), we will not take action to remove.

Option analysis

5. It appears that all the options put forward have some potential to improve the traffic problems on Carlton Road – with the potential exception of vi - mirror opposite May Road.
6. There are clearly significant issues of resident acceptability of iii, iv and v - these are the key measures that are most likely to have a significant impact on improving traffic flow.
7. Unless there are some items which the Council would consider totally unacceptable regardless of resident reaction, rather than attempting to balance the pros and cons ourselves, it is proposed that a consultation exercise should be undertaken to explain the options and to gauge the overall level of acceptability/non-acceptability amongst residents.
8. Particular care would need to be taken to introduce the options to the residents living on Carlton Road in a way that would allow for calm consideration of the issues. It would be useful to gather information about who is parking on the stretch of Carlton Road in question and to engage with them about the desirability of finding some kind of solution.
9. An important issue will be to try to understand whether a proposition such as adding at least 2 additional spaces further up Carlton Road, to substitute for the number of spaces lost through parking restrictions lower down, would be seen as a positive benefit by some residents.

Recommendation

10. The Parish Council are recommended to consider supporting the proposal to undertake consultation with residents about the identified options to reduce traffic flow problems on Carlton Road as follows;

- The first stage of consultation would be focused on engaging with residents who park on Carlton Road and include developing a better understanding of the number of people who park there and their willingness to accept the alternative parking arrangements proposed
- After reporting back to the Parish Council on the outcome of the first stage consultation, to open up the consultation on the options to a second stage to include all residents
- A possible additional stage would be to focus on engaging with residents of Church Terrace and the Loop separately before undertaking wider consultation

Paul Jenkins
Highways

November 2019

Appendix Q2b

The Survey raw data has been sent separately as an excel document. In addition there are a further three documents also sent separately. They comprise the data analysis, a response from Fisher German and a summary of residents' responses.

Appendix Q5a

Highways Officer: Kim Healy

20 January 2017

APPLICATION NO: 16/03688/MAO RESPONSE DUE DATE: 18 January 2017 (21 days)

PROPOSAL: Outline planning application for up to 80 dwellings, with associated access, open space, parkland and drainage infrastructure. All matters reserved except access.

LOCATION: Land Off Newton Lane Turvey Bedfordshire

Dear Mr Ian Pickup

Thank you for your consultation on the application for the above proposal which we received on 28 December 2016. On behalf of the highway Authority I make the following comment:

Officer Report

The proposal is for outline planning approval with all matters reserved except for access.

A Travel Assessment (TA) and Travel Plan (TP) an access and indicative layout plans have been supplied in support of the application.

The TA is comprehensive and uses reliable traffic data:

- Two separate full turning movement traffic counts and queue length surveys were carried out in 2016 at the Newton Lane/High Street/Carlton Road junction on neutral days and months (Tuesday 7th June and Wednesday 9th November).
- Two Classified Automatic traffic Counts (ATC) to collect total vehicle flows by type of vehicle and speed data were also carried out for the periods Tuesday 7th - Monday 13th June in the vicinity of the 30 mph speed limit change and Wednesday 28th September - Tuesday 4th October 2016 north of the proposed site access.
- The traffic counts indicate a low average week day daily flow for Newton Lane a Classified Road (1100-1300 vehicles per day (vpd)). Peak traffic generation times have been identified as 07:30 - 08:30 AM 16:30 - 17:30 PM and the peak flows are less than 200 vpd in each peak period.
- Average speeds are higher to the south of the site at 34mph near the end of the 30mph speed limit restriction (85%tile 41mph) but 28mph north within it (85%tile 34mph).
- The maximum variation between traffic data collected in June and end of September is 5%, which demonstrates low seasonal differences and statistical reliability. The maximum queue observed is 4 vehicles and this was to exit Newton Lane in the PM Peak. This level of flow and queuing is not considered significant in capacity terms and any queues would not extend back to cause any safety issues at the existing narrow point, which is over 40m south of the junction.

- Heavy Goods Vehicles on Newton Road are generally less than 3% with a maximum observed at 5.2% in AM peak. These levels are low for a road of this type.
- There have been no accidents on Newton Lane within the last five years, although there has been one slight at the junction where a cyclist on the A428 at the junction with Newton Lane was hit by car turning right in.
- The development trips are assigned onto the local area network based on existing Census journey to work data (80% north: 20% south split from site and similar 24% west: 76% east split at the A428 junction) which seems reasonable for the location.
- Trip rates are calculated using the TRICS a reliable traffic data base for this purpose. Trip rates are considered marginally low for the location but due to the numbers of dwellings proposed revisions to take account of this would likely only increase peak hour trips by a couple of trips and this would not change the outcome of the operational assessments which demonstrate significant spare capacity (see below).
- Future year assessments to take account of background traffic growth use recognised national TEMPRO growth factors. These indicate that with forecast traffic growth to 2021 and development traffic AM Peak traffic flows north of the site access on Newton Lane remain low, less than 200 vehicles in both peak hours.
- The Operational assessments using PICADY computer modelling software indicates both the site access and the Newton Lane/ A428/Carlton Road junction operate well within the 0.85 acceptable Ratio of Flow to Capacity (RFC).The access does not exceed 0.007 max (AM Peak) and the Newton Lane arm of the A428 junction 0.26 max (PM peak). This is as expected with the low level of traffic on Newton Road and marginal increase as a result of the development.
- The TP is acceptable but will require updating for a Full planning application as the numbers are uncertain and no site specific surveys or data is available. The access to bus stops exceeds preferred minimum walking distances and the most frequent service is only hourly so it will be hard to promote bus usage even with a generous voucher offer as suggested. Also Lift-share schemes are not free so the developer may need to consider a contribution to this type of initiative if it is to be effective. It is also most likely that the secondary school most used from this location will be Sharnbrook Upper School not Ousedale as this is outside Bedford Borough in Olney. Therefore relevant and realistic initiatives will need to be considered in any final TP submission.

The site access is acceptable however visibility splays to the south based on MfS are not. The speed surveys taken south of the access clearly indicate that 85% tile speeds are greater than 37mph for which MfS are acceptable. Even with the slowing feature as proposed reduced speeds cannot be guaranteed and so DRMB standards of 90m should therefore be used instead of the 59m indicated on Drawing No 001 Rev C. This can be achieved within land under the applicants' control but may need the development layout to remove verge planting to achieve.

The tracking demonstrates that a refuse lorry would be able to negotiate the junction satisfactorily although it would have to traverse the opposing side of the carriageway. In view of the low traffic flows and infrequent servicing schedule this is considered acceptable.

The off-site highway works as proposed are acceptable but a Safety Audit will be required and further amendment for the following reasons:

- On-street parking at the northern end of Newton Lane outside Winterbourne, Ladybrook and Bank Cottages must be adequately accommodated. The tracking shown on Drawing No 005 Rev A uses carriageway, which is currently used for parking. Better provision must be made that ensures that in conjunction with the widening of the footpath on the western side of the road should a vehicle park outside the properties it will not cause obstruction or be required to park on footway;
- Although the design proposed has kept narrowing down to 3.7m rather than the 3.1m previously suggested because of reference to general guidance from the Fire Service it is

understood that usually 3.7m is required for operational reasons but narrowing's of less than this are acceptable for short distances for access;

- Consideration should be given to the use of TSRDG signs 516/517 if forward visibility allows as this would avoid the need for the Give Way markings on the road, which is more in context with the retention of the Lane approach required. Subject to planning requirements active frontages on Newton Lane may help reduce speeds along it at this point;
- As the indicative site layout does show some development fronting Newton Lane to the same point as the furthest south house on Bakers Close, consideration should be given to relocating the beginning of the 30mph Speed limit and proposed gateway to south of this point to;
- The footway from the site access should also extend to this point where an additional change of surfacing could be added to facilitate crossing to the entrance to Footpath 30 on the west of Newton Lane at this point.

A Construction Management Plan will be required and this must ensure no access from Newton Lane south. Any off-site Highway works will be required to be implemented under a S278 Agreement not through a S106.

Therefore, there are no objections in principle to the development, but further amendment is required to the access visibility splays and off-site works, however in the absence of revised plans please add the following Conditions and Informatives:

Reasons or Conditions

Notwithstanding the submitted details, no development shall take place until details of the following highway works have been submitted to and approved in writing by the Local Planning Authority. The works shown on the approved plans shall be constructed prior to the development being brought into use.

- (a) Provision of a 1.5m minimum width footway on the western side of Newton Lane from north of the site access to its junction with the A428 High St. (as marked a-b on the attached plan) in conjunction with:
- (b) Narrowing of the carriageway in the vicinity of Winterbourne, Ladybrook and Bank Cottages (marked a-c on the attached plan) to restrict traffic to single file only with the priority for southbound vehicles, whilst maintaining some on-street visitor parking.
- (c) A marked pedestrian crossing feature from the footway on the north of the site access to the footway on the west side of Newton Lane (marked d on the attached plan).
- (d) Extension of the 30mph speed limit on Newton Lane to south of the access to No.4 Bakers Close (marked e on the attached plan); and
- (e) A village gateway feature on Newton Lane south of the 30mph speed limit entry point (marked e on the attached plan);

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises in accordance with saved policy BE30 iv) and vi) of the adopted Bedford Borough Local Plan 2002.

The development shall be served by means of roads, footpaths and cycleways which shall be laid out and drained in accordance with the Bedford Borough Council's Highway Design Guide January 1995 or other such documents that replace them, and no building shall be occupied until the road, footpaths and cycleways which provide access to it from the existing highway have been laid out and constructed in accordance with the above-mentioned Guidance.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road in accordance with saved policy BE30, iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

No other part of the development shall take place until the junction of the proposed vehicular access with the highway has been constructed to base course level in accordance with the approved details. The development shall not be occupied until the junction has been implemented in accordance with the approved details.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises in accordance with saved policy BE30 iv) and vi) of the adopted Bedford Borough Local Plan 2002.

No other part of the development shall take place until visibility splays have been provided at the junction of the access with the public highway. The splay lines shall be not less than 2.4m measured along the centre line of the proposed access from its junction with the channel of the carriageway and not less than 45m to the north and 90m to the south measured from the centre line of the proposed access along the line of the nearside channel of the carriageway. All parts of the splays shall thereafter be kept free of all obstructions above the adjacent carriageway level.

REASON: In the interests of highway and pedestrian safety and in accordance with saved policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

Visibility splays shall be provided at all junctions within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25m measured from the centre line of the side road along the channel of the through road. The vision splays shall be maintained entirely free of any obstruction at all times.

REASON: To provide adequate visibility at road junction in the interest of road safety and in accordance with saved policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

No development shall take place until a scheme for car and cycle parking (with access thereto) in accordance with Bedford Borough Council's Parking Standards for Sustainable Communities: Design and Good Practice 2014 has been submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development is occupied and the car and cycle parking areas shall not thereafter be used for any other purpose.

REASON: To ensure a satisfactory standard of development in accordance with saved policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002 and policy CP2 vii of the Core Strategy and Rural Issues Plan 2008. The Local Planning Authority is satisfied that the timing of compliance is fundamental to the development permitted and that the permission ought to be refused unless the condition is imposed in this form.

No development shall take place, including any works of demolition, until a Construction Management Plan, associated with the development of the site, has been submitted and approved in writing by the Local Planning Authority which will include information on:

- (A) The parking of vehicles
- (B) Loading and unloading of plant and materials used in the development
- (C) Storage of plant and materials used in the development
- (D) The erection and maintenance of security hoarding / scaffolding affecting the highway if required.
- (E) Wheel washing facilities
- (F) Measures on site to control the deposition of dirt / mud on surrounding roads during the development.
- (G) Footpath/footway/cycleway or road closures needed during the development period

(H) Traffic management needed during the development period.

(I) Times, routes and means of access and egress for construction traffic and delivery vehicles (including the import of materials and the removal of waste from the site) during the development of the site.

The approved Construction Management Plan associated with the development of the site shall be adhered to throughout the development process.

REASON: In the interests of safety, protecting the amenity of local land uses, neighbouring residents and highway safety and in accordance with saved policy BE30 iv) and vi) of the adopted Bedford Borough Local Plan 2002

The development shall not be occupied until a (detailed travel plan or area wide [framework]) travel plan has been submitted to and approved in writing by the local planning authority. The travel plan shall include:

- o A baseline survey of site occupants (if known) or a timetable to undertake a baseline survey of occupants (within 6 months of first occupation) to establish current/proposed travel patterns;
- o Details of existing and proposed transport provision and facilities, to include links to pedestrian, cycle and public transport networks and conformity with the local planning authority's car and cycle parking standards;
- o Proposals and measures to minimise private car use and facilitate walking, cycling and use of public transport;
- o A detailed set of Travel Plan targets with relevant target dates; o A detailed 'Action Plan' to include specific timetabled measures designed to promote travel choice; o Proposed plans/methods to monitor and undertake annual reviews of the Travel Plan and its targets for a period of 5 years. After each of the five annual reviews the Travel Plan will be submitted to the local planning authority for information;
- o Details of site specific marketing and publicity information to be provided to all occupiers of the development, to include:
 - o Site specific travel and transport information;
 - o Incentives to encourage sustainable modes of travel (e.g. travel vouchers);
 - o Details of relevant pedestrian, cycle and public transport routes to/ from and within the site;
- o Maps showing the location of shops and other facilities; and o Copies of relevant bus and rail timetables: and
- o The appointment of a travel plan co-ordinator who will be responsible for the preparation and submission of the Action Plan and of the 5 annual reviews thereof.

The Travel Plan shall be carried out in accordance with the timetable contained therein and shall continue in force for as long as any part of the development is occupied.

REASON: To promote sustainable modes of travel and to reduce the potential traffic impact of the development on the local highway network in accordance with saved policy BE30 iv), v) and vi) of

the adopted Bedford Borough Local Plan 2002 and DfT's 'Good Practice Guidelines: Delivering travel plans through the planning system'.

INFORMATIVES

The applicant is advised that in order to comply with Condition 1 of this permission it will be necessary for the developer of the site to enter into an agreement with Bedford Borough Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Senior Highways Agreements Officer, Engineering Services, Bedford Borough Council, Borough Hall, Bedford, MK42 9AP

[REDACTED]). The applicant is advised that fees are applicable for the consent and approval processes and the aforementioned Officer should be contacted at an early stage for further information.

Regards

Kim Healy

Appendix Q5b

Local Plan Call for Sites, Highway and Transport Access Assessments

Site reference: 282

Address: Land to the north of Turvey, Carlton Road, Bedfordshire

Potential Development: 380 dwellings under Class C3 use

Site Survey: 27-06-2016

Author and Date of Assessment: Devinder Singh 28-07-2016

Previous Highway and Transport Assessment: No

Current Highway Provision

The site is located on the eastern side of Carlton Road and to the north-east of Lych Gate Graveyard in the village of Turvey. The village is located approximately 7 miles west of Bedford town centre.

Carlton Road is a classified type C road with a 30mph speed limit, however the speed limit changes from 30mph to 60mph approximately 140m north of the junction with May Road. May Road is an adopted and unclassified road with a 30mph speed limit. The site has a road frontage which is within the 60mph speed limit.

To the north, Carlton Road leads to Turvey Road and to the south, Carlton Road leads to the centre of Turvey village joining Bridge Street and High Street.

Both Bridge Street and High Street are adopted type A roads as part of the A428 and have a 30mph speed limit.

There is a drain/watercourse crossing the site along the northern half of the site and the site is contained within flood risk zones 2 and 3. In this case, a flood risk assessment would be required.

The site is bounded to the north by agricultural; to the east by Carlton Road; to the south partly by recreational ground and partly by residential land and to the west by residential land.

Note

It is assumed that the site abuts the adopted highway, however it is the developer's responsibility to ensure that the site can fully abut the adopted highway without any third party involvement in order to gain satisfactory means of access to the site.



Figure 1 – Existing frontage of the site along Carlton Road

Viability of Highway Access for the Potential Development

The gross area of the site is given as 19.2 hectares and the proposal is for 380 dwellings based on a density of 20dph. The current use of the land is given as derelict allotments.

The current speed limit on Carlton Road is 60mph and given that the road is a classified road, the Design Manual for Roads and Bridges (DMRB) is used in determining the visibility splays and the Stopping Sight Distance (SSD).

The required visibility splays would be an X distance of 2.4m and the Y distance depends on the 85th percentile speed of Bedford Road which would be determined from a speed survey. Based on a 60mph speed limit, the visibility splay in the Y direction is 215m.

Figure 2 and Figure 3 shows the right hand and left hand SSD splays for potential access to the site off Carlton Road respectively.

Figure 2 – Right hand side sight splay for potential access off Carton Road



Figure 3 – Left hand side sight splay for potential access off Carton Road



Report of Notable Highway Issues and Impacts

The proposal for 380 dwellings will have a significant impact on the highway network especially to the south at the junction with High Street. The use of the site will be intensified in use and the immediate impact on the highway will be the access road and the priority junction with Bridge Street and High Street to the south. It is expected that the traffic generation will be investigated at the next stage of assessment. The carriageway width of Carlton Road is approximately 5.8m with no footways either side of the carriageway. The grass verge on the east side is between 4m – 5m wide and the verge on the west side is approximately 3.0m.

No siting of an access point is confirmed on the submission plans however it was observed on site that there is an informal access opening along the hedge boundary on the southern boundary of the site. This is however not the prime position for the proposed access due to the alignment of the road. The position of the access would be best sited further north to ensure maximum visibility can be obtained, however this depends upon the results of the required Transport Assessment (TA) which will identify the type and form of the required access road to serve the site as mitigation measures for off-site highway works. The scope of the TA can be agreed with Bedford Borough Council (BBC). The proposal for 380 dwellings will also require two points of access as adoptable roads off Carlton Road to BBC's highway standards. Given the road frontage of the site onto Carlton Road it appears that this can be achieved allowing for the minimum adjacent junction spacing to BBC's standards.

The site lies in a 60mph speed limit and for the development to be considered for residential, the 30mph speed limit needs to be extended further north to cover the development site through the process of a Traffic regulation Order (TRO). The extent of the reduction of the speed limit from 60mph to 30mph needs to be agreed and approved by Bedford Borough Council as the highway authority.

Should the development take place, then the current adopted parking standards would need to be adhered to in order to provide appropriate levels of car parking on site and to avoid car parking spilling out onto the highway.

Sustainable Transport Appraisal

The site rates poor in terms of sustainable mode of transport. There are no bus stops along Carlton Road. The nearest bus stops are located on High Street in the centre of the village approximately 700m south of the site and there are no continuous footways along Carlton Road to access the bus stops. The nearest footway starts from the entrance to the Lych Gate grave yard to the south of the site and on the east side of Carlton Road.

The bus service that operates in Turvey is no. 41 by Stagecoach between Bedford and Northampton via Bromham, Turvey, Lavendon and Olney. There are no footways along Carlton Road in the vicinity of the site.

There is no specific provision made for cyclists and therefore given the scale of development, consideration should be given for the provision of an off-road shared footway and cyclists' facilities and/or on-road cycle lanes to be integrated with the access road to the site.

There is a Public Right of Way (PRoW) in the form of a public footpath FPA1 running parallel to Carlton Road which crosses the site in a north-easterly direction and linking with Grove Road to the south. Footpath FP16 also crosses the site from the northern boundary of the site. Any improvements/alterations to the PRoW need to be agreed with Bedford Borough Council (BBC) and it is recommended that the PRoW officer is contacted in this regard.

Conclusions

The site rates moderate to poor in terms of sustainable mode of transport. There appears to be no bus stops located along Carlton Road. The nearest bus stops are located on High Street in the centre of the village approximately 700m south of the site on High Street in the heart of the village.

The bus service that operates in the village of Turvey is no. 41 by Stagecoach between Bedford and Northampton via Bromham, Turvey, Lavendon and Olney.

There are no footways on either side of Carlton Lane outside the site to the north, however there is a footway of approximately 1m – 1.5m wide on the eastern side of Carlton Road up to the entrance of the Lych Gate graveyard. Given the verges either side of Carlton Road there is scope for widening of the carriageway and the provision of at least a 2m wide footway. There is no specific provision made for cyclists and therefore given the scale of development, consideration should be given for the provision of an off-road shared footway and cyclist's facilities and/or on-road cycle lanes to be integrated with the access road to the site.

A highway scheme comprising the provision and/or upgrading of footways needs to be linked to the south of the site with safe crossing facilities that would allow pedestrian access to the nearest bus stop facilities. As there are no facilities for bus stops along Carlton Road, a provision for the bus service with stops should be considered in order for the development to be sustainable.

The site lies within the 60mph speed limit, however this reduces to 30mph at a point approximately 140m north of the junction of May Road with 30mph towards the south. For further consideration of residential development, the 30mph speed limit should be considered to the north to cover the site, given that there will be an increase in pedestrian movements in the vicinity. The length of the extension of the 30mph speed limit to the north will need to be agreed with Bedford Borough Council as the highway authority.

There is also a drain/watercourse crossing the site along the northern half of the site and is located in flood risk zones 2 and 3. In this case, a flood risk assessment would be required.

In view of the above, there is no objection to the principle of the development subject to the above.

Appendix Q5c

Email correspondence with BBC Highways re impact of developments 23.01.20 to 18.02.20

From: Paul Jenkins

Sent: 16 January 2020 17:45

To: Sonia Gallaher < > **Subject:** Traffic flow improvement proposals - Carlton Road Turvey

Dear Sonia,

Please find report to Turvey Parish Council on the PC agenda November 2019.

As I explained, the key measures are described in 4.iv and 4.v of the report. These measures involve parking restrictions on the stretch of Carlton Road between May Road and The Loop.

At this stage the Parish Council are considering the recommendation to consult Carlton Road residents to test their willingness to accept parking restrictions in order to tackle problems with traffic flow. Highways comments were provided by Andrew Prigmore.

One of the parish councillors raised a query about the impact of the housing development, north of the cemetery, proposed in the Neighbourhood Plan – specifically to enquire as to whether there was a prospect that the Borough Highways Officer may require total or partial parking restrictions on this stretch of Carlton Road as a condition of planning consent for the development. The thinking behind the query is that if a planning condition requiring the introduction of total parking restrictions may be applied, then our consideration of partial restrictions would be a pointless exercise.

The question I have been asked to put is essentially as follows;

“is it possible that Highways would seek to introduce a total restriction on parking on the stretch of Carlton Road between May Road and The Loop as a condition for planning consent in respect of the development of new housing on Carlton Road as proposed in the Neighbourhood Plan.”

I would very much appreciate your help in finding someone in Highways who could provide a response to this question.

The next Parish Council meeting is on 30th January. It would be helpful to have a response before the meeting if possible.

Best regards
Paul

From:Sonia Gallaher <
Sent:20 January 2020 09:08
To:Paul Jenkins
Subject:RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

I spoke to a colleague in Highways Development Control and she has given me the following advice based on your email:

As part of the consideration of any development proposals HDC would assess access routes and try to secure mitigation to redress any issues of local concern that might be exacerbated by development traffic. We would consult Andy on any potential schemes to ensure he would be in approval before anything was agreed.

Of course if the May Road site became part of the NP it would add extra stress to one of the sections of road highlighted in the NP consultation as a significant issue and it is likely we would look at similar options to those in the report. Removing all parking is unlikely to be considered for the reasons it also highlights, any Traffic Regulation Order consultation would likely fail to win local support as existing residents with no off road parking would understandably object.

I would also point out that a possible consequence of improving the situation for locals is that it may also encourage more external through traffic and possibly speeds, so there is balance to be struck and it is important that the local community is involved in the discussion and any decision making process to ensure their support through to successful implementation.

I hope this helps. Many thanks

Sonia Gallaher
Senior Planning and Transportation Officer Planning Policy
Bedford Borough Council

Appendix Q5d

Email correspondence with BBC Highways re impact of developments 23.01.20 to 18.02.20

From:Sonia Gallaher < >

Sent:18 February 2020 13:08

To:Paul Jenkins < >

Subject:RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

I have now spoken to my colleague. As per her previous response, to encourage safe and sustainable travel objectives, improvements to footpaths would likely be sought, especially as Bedford Borough Council is aware of existing local concerns expressed through discussions with Andy Prigmore, NP consultations, School Travel Plans etc. To achieve this it is therefore likely widening of the footway at the northern end of Newton Lane would be considered for a scheme of any size.

It would be difficult for the Highway Authority to support objections from residents and the Parish Council to proposals that improve safety for pedestrians and sustainability objectives unless there is substantial reasons not to.

Other alternatives to achieve acceptable access to the village centre and facilities are limited. For example it may be possible for additional Traffic Regulation Orders to restrict parking opposite a widened footway to maintain two way traffic, however this would have less benefits in terms of slowing speeds and deterring rat-running, also raised as issues. It would also remove visitor parking, some of which a narrowing would be able to maintain if this is a local concern.

If the Parish have other ideas they would support that would assist in achieving the objectives outlined then it would be helpful if (as said before) they suggested these in the LNP to guide any potential developers coming forward.

I hope this helps to clarify, but happy to discuss.

Many thanks

Sonia Gallaher

**Senior Planning and Transportation Officer Planning Policy
Bedford Borough Council**

From:Paul Jenkins < >
Sent:16 February 2020 17:21
To:Sonia Gallaher < >
Subject:Re: Traffic flow improvement proposals - Carlton Road Turvey

Hi Sonia,

I've gone through the various comments raised by councillors and some residents and the only outstanding point of concern in respect of Carlton Road is similar to that raised below regarding Newton Lane.

In a previous reply about Carlton Road it was commented that there would very likely be a desire to upgrade the footway, but only in as far that this could be achieved whilst maintaining sufficient width on the carriageway to allow for two cars to pass safely.

There was also a comment that it was highly unlikely that all parking in Carlton Road outside the cottages on the south end of Carlton Road would be prohibited. However, there was no mention of whether, taking into account parked cars, a priority system might be introduced in the remaining carriageway on this stretch of the road resulting in single file only for moving traffic at this location.

This would be very unpopular, but might it be considered - or would the length of of the single file priority system be an obstacle to this approach being given serious consideration here?

Many thanks,

Paul

From:Paul Jenkins < >
Sent:Friday, February 14, 2020 12:56:07 PM
To:Sonia Gallaher < >
Subject:Re: Traffic flow improvement proposals - Carlton Road Turvey

Hi Sonia,

Thanks for your reply. The queries from parish councillors keep coming at the moment, so I probably need to take stock of that this weekend in order to try to capture all the issues being raised in one go rather than keep sending individual questions.

I will email again Monday and let you know more.

Regards,

Paul

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From:Sonia Gallaher <

Sent:Friday, February 14, 2020 11:16:35 AM
To:Paul Jenkins < >
Subject:RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

Sorry for the late reply, but I have been out of the office. I will ask my colleague in DM to have a look at this and I will get back to you with a response.

Many thanks

Sonia Gallaher

**Senior Planning and Transportation Officer Planning Policy
Bedford Borough Council**

From:Paul Jenkins < > **Sent:**05 February 2020 18:32
To:Sonia Gallaher < >
Subject:RE: Traffic flow improvement proposals - Carlton Road Turvey

Thanks Sonia, that's a very helpful reply on Carlton Road.

I'm sorry to trouble you further with another question that I have been asked to put by a Parish Councillor. A similar issue, but this time regarding Newton Lane as follows;

- Is the proposed development at Mill Rise, Newton Lane, for 25 dwellings, likely to give rise to the requirement to upgrade the footway on the northern end of Newton Lane, from the Lace Cottages to the A428, and as a consequence lead to a narrowing of the carriageway resulting in the need to introduce a priority traffic flow system with traffic heading south given priority over traffic heading north such as was proposed in response to an earlier planning application (of 80 dwellings) on Newton Lane?
- Are the Highways Team likely to insist in this regardless of any objections that may come forward from the Parish Council and local residents?

Regards, Paul

From:Sonia Gallaher <> **Sent:**Thursday, January 23, 2020 12:41:17 PM
To:Paul Jenkins <>
Subject:FW: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

Please see the comments from my colleague in Highways Development Management in red below. As you have pointed out previously, there is an existing problem with parking along Carlton Road and this can be addressed before the Neighbourhood Plan is made. I hope this helps.

Many thanks

Sonia

I have been asked by a Parish Councillor make this enquiry in a different way;

- Should Turvey's NDP suggest housing sites on Newton Lane and Carlton Road, what impact would there be to the highways and footpaths? For instance; Would the footpaths need widening and if so by how much to meet current legislation?

- To encourage safe and sustainable travel objectives, improvements to footpaths would likely be sought, especially as BBC is aware of existing local concerns expressed through Andy's discussions, NP consultations, School Travel Plans etc.
- In a new build situation we would require footways to be 2.0m minimum, but in an existing situation where there are constraints to this the local context and width available within the highway/land under the developers control usually mean the maximum width that can practically be achieved is sought.

What, in brief, are the current legislative requirements?

It is more planning and transport policy that would require improvements to achieve better quality, safe footway provision in order to prioritise non- vehicular travellers in accord with sustainability and health objectives rather than legislation. We do however take guidance from documents such as Manual for Streets, Inclusive Mobility and other Department for Transport Standards.

Would traffic calming measures such as narrowing of the highway, passing zones, parking restrictions be applied?

- If widening the footway to achieve a safe, continuous footway required narrowing of the carriageway, this could be considered as long as adequate width could be maintained for two vehicles to pass/narrowing's could be achieved safely.
- Widening footways and narrowing carriageways, parking restrictions etc. can all form part of an approach to address/better manage existing traffic issues such as obstruction caused by parking, speeds, discourage non- local through traffic etc. and improve conditions for local residents and especially vulnerable road users such as pedestrians and cyclists.
- For both the sites mentioned above in order to reduce their traffic impacts, particularly on existing residents and areas where highway issues have already been identified as well as encouraging more safe and sustainable

travel for all in the future, it is likely that some of the measures suggested would need to be considered.

- It would be very helpful if the LNP process weighted the potential for sustainable travel and impact on existing local traffic issues in its site selection methodology/criteria and then as part of the designation of preferred sites identified any traffic/travel measures that would likely be supported to achieve/address these.

What, in brief, are the current legislative requirements?

See details above

Yours sincerely,

Dr David Niblett MBBS FRCA RCPATHME

Chair Turvey Parish Council

27 January 2020

Turvey Parish Parking Survey

198

Responses

15:14

Average time to complete

Closed

Status



Ideas

1. Postcode

199

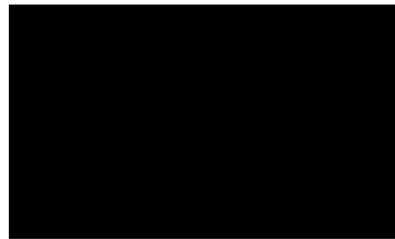
Responses



2. Name

158

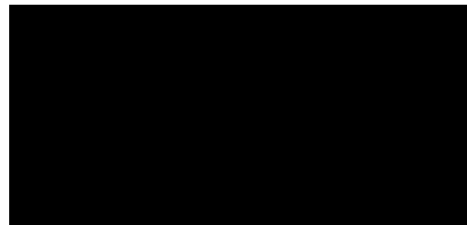
Responses



3. Address

164

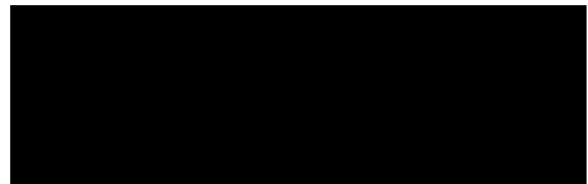
Responses



4. Email Address

142

Responses



5. Is this property your

Home	188
Business	2
Both	7
Other	2



6. How many vehicles are there in the above property?

None	4
One	54
Two	93
Three	34
Other	14



7. How many of these parked on the street?

None	141
One	33
Two	21
Three	1
Other	3



8. Do you have access to off street parking facilities

Yes	167
No	32



9. Is this facility in the form of a driveway, garage or allocated parking space?

● Driveway	125
● Garage	25
● Allocated parking space	17



10. Please could state whether this/these are within the boundaries of the property

● Yes	148
● No	19



11. How many of your vehicles park in this/these areas?

● One	60
● Two	70
● Three	25
● Other	12



12. Are you a registered Blue Badge holder?

● Yes	13
● No	186



13. Are you happy with the current parking situation in your road?

● Yes 113
● No 86



14. Would you like parking issues in your road to be investigated further?

● Yes 81
● No 5



15. Please give details

75
Responses

Latest Responses

"At times there are vehicles parked up to the drive and around the roa..."

"Investigated is probably too strong a word, but at weekends when eve..."

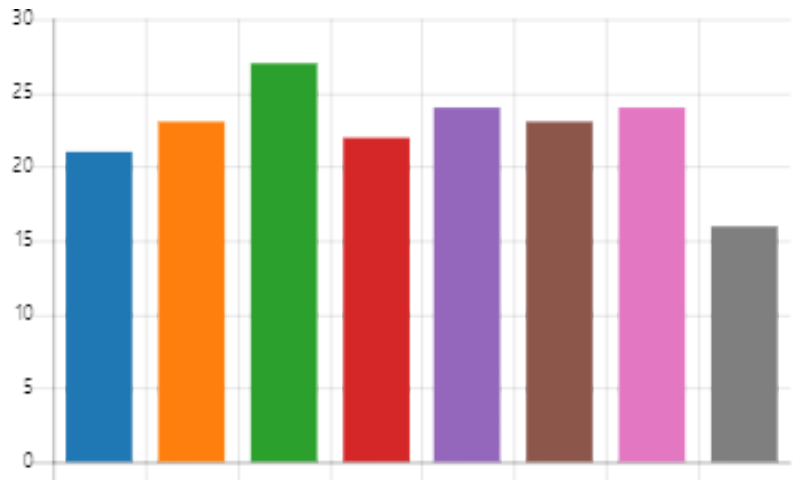
16. Do you regularly find it difficult to find a space to park on your road?

● Yes 36
● No 50



17. At what times do you find it difficult to find a space to park on your road?

Monday to Friday - Morning	21
Monday to Friday - Afternoon	23
Monday to Friday - Evening	27
Monday to Friday - Night	22
Saturday & Sunday - Morning	24
Saturday & Sunday - Afternoon	23
Saturday & Sunday - Evening	24
Saturday & Sunday - Night	16



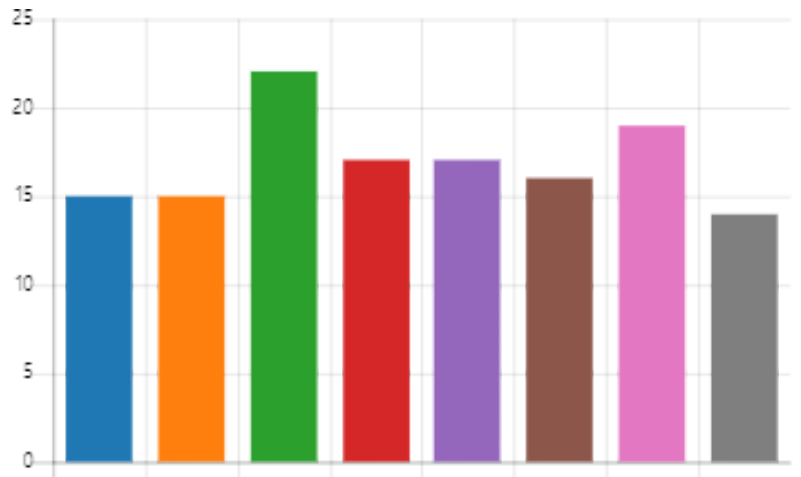
18. Do you ever have to park in neighbouring roads because there is no space in your road?

Yes	31
No	55



19. At what times do you find it difficult to find a space to park on neighbouring or nearby road?

Monday to Friday - Morning	15
Monday to Friday - Afternoon	15
Monday to Friday - Evening	22
Monday to Friday - Night	17
Saturday & Sunday - Morning	17
Saturday & Sunday - Afternoon	16
Saturday & Sunday - Evening	19
Saturday & Sunday - Night	14



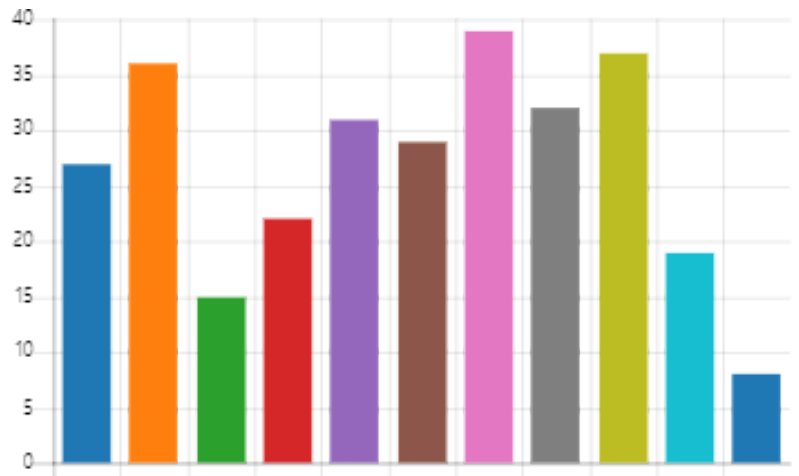
20. Do you find vehicles are parked obstructively, unfairly and/or inconsiderately in your road?

Yes	72
No	14



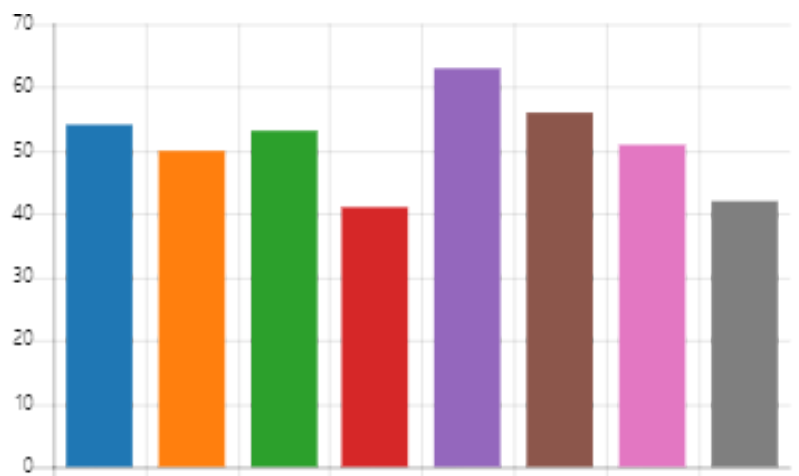
21. Please give details

Footway parking	27
Obstructions to access/drivew...	36
Double parking	15
Vehicles not parking parallel t...	22
Vehicles left for long periods ...	31
Taking up more space than ne...	29
Obstructed sightlines	39
Obstructions to through traffic	32
Inconsiderate residents/visitors	37
Inconsiderate businesses/cust...	19
Other	8



22. At what times do these problems occur?

Monday to Friday - Morning	54
Monday to Friday - Afternoon	50
Monday to Friday - Evening	53
Monday to Friday - Night	41
Saturday & Sunday - Morning	63
Saturday & Sunday - Afternoon	56
Saturday & Sunday - Evening	51
Saturday & Sunday - Night	42



23. Do you find it difficult to turn at junctions in your road due to parked vehicles?

● Yes	62
● No	24



24. Please specify the road names of the junctions

61
Responses

Latest Responses

"Junction at May Road and Carlton Road. This is very dangerous as ca..."

"May Road into Norfolk"

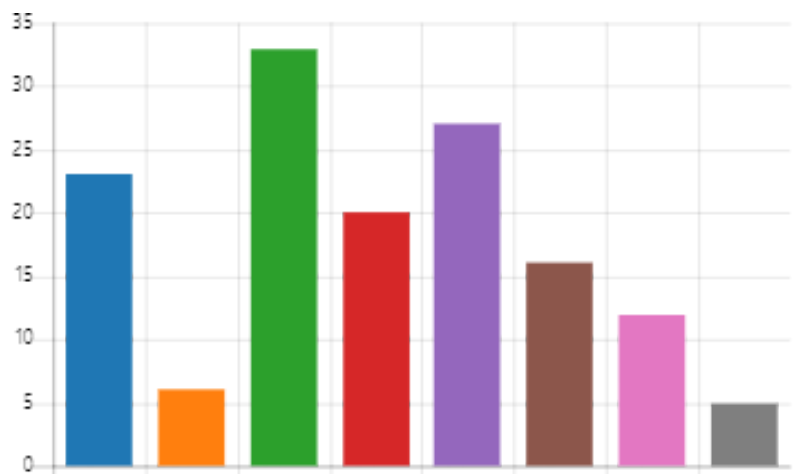
25. Do parked vehicles in your road cause you problems as a pedestrian or non-motorist (i.e. as a cyclist etc)?

● Yes	48
● No	151



26. Please give details

● Obstructed junctions	23
● Obstructed pedestrian crossing	6
● Footway parking	33
● Problems for pushchairs/whee...	20
● Inconsiderate parking	27
● Heavy parking causing obstru...	16
● Dangerous for cyclists	12
● Other	5



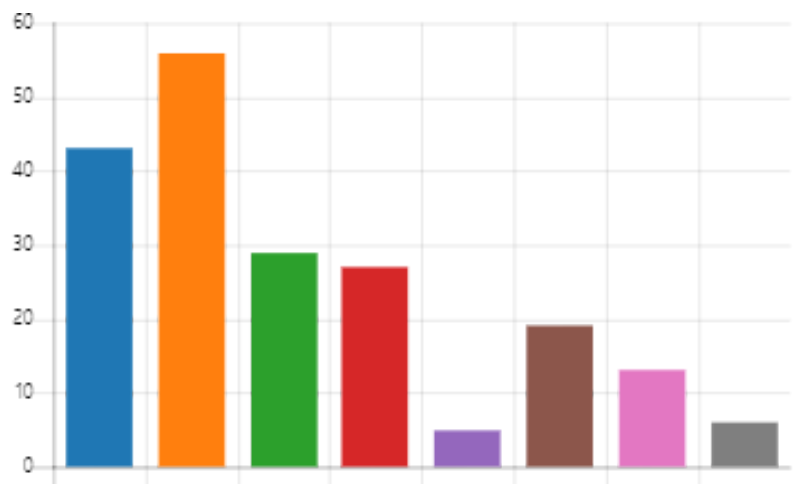
27. Do your visitors have problems finding a parking space in your road

● Yes	87
● No	112



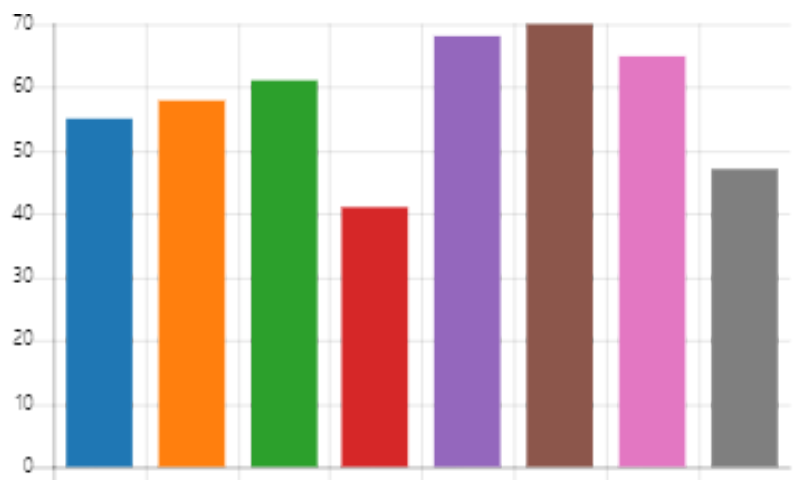
28. Please give details

● Heavy parking due to residents	43
● No parking available for visitors	56
● Problems due to inconsiderat...	29
● Heavy parking due to non-resi...	27
● Too many parking restrictions ...	5
● Problems during school drop-...	19
● Large vehicles/commerical ve...	13
● Other	6



29. At what times do these problems occur?

● Monday to Friday - Morning	55
● Monday to Friday - Afternoon	58
● Monday to Friday - Evening	61
● Monday to Friday - Night	41
● Saturday & Sunday - Morning	68
● Saturday & Sunday - Afternoon	70
● Saturday & Sunday - Evening	65
● Saturday & Sunday - Night	47



30. When parking, do you experience problems on a regular basis from any outside public or business facility in close proximity to your road?

Yes	33
No	166



31. Please give details

33
Responses

Latest Responses

32. In your opinion, how would you describe the number of parked vehicles in the section of road around your property?

Very high	27
High	56
Moderate	57
Low	35
Very Low	24



33. Would you like your road to be included in a scheme, such as a Resident Permit Parking Area?

Yes	66
No	133



34. Would you support traffic calming measures in the area if roadside parking was reduced?

● Yes 90
● No 109



35. Please give details

103
Responses

Latest Responses

"Not so much calming, as creating more width in Norfolk Road that w..."
""

36. Would you support developments in the surrounding area, that would impose parking restrictions and/or further loss of roadside parking?

● Yes 52
● No 147



37. Please give details

102
Responses

Latest Responses

"The areas near Norfolk Road and also quite congested with parking a..."
"This question is not relevant - parking restrictions or loss of roadside ..."

38. If you have any further comments and suggestions regarding parking in your road, or you if have any parking issues elsewhere in the area, please detail below

94
Responses

Latest Responses

"The junction of May Road with Carlton Road is a highly congested (pa..."

39. Do you think the questionnaire has met the criteria mentioned above and enabled you to get your views across?

● Yes	182
● No	17



40. Please comment on your previous answer, whether you have responded either yes or no.

145
Responses

Latest Responses

"My main concern is the junction at May Road/Carlton Road and limit...

"It is a fair and balanced questionnarie. However as a resident of Norf...

"I would question the relevance of this survey which seeks to link to th...

Would you like parking issues in your road to be investigated further?

Please give details

Although my house is not directly on station road it is however access to my house. Cars park either side of road leaving a very small gap to drive through making it difficult for larger vehicles to pass and emergency services Would also struggle should anyone need them. Cars also park very close to the corner making turning off the A428 onto station road very tricky.

There is space for road parking in the close which should really be used for visitors as all households in the close have private driveways (most can fit a minimum of one car) but there are multiple unused vehicles taking these spaces up that have been sat there for months. These vehicles are currently taxed and MOT-Ed for the meantime but are completely unused by owners, who now use other vehicles yet refuse to remove the unused ones from the roadside. It causes a lot of issues when residents have visitors and also looks unsightly having decaying vehicles sat on the road when they don't need to be. Have spoken to owners of said vehicles and they are not interested in resolving the issue. There are a number of unused vehicles from several households in the close and seems to be a growing issue as more residents deem this to be acceptable. It also results in visitors/residents who are unable to find a suitable space on the road parking on grass verges.

When we have people to stay there are often cars parked in front of our house from dog walkers going up the bridle path by the side of our house. Suggest that the pub carpark is used for this with the landlords permission and may help other congestion issues

Vehicles regularly parking on road sometimes opposite each other restricting access causing bin lorries etc to sometimes drive on and damage grass verges. Also vehicles often parked in inappropriate places at bottom of close making it difficult for ourselves and 2 other properties to enter or leave our private road into close.

Down grove road the parking due to the football crowd is horrendous the rec could extend parking and it would solve the problem

Residents park on the road instead of there driveways which can cause issues at the top corner of the road

Parking opposite driveways makes it very difficult to pull out if driveway. Parking on Carlton Road causes daily issues with cars passing. Cars parked on junctions of the Loop, Carlton Road, Norfolk Road, Bamfords Lane make it unsafe to pull out of junctions

1. the yellow lines at the entrance to Jacks Lane are insufficient and not respected, making turning in/out Jacks Lane hazardous
2. same applies to the 'Keep Clear ' box in Jacks Lane. Parking on opposite sides of the Box gives little room for the size of Vehicles accessing Abbey Farm

There is a lot of debate as to whether Bamfords Yard is in fact a private road or not, but many residents and their visitors who live along the high street or in the houses behind us in an alley park their cars up and down the street, leaving little or no space for my neighbour or myself to get parked outside our own homes. There are signs on the wall which have been there since we lived here (4+ years) which state there is no parking allowed but they are ignored. Unsure of where these signs came from? More often than not I am left struggling to get my car in the space outside my home. Also my car has been damaged 3 times, leaving me with repair bills by people parking recklessly in the street and vehicles forcing their way through the gap. With cars parking in this street irresponsibly and the sheer speed that some people drive through this street at, there is simply too high a risk for my or my neighbours cars being damaged again and us being left to foot the bill. It is unfair that I have to park outside someone else's home in someone else's street because someone takes up the space outside my house thoughtlessly. Also we have a large vehicle removal lorry which parks in our street daily and nightly which takes up a LOT of space and comes very far out in to the road.

<p>AS an elderly couple (75+) we like to park next to our home. I have arthritis and it is nice to be able to park outside to offload shopping etc. We also feel the car is probably more secure if it is just outside. Also some residents have more than one car, so if we go out they use our space (sometimes for a couple of days!)</p>
<p>Often feel unable to move car as no possibility for parking on return. Very frustrating. People park haphazardly in a selfish fashion when all aware parking at a premium. People with off road parking choose not to use it & park in premium street parking</p>
<p>We live opposite the Church and Pub, cars parking over or close to the edge of our driveway making it difficult to see when pulling out. Also the bottom of the Carlton Road, cars parked opposite making it difficult turn in or pull out of. (when I passed my test I thought it was illegal to park opposite a junction)!</p>
<p>Lots of parking on the roads making it difficult to turn round junctions and get past roads</p>
<p>If Bamford Lane is a T road it should have a clear turn T at the bottom of it so car can turn in it. Either the cars parked there need to move or the plate removed from the road. The only thing which was allow to park there before was the skip before the dustcart collections and this was once a year. There are also a number of disabled people in mordant close who need parking outside their houses on the lane so maybe some priority bays need to be added for them, especially if they need an ambulance.</p>
<p>My Brother had to provided parking for my carer. This was at my own cost and him loosing part of the front garden for a parking space to be provided. It does upset me that other disabled people in my street can have their carers park in the road at no extra cost. This was a criteria of the plan consent. Not all of my carers drive so this space is under used a lot of the time. I full understand there are parking issues in the village but I would hope they are fairly resolved and the cost shared and not passed onto one or two house owners.</p>
<p>Our car parking is in a courtyard which exits onto May Road. Other car parking around the exit make any exit potentially quite hazardous due to an inability to see, added to which the speed of some vehicles takes this manoeuvre from hazardous to dangerous.</p>
<p>No parking places for visitors</p>
<p>Not so much my road but May Road and Carlton Road leading to it are ridiculous</p>
<p>People using the tennis court and football pitch park their cars all over the place especially on the corner bend opposite the playing field. It stops residents from parking outside their house.</p>
<p>Sometimes car park on the road when there are spaces on drives</p>
<p>Very little parking available during the day on the memorial area or street for customers who arrive after 12.30pm.</p>
<p>The business located near The Three Cranes has increased staff parking. The vehicles are parked around the memorial and in surrounding road from 9am to 5.30. Thus making it difficult for customers at local businesses and for residents parking</p>
<p>Vehicles park beyond the yellow lines on Carlton Road making exiting or entering our drive extremely difficult. There are not enough pull in spaces between parked cars on Carlton Road making getting along Carlton Road very difficult</p>
<p>During the football season every Saturday morning, some Sundays and sometimes during the evening on weekdays the football crowd from Carlton and Harrold arrive at the recreation ground. This is causing immense problems this year and last and whenever comments are made on Facebook we are shouted at for being discriminatory.</p>
<p>Parking on verges despite signage. Large van and cars on corner of Norfolk/May Road obscuring vision.</p>
<p>We have to exit onto Carlton Road from our carport and when there are a lot of cars parked in Carlton Road, it is impossible to see what cars are approaching from both sides. Carlton Road is a</p>

busy road and not sure how this road will cope if the new development goes ahead. Generally there is parking during the day in Carlton Road but over weekends, finding a space proves more difficult.

More off street parking needed in village generally to reduce street parking and obstruction to traffic flow.

We only have one car and park it at the back of the house outside the house. After a 12 hour shift at the Ambulance Service, my Husband invariably comes home and is unable to park outside the house. There are some persons on grove road that are 3&4 car families. Some have access to garages. We don't. I have reported Antisocial behaviour (Public indecency and Drug related issues) in the car park which our own residents rarely use. The car park was for a time closed. It does seem a shame that it cannot be used as an overflow car park. Having said that I wouldn't want our own car to be parked there, where it is out of sight, in the dark and a target for crime.

If people who had drives could park in them then there would be more space on street

My house has just been hit for a third time in 2 years by a large vehicle. at least 1 or 2 times directly due to vehicles parked on the road even with No 1 Carlton road being empty at the moment.

Despite the public signs stating that cars should not be parked on the verges, a number of households regularly park their cars on the grass verges creating large ruts and muddy patches.

Ref question 13: The majority of cars parked in Jacks Lane don't belong to the residents of Jacks Lane. The residents of Jacks Lane therefore have to put up with a much increased and constant flow of car movements than they would if it was just the residents that could park in Jack's Lane.

Ref question 14: Although I answered 'no'. This is because I do not want the Parish Council to consider any additional parking facilities in Jacks Lane. If this question was clearer and provided options, I would have qualified this answer by saying that I would only want parking issues investigated if it related to instigating Residents Parking.

See if visitors to the Abbey and Monastery could be persuaded to park in the Abbey grounds

Rec ground parking

Safety concerns on the bend where Norfolk Road and May Road meet due to lack of visibility as a result of parked vehicles. Volume of parked vehicles on May road specifically during school drop off & pickup times restricts traffic flow and increases risk of accidents.

There are often lots of vehicles parked as you enter the street and as you go around the bend

Traffic calming measures/residents parking would enable parking on the High Street. Currently dangerous parking outside of the house, speeding, angry drivers. Lack of understanding, many drivers believe High Street is no parking or clearway.

Inconsiderate parking opposing driveways, so you have to mount the kerb to get out.

Visitor and delivery drivers block half the road; as we are "close" to village edge (national speed limit road) we often have have passing that speeds in both directions.

Add to this farm and large hgv traffic, it makes it very difficult for visitors who often end up parking in nearby roads - Bakers Close and Tandys Close - adding to their parking issues.

In recent years cars and large vans park on the inside bend at the junction of May Road and Norfolk Road . This makes it very difficult and even dangerous to get out of my drive which is on Norfolk Road just past the bend. The vans are worse as one can't see over them to see if the road is clear. I thought parking on an inside bend of a road was against the Highway Code regulations.

There are at times not enough parking spaces and also it can be difficult to see if the road ahead is clear either way when driving

When the recreation ground is in use , people find it hard to sometimes pass , good to prevent speeding , but not if you get your mirror knocked off. This would cause problems to fire and ambulance services

Parking on corners creating blind spots, significantly increasing the risk of road traffic collisions. The way people park could hinder the access for emergency services such as ambulance or fire brigade.

I currently park *if possible* in Jacks Lane

Jacks Lane is usually single lane only due to parked cars. This is generally OK, except sometimes our drive exit is difficult to navigate and large horse boxes visiting Abbey Farm often block the lane at weekends. (My preference would be for horse boxes to access Abbey Farm from gate into fields off A428)

1. Current parking spaces at Barton Homes insufficient for Residents and Visitors. Often Visitors to Barton Homes park on Station Road leaving Residents on Station Road unable to park.
2. Contractors working on the new Retirement Village, unable to park on site use Station Road. This will get worse over the 3 year Contract period.
3. When the Retirement Village is completed we are concerned that the parking on the site will be insufficient for the density of Residents, Visitors and Staff that will be there.

Cars park opposite our house along Newton Lane. The road is very narrow here. The problem this causes is that large vehicle such as tractors , then drive along the pathway , damaging trees, stone walls , the curbs, and pavement. And obviously it is a danger to pedestrians.

A degree of parking along main High Street would be advantageous.

Although parking is not generally a problem in recent months there have been issues with people parking badly. This is usually parking with wheels on the pavement, obstructing access along the pavement for wheelchair users and prams/buggies, plus thoughtless parking on opposite sides of the road. This parking would make it impossible for an emergency vehicle to pass and has caused issues with other vehicles struggling to get through.

Bins should not be allowed in jacks lane, other people have to keep theirs in their garden, imagine if everyone kept theirs on a public road. Chaos would reign. Valuable space is taken up by these and we keep having vehicles broken into and three times hit by the huge horse boxes up and down the lane. Could the farm not build an access road onto the 428. Should the council compulsory purchase some land from farms or the abbey and make a car park for residents, I'm sure people would contribute to know their vehicles are safe. Abbey has its own land but some people park in the lane as it's easier.

I would like to see double yellow lines outside of the Butchers Shop and broken yellow lines on the opposite side of the road, outside the houses.

I have badge sometime the cars park to close to mine,

On the bend around Norfolk Road, cars are parked all the way around obscuring the view of cars coming in the opposite direction. Cars also park on the grass borders and across the pavement. Often cars park opposite each other and it's difficult to drive down. Larger vehicles block the road.

High levels of parked cars, both from street residents and overflow from neighbouring roads

We regularly have commercial vehicles parking opposite our driveway. These vehicles are from Milton Keynes and are usually parked over most weekends.

If there is an event such as football on the Rec. the parking in Grove Road can be horrendous, so much so that we have had to place private property notices around our garage area.

Only issue I have is people parking on paths.

Bamfords Yard and Lane are subject to heavy parking at all times. Visitors struggle to find anywhere to park. My neighbours regularly have seven cars parked with only one allocated space.

People parking to use the rec during football matches

There is a grass area out side house. It's not always cut no one uses it. It would be idea off road parking

Constant parking/obstruction of driveways including my own.

I would like to park in my garden

There is limited parking for Bridge Street next to or reasonably close to your property is dangerous. I would suggest an area of bridge street is designated to allow some parking for some residents

Speed cameras down carlton road (before you get into built up area) or flashing display to say speed cars are travelling

Mostly I am able to park outside my home, sometimes the space is taken by dog walkers leaving their cars and work related vehicles

I have already written to the council on this subject with no response. Items included in particular yellow lines in High Street on corners to A428

People from the High Street use it to park

Parking on grass

Unfortunately parking spaces are not allocated to each property, and although residents in Mordant Close have had parking spaces purposely made for them they park in Barncroft. Making visitor parking difficult but this maybe a bpha matter.

Cars parked on Road mainly, it's very difficult for delivery lorries or vans to squeeze through to deliver and very difficult for Emergency Vehicles to get to the bottom of the close especially Fire engines. There's no hope that an emergency vehicle to get to 17A & 17B Tandys Close without taking my fence down.

Parking on footpath & grass verges.

Parking of vehicles on corners particularly where Norfolk Road, May Road & Bamfords Lane meet

Recently a large commercial vehicle (van) has regularly been parked, taking up almost two car lengths. This makes it difficult when my step daughter comes to visit which is several times a week. It does not belong to any one in our road, and she is a disabled driver

Parking on the corner of May Road/Carlton Road junction, making it impossible to pull out to go either way without risk. Should be at least a junction sign on Carlton Road.

Investigated is probably too strong a word, but at weekends when everyone is home the road does get quite congested, particularly at the junction with May Road. It is difficult to see around vehicles parked here and not everyone approaches with caution. Not all properties have off road parking and some have 2/3 cars each. If these are trades people too it is sometimes quite difficult to manoeuvre plus emergency vehicles would have difficulties. Do we need a grass verge down one side of the road as is commonly the case?

**Do you find it difficult to turn at junctions in your road due to parked vehicles?
Please specify the road names of the junctions**

Station road see q15

Tandys close/Newton lane turning into tandys

May road, grove road, Carlton road

Bamfords Lane and May Road
May Road and Carlton Road
Carlton Road and Turvey Loop

Jacks Lane/A428

High street turning in to Bamfords Yard, sometimes vehicles park right at the very entrance, blocking the view of whether something is coming towards you or not, dangerous as this is a very sharp and sudden turn where people can be rather quick. Also road is badly potholed so can make navigating your way very difficult if a car is parked somewhere where you are trying to avoid the potholes.

Carlton Road with May Road. The junction is often congested with people ignoring the yellow lines

Turning out of our Church terrace driveway onto the road. also turning into out of Carlton Road. (Lancelot piece)

Carlton Road, May Road

May Road/Norfolk Road/Bamford Lane

The turn left from May Road into Carlton is always dangerous due to an inability to see oncoming traffic and the often high speed of that traffic. Some road users/Residents park right on the corner and these can be vans, blocking vision.

Tandys. Turning as you go up the road .
Carlton road driving up it or down.

May road / grove Rd

Carlton Road by shop

Pulling out from Chantry Court onto Carlton Road because vehicles park on yellow lines

Grove Road, May Road and Carlton Road. Carlton Road is an issue every hour and every day - it makes no difference that there are areas marked out for passing spaces residents/visitors park over or partially park over these lines and because cars are parked too close to the junction you cannot obtain a clear sight of what is coming up Carlton Road.

May Road into Carlton Road extremely dangerous due to parked vehicles close to junction obscuring vision.

Parking on Village Loop dangerous on Bedford side when attempting to access Carlton Road requiring travelling on wrong side of road up to blind junction.

The village loop would be safer if it was made one way as was the case during the water crisis.

May Road with Carlton Road

Grove road onto May Road. Vehicles double park on both sides of this road. The lady 1st house on the left of Grove Road will park her car in the same spot regardless of another vehicle adjacent to it. This makes it impossible sometimes to even get through onto grove road.

May Road to Carlton Road is also dangerous. You simply cannot see if there's anything coming down the road towards you (or at speed).

at May Road

May Road/Norfolk Road frequently have large vans parked and cars parked on the bend which obstructs sight lines of oncoming traffic.

Exiting Jacks Lane to join the A428. Entering Jacks Lane from the A428 when having to cross over the oncoming traffic - ie when the car is pointing toward Bedford.

Grove road and the D

Difficulties going around corner where Norfolk Road and May Road meet. Even greater difficulties exiting May Road onto Carlton Road - lack of visibility of traffic approaching from the loop combined with speed of vehicles using the Carlton Road makes the exit very dangerous.

Tandys Close & Newton Lane

Newton Lane/A428

May Road/ Norfolk Road , Grove Court/ May Road and worst of all May Road and Carlton Road

Large vehicles parked on corner of May Road & Norfolk Road block sightlines.

Vehicles parked too close to corner of May Road and Carlton Road (on yellow lines) block sightlines when turning out

Vehicles parked opposite the Old Rectory mean that oncoming vehicles are on the wrong side of the road, and can't be seen until you pull out of Carlton Road into the Loop

Turning left out of May rd onto Carlton rd

May road and Grove road.

Grove Road Leading to May Road

The top of Grove Road leading to May Road (left hand side)

Jacks Lane High St

Station Road / A428

Bamfords Yard

May Road, Norfolk Road, Bamfords Lane

Junction of Carlton Road to The Loop. May Road onto Carlton Road (left)

Our 'Private' road Bamfords Yard with High Street.

Carlton very busy dangerous car's come too fast - nowhere to turn into - sometimes people are rude - nowhere to pull in - too many car on the road. Even May Road too many car's parked.

Norfolk road/May road and on the bend near Norfolk Lodge and Bamfords Yard.

May road to Carlton road, Carlton road to loop, Newton lane to high street

Grove road exit on to May Road.

Grove Road

Turning off Carlton Road by the School

Bamfords Yard and Lane.

May road, Grove Road

Vans parked on bend of Norfolk/may Rd cause blind spots for oncoming vehicles forcing cars to drive on wrong side of road to pass parked vehicles.

May Road to Carlton Road really difficult to see on coming traffic (yellow lines not being taken notice of). Speed of traffic coming from Carlton far too high/need a flashing sign to say how fast cars are going.

The junction at May Road to Carlton Road

High Street to A428 at both ends

Jacks Lane to A428

Jacks Lane to A428

Carlton Road/May Road and Grove Road Junctions, which will be made much worse by TPC proposed building site in Carlton Road. The Carlton Road/May Road junction to the A428 is the most dangerous road in Turvey especially at one hour either side of school times.

May Road into Carlton Road junction is dangerous.

Barncroft to Bamfords

Cars parked close to Barncroft exit blocking visibility to pull out onto Bamfords.

The top turn in Tandys Close that leads you on to Newton Lane.

Junctions of Norfolk Road with May Road & Bamfords Lane. Also junction of May Road and Carlton Road is usually very congested and sometimes a dangerous nightmare

Hawthorn Close - Grove Road

Grove Road - May Road

May Road - Carlton Road

Parking on the junction of May Road/The Pyghtle. Parking on the yellow lines May Road Carlton Road.

Parking on the Loop/High Street at the end of Carlton Road.

May Road into Norfolk

When parking, do you experience problems on a regular basis from any outside public or business facility in close proximity to your road?

Please give details

The rec ground

Inconsiderate parking across our drive way with people visiting shop and turning in our drive way

School parking drop off makes Carlton Road/May Road more dangerous.
Vehicles park on Bamfords Lane from residents of the High Street

School and local hairdresser

Delivery drivers parking on the pavement

Living opposite the Pub, Church, Butchers Corner Stores.and the business next to the Pub. it speaks for itself.

so many inconsiderate motorist!

Infant school parents that cannot park more than 10m away from the school and then stand around talking for half an hour whilst other parents are trying to do the same now that all the parking spaces within 400m are full.

School

Visitors to shop, pub and walkers park on only stretch of road that we have to park on so sometimes we have to carry things quite a distance between car and house

Village centre has no dedicated parking and can often be busy at a weekend m.

Cars parked all day whilst at work.

As mentioned above the Carlton and Harrold Football Club are causing considerable parking issues at our end of Grove Road. It evens ends up with them parking on the green spaces by the trees close to the rec ground with their 4x4 churning up the grass last year.

Access to Norfolk Road difficult during school drop off/ collection due to inconsiderate parking outside school.

Traffic parked outside Central Stores or when there was an event on at the Village Hall (pre Covid) can block exit visibility

Rec ground

Hairdresser on corner of Carlton Road (customers drive and park). Events at Church (i.e. Weddings / Funerals / Christenings) then cars park up Carlton Road.

School drop off and pick up and a hairdressers on the top of carlton / may rd.

Parents parking waiting for the school bus to drop them off in the evening

Abbey and access to farm traffic

Vehicles parked by ramblers. School pick up and drop off times. Cummuters leaving their vehicles and using the public transport. Our business has been in the village 50 years. Nothing has been considered to support ALL local businesses regarding parking issues. 50% of trade comes from outside of the village.

Busy nowhere to pull in cars too many

In the past, parking for Turvey school has been downright appalling, but this years crop of parents are far better.

Currently parents dropping off/collecting children from the Turvey infants school are pretty good (In the past , some have been pests)

School

School parents

During school drop off and collection times a small minority or parents/carers display not only selfishness for where they park but also are a very real potential danger to other road and school

users. It is clear that this minority feel they must park as close to the school as possible with total disregard for others

Parking by Rec. users

People using the rec

School - although the school has a car park, parents and staff (even when school car park is not full) choose to park on May Road. Hairdressers customers from Carlton Road take up space and residents from Carlton Road overspill into May Road when Carlton Road is full, leaving no room for May Road residents.

Problems caused by.

Three Cranes Parking - Cranes parking lot not used on most occasions and not signposted

Business in building adjacent to three cranes car park - Employees parking on high street all day.

Double parking outside Butchers - helped by bollards.

School parking is a nightmare for all, Carlton Road May Road Grove Road and the Pyghtle become a car park.

Turvey School at drop-off times - May Road

The junction at May Road/Carlton Road, left turn. Regularly obscured by one/two vehicles parked too close to the corner.

Inconsiderate parking and large volume at school times along May Road and Carlton Road.

School run time is a nightmare. Recently many are parking on the junction of the Pyghtle and May Road. Totally obscuring the road for cars exiting the Pyghtle. Making it especially dangerous for children walking.

Would you support traffic calming measures in the area if roadside parking was reduced?

Please give details

Would suggest a 20mph limit in the village or at least Newton Lane and Carlton Road

Traffic calming measures would only increase the lack of parking where residents use the road to park.

Average speed cameras should also be at Station End not just the village.

Not appropriate as no through road.

Due to the area people drive slowly anyway

I have ample driveway space for our cars and any visitors

not relevant to Jacks Lane as mainly residential access

Not enough roadside parking available now, would be ridiculous to reduce what there is.

Dead end road so no problems with traffic just parking

If residents parking is introduced, with allocated spaces per household on one side of the street, that would restrict fast traffic flow (Drivers often have to give way to others at suitable points along the road.

Unightly! nothing but trouble for residents!!

Not applicable at the moment but if the proposed development of Laws House goes ahead, there may be pressures adjacent to our access road which will need carefully management.

Any traffic calming measures could create significant congestion, could prohibit farm vehicles usage and could be detrimental to certain residents.

I live on the high street, parking on the road is very intermittent and does not cause any significant issues.

Humps but not needed down my road as too short.

Cars and bikes travel way too quickly in Newton Lane

Maybe the parish council could talk to the owners of Bamford Yard and the factory area next to Elmwood with the aim of getting some parking for the village in this area. Maybe the old factory could be converted into rentable garages.

There are a number of other disabled people in my road who are not as lucky as me and can have problems with parking next to their house in Mordaunt Close. It would be nice for them to have some parking bays and maybe some for their visitors. Maybe the old factory in Bamford Yard could be converted into parking as well for those using the road from the High Street and Jack Lane

I answered No to permit parking because I am not affected to that degree but it certainly worth consideration.

I answered No to traffic calming but that depends what you intend; road bumps are not the answer and in some cases, at any speed, not good for the car.

None

Speed is not an issue, visibility is the problem due to high levels of parking and inappropriate/unlawful parking at junctions.

We live on the High Street. No parking is permitted anywhere. Our biggest problem is needing to reverse into our driveway off the High Street. Traffic using the High Street is not usually expecting this.

... although I don't see any need to reduce roadside parking

Traffic calming in a village is always a good idea.

There is also an issue with the spaces available as it is unavoidable to have to mount the kerb in order to park to allow enough room for other vehicles and also farming vehicles round the junction

Parking restrictions would have a detrimental impact to the pub as potential customers already find it difficult to park.
Roadside parking is not an issue in my immediate road however on the road leading to mine, (Newton Lane) there is a significant problem with parked cars and traffic build up and because of the condition and lack of suitable pavement, can cause distress and danger as a pedestrian.
a speed limit of 20 mph should apply to my road, Carlton Road from cemetery entrance to and including the loop, Newton Lane. This should apply even without reduced parking.
However I don't want parking reduced
Don't see they'd be relevant in this street
not on surrounding roads, increases noise and pollution
I do not wish to incur additional maintenance costs on my car by the humps put in by the Borough Council. They are a nuisance and NOT PART OF VILLAGE LIFE.
Most traffic calming measures are detrimental, i.e. humps cause damage to car steering requiring regular correction and chicanes are inherently dangerous. 20mph speed limit might help.
Suggest a 20mph speed limit on residential roads and Carlton Road.
If the spaces were marked from the back of 12-14 Grove Road, every resident needing to park would be able to park one car. Extra cars should be in a garage or in a space not needed by neighbouring residents. Footballing families/rec visitors should be able to use the car park during the day. I believe giving access to residents to the car park would solve anti-social issues and if it is to be opened for everyone then CCTV needs to be in place.
Elmwood is a Private Road used for access and residents only
In Newton Lane it is a race track so calming measures would be useful. Not necc on our road though
The parking adjacent to our property (i.e. at the north end of Newton Lane) is essential for deliveries of goods and the provision of caring and emergency services for the residents Ladybridge Terrace, Ladybrook Cottage and Winterbourne Cottage. Removal of any on-road parking would be a major problem for residents.
Anything to reduce the speed and volume of traffic using the A428. I am conscious that it is an A road but most drivers ignore the 30 mph limit
The high street is far too busy for a village and dangerous to people walking on narrow pavement. The speeding has not noticeably calmed since camera was installed. Narrowing of road in several places would slow it down and even discourage work traffic.
Need more parking not less.
Assume area refers to Norfolk Road
I would support measures to reduce the number of cars parked in Jack's Lane, for example, residents parking, but not to install traffic calming measures, Jack's Lane is simply not conducive to this measure.
The parking issues we see are on the corner of Norfolk Road close to Bamford Lane where parked cars block visibility on this tight corner. Parking on the grass verge in parts of Norfolk Road is still happening from time to time.
20 mph limit as per other villages Road humps
n/a
My answers to question 19 relate to the area of 7 houses in the close at the top of Norfolk Road.
There is a parking issue on the corner of Norfolk Road opposite Bamford's Lane where parking levels are high. Parked cars on the corner reduce the carriageway to single track and visibility around the corner is very limited.
Residents parking is not needed in this area and would be against the wishes of local residents

But we would if parking were not reduced.

The left side lane heading up Station Road adjacent to the A428 junction is dangerous as cars park close to it. Cars turning left from Bedford are immediately faced with obstructing cars.

The parking of 2 vans and a car outside the bungalow at the bottom of Station Road is inconsiderate (especially as they do have a drive which they do not use. There are times when the road is impassable to large vehicles (e.g. fire engines).

Support traffic calming however would not want residents in Carlton Road to lose their roadside parking.

Newton Lane is very difficult and potentially dangerous for pedestrians and it is only a matter of time before there is a road accident involving a pedestrian. If parking restrictions are necessary to support traffic calming and prevent accidents, then this is acceptable.

As discussions with Parish and Borough Council and in petition to the Borough Council there are various options to be evaluated

Speed humps

Chicanes

Reduced speed limits

If you took away the parking in Carlton road all the cars would simply park in May road causing problems for the school.

This depends on how much roadside parking was lost and what the alternative roadside parking would be.

Not if parking was reduced - but I "slowing" measure such as speed humps or a chicane would possibly work - and better enforcement of a lower speed limit (20mph Max) and to move the national speed limit further out of the village, encouraging a slower entry/re-entry speed outside property.

If roadside parking is reduced then it is likely that general traffic speeds will increase as drivers get a clear run with a corresponding increase in risk for both vehicular and pedestrian traffic.

Introducing traffic calming anyway could be considered in order to reduce inappropriate traffic speed.

Parking too close even if it is in a permitted area to the junction of May Road and Carlton Road is a hazard . Would traffic calming measures make this better or worse?

Would only agree with Residents Parking if no additional fees as already pay for right to park on road. The Traffic calming measures are needed without the reduction in parking as the main issue is people driving too fast, being aggressive and not giving way when they should. Speed humps would be best - we already have 3 spaces for people to pull in - there is a 4th between 12 & 11 Carlton Road but this was done in error and instead of being burnt off was covered with black paint that has now worn off.

A number of people in my road seem to have more cars than drivers in their households, meaning that there is quite a bit of 'long term' parking on road.

They would park elsewhere on the grass verges then .

We would only support 'average speed' cameras along Bridge Street and High Street. Other speed calming measures tend to be distractions or dangerous obstructions.

However, I absolutely do not want any reduction in roadside parking. I shall resist that with huge energy. Reduced parking would make life impossible because there is nowhere else to take our cars. We need traffic lights at the junction with May Road and at the bottom of Carlton Road, ensuring one way running to calm down the commuters who use Carlton Road. The issue is not parking. The issue is the heavy traffic from commuters down and up Carlton Road. The High Street Loop needs to be one way clockwise for safe exiting when going west.

By calming measures if you mean to slow down the traffic, Grove Road does not have a problem with the speed of traffic just the issue of parking. It is a fairly busy road at times because of having the recreation field at the end of a no-through road.

Traffic travels slowly anyway

Because we need roadside parking, if you reduce it you are making the problems worse!
Main A428 outside village so doesnt apply really. Would like to see 40mph between Turvey Village 30mph + Station End 40mph
I do not understand why large articulated lorries need to drive through the village.
Carlton Road/May Road
lower Newton Lane should have no long term parking to allow large vehicles to pass easier without damaging the pavements and residents trees and stop congestion.
This would exacerbate the problem, all new properties must have adequate parking or the situation will become even more untenable.
There's no consideration for Church functions, the elderly. I dont see how vehicles can speed around the village with the current parking concerns/ Let alone a fatal accident waiting to happen. At least one collision a month is occurring.
Bakers Close adjoins Newton Lane which becomes business (at junction with the main road through Turvey at peak periods, morning and evening). No problem, generally, with traffic leaving the main road, but entering the main road as it is an off-set cross road (opposite offset road is the road to Carlton) for leaving Newton Lane. Traffic tends to arrive at junction in number due to build up of faster vehicles behind the slowest vehicle during peak times, morning and evening. For traffic on-route to Bedford and its environs (mostly from Milton Keynes). Proposed development will add to problems.
Huge lorries drive to fast and often ride the pavement outside my front door (High Street) as the road is not wide enough for 2 large lorries to pass each other!
As there are parking spaces available the Mill roadside parking is not applicable
It would replace one inconvenience for another one
Any reduction or risk to parking is an absolute no no
Newton Lane is a two way road. If traffic calming measures were introduced it would lead to problems at the junction with the A428 because it is not possible to see round the corner at the bottom of the lane.
An oddly worded question - surely the Question should be - Would you support traffic calming measures? If you do support traffic calming measures then it would be better for the PC to outline what specific measures they have in mind to then permit a considered response. Not all traffic calming would impact negatively upon parking provision eg A 20 mph zone would not result in reduced parking.
I would support traffic calming on the Carlton Road and Newton Lane but only if there was an appropriate solution for where residents can park in close proximity to their properties. This would appear to be a big issue in particular for the Carlton Road.
Speed cameras along Carlton road or perhaps speed bumps should be installed to reduce wreckless speeding up Carlton road as people leave the village. People often hit 60mph by the May road turning
Traffic lights on Carlton Road
Stop vehicles parking on paths by the school.
No idea what would be appropriate or even possible!
Cars drive at or above thirty miles an hour when it is clearly inappropriate to do so.
The parking hot spots around us are May Rd at start and close of school and Carlton Rd
Traffic calming is the beginning of a road to nothing. If people were properly educated and knew how to drive the world would be a better place.
Absolutely not. It spoils a village. I may have parking but many others struggle but at present generally manage. People in these circumstances are often not the ones on the committees that make these decisions but they would really be affected if they had could no longer park near their properties. If future development was accessed from the main a428 , traffic calming could be put in and the extra

parking accommodated for those residences and the extra traffic would not be adding to an already difficult situation on the two other access points in the village.

Currently the Pyghtle is generally ok for parking, however recently overspill from May Rd residents parking there cars in the Pyghtle has increased. If a parking scheme is introduced elsewhere in the village then people will just park there cars where there is no scheme.

Slowing down traffic coming from Harrold/Carlton into Carlton Road. Junction is very difficult to get out of and have to make several attempts to get down Carlton Road.

I have written yes more for the benefit of other roads such as Carlton Road. Question not really relevant to Tandys Close

I do not think it would help or be necessary

Traffic Calming required in High Street

Suggest speed limit reduced to 20mph or less

Current speeding cause for concern to pedestrians and also turning from property onto High Street.

I would support a single file traffic flow system in lower section of Newton Lane leg Winterbourne - Bank Cottages to enable pavement widening to increase the safety of pedestrians. All properties affect have off-road parking

We don't want roadside parking reduced!

They increase noise and pollution and are a waste of money.

Newton Lane yes, traffic speed is expectable in Tandys Close, except for 16B do speed out of the drive onto Tandys Close

We are in favour of reduced parking in Carlton Road

Norfolk Road, May Road and particularly Carlton Road would become fast rat runs if roadside parking was reduced. Hence the need for traffic calming. Also a 20 mph limit throughout the village.

Carlton Road - 20 MPH

Newton Lane - 20 MPH

Zebra Crossing - Bumps on Road (nobody sees people waiting to cross)

Speed does seem to be a factor at times

Any option to manage speed of vehicles along Carlton and May Roads would be welcome

Speed humps in Carlton Road and May Road. Extend the no parking at school times around the school

Not so much calming, as creating more width in Norfolk Road that would alleviate difficulty of not being able to park both sides, plus reduce traffic weaving which is dangerous with small people/children about. Cars are bigger/wider which has made problem worse of more recent years. Norfolk Road is a cul-de-sac so children think its OK to play in the road despite proximately to the Rec! (but parents can keep an eye on them).

Also line of vision would improve slightly if grass verge removed to create width.

Downside - no buffer between road and children

Would you support developments in the surrounding area, that would impose parking restrictions and/or further loss of roadside parking?

Please give details

Many houses in the area do not have private off road parking so it is necessary for them to park on the road. I do feel some households push this issue by having more cars than necessary

There is already a lack of parking in the village and imposing parking restrictions that would lose roadside parking would be ridiculous.

Unless provision is made for residents without off road parking to have somewhere to park.

Lot of residents in Turvey have no other option than roadside parking.

I can imagine parking being a bit of a problem in the village but where we live it's not an issue.

extended yellow lines into Jacks Lane

Extension of the 'keep clear' box

enforcement of the above

As above

Future developments must provide adequate parking on their own site

Already insufficient parking. Create parking on High street & elsewhere as part of traffic calming measures.

Yes, but almost impossible to achieve given the amount of resident on street parking needed. unless you have a carpark somewhere for residents.

See above

Residents should be able to continue parking outside their homes.

This question does not make sense given the impact of other village housing developments are having on village traffic through Carlton Road and Newton Lane. Not aware that the 50 houses in the 2 developments proposed in the current turvey neighbourhood plan would result in any impact on local parking issues given the number of additional car movements over the current high number.

There's not an abundance of parking for visitors, just enough.

Developments in the village area can be controlled by a good plan. If done correctly they could also included parking for school drop off/pickups and could result in a clearer junction at May Road/Carlton Road. If done properly a path could then be made into the back of the school. It would be nice to see a road put in from the top of Carlton Road across to the A428 but this could have problems. This could create a one way system around our village but it also has a potential to be house lined on both sides to cover the cost of this road being built.

Local developments can be controlled and designed with adequate parking and can be future expansion added.

My answers about different measures are only based on the fact that some people care less than nothing about how their parking/vehicle presence affects others. Some are so completely inconsiderate and/or incompetent behind a wheel that it defies belief.

May Road has vehicles parked that belong to residents elsewhere in the village. The speed of some vehicles is dangerously high given the location of a school and other pedestrians.

None

So where would the cars park if there were restrictions?

It depends how those restrictions are applied. People need to park somewhere.

Parking restrictions are impractical as there are no areas to create alternative parking spaces.

In answering this question, I am considering the neighboring streets also, where roadside parking is needed more for those accessing local shops.

Street parking is all we have but maybe there needs to be a car park for walkers and visitors to pub

Around the loop in Turvey. One way system

As listed above
residents have to park a sensible distance from their home and adequate parking should be made available within the planning of the developments.
For those who have nowhere to park vehicles in other parts of the village they need parking allocated. There is so little public transport we need vehicles.
If there are already parking problems then what would be the point in further restricting parking?
Developments should not impose on existing parking in the surrounding areas should be within the development of the new site
Excessive speed within the village has always been a problem, better now the average speed camera fitted but ignored by the PC for many years. Restricting on road parking would just give motorists the freedom to drive at whatever speed they wanted on roads without ASC.
Why would I support loss of parking when I rely on my car to take me anywhere. I am disabled in that I have had two replacement hips and a knee replaced and I need a car for shopping and attending work (I am currently working from home). Having to walk on uneven pavements to the bus stop both in Turvey and Bedford is very, very hazardous and arduous and by the time I have walked to the bus stop I am in too much pain to want to do anything else.
If development means house building the answer is no I do not support however if it refers to parking plans then yes Carlton Road requires some form of limited parking to afford sufficient passing places and sight lines.
Carlton Road is already a very busy road - a new development that will use Carlton Road, will increase traffic flow substantially.
Parking restrictions particularly in Carlton Road and Newton Lane would ease traffic congestion, however, existing residents need somewhere to park and serious consideration needs to be given to individuals with disability who need to park close to their property and provision needs to be made for loading and unloading.
There is no room where we are for development.
Only because bad parking can be intrusive in areas of the village
Loss of any roadside parking in, or around, the "Loop" would result in increased competition for the parking spaces currently available outside our property. This would disrupt the supply of services, including emergency services to residents of Ladybridge Terrace, Ladybrook Cottage and Winterbourne Cottage. It would also make it difficult for visitors to these properties to find parking spaces.
There is no room for developing here.
I think my 250 year old house will be damaged by lorries even more if there are less parking spaces and more traffic
Too many cars already clog-up Jacks Lane. Just to be clear, I would support parking restrictions in Jacks Lane if they would reduce the number of cars parked in the Lane. In the strongest terms, I severely object to any measures that would lead to additional parking being created in Jacks Lane.
Whilst modest changes in parking on Carlton Road would be appropriate viz Adjacent to the junction with May Road where exiting is very dangerous due to parked vehicles obstructing visibility. and the creation of no parking passing bays on the section between May Road and the Loop would remedy many problems.
To expect residents to forfeit their parking spaces outside their homes and be forced to walk some distance from newly created facilities to enable the proposed Carlton Road housing development to proceed is certainly unacceptable. The particularly when other suitable sites are available in the village but not promoted by the Neighbourhood Plan.
Carlton Road is very difficult to travel up and down due to the parked cars, often you cannot see if cars are travelling up the road.

Whilst modest changes to parking on the Carlton Road would be appropriate i.e At to the junction with May Road and Carlton Road exiting May Road is very dangerous as vehicles frequently park close to the junction making the sighting of traffic travelling towards Carton, frequently at speed, impossible. This should be reviewed and a parking ban adjacent to the junction which would allow clear visibility from May Road .

Also passing bays where no parking is allowed are needed on the section from May Road to The Loop this would reduce the frequent chaos caused as vehicles meet in the middle of the long single track created by the necessary residents parking on this section.

To expect Carlton Road residents, to forfeit parking spaces outside their homes and be forced to walk a considerable distance to a newly created facility simply to enable a new development on the Carlton Road to proceed is certainly unacceptable. Particularly when other suitable sites are available in the village sufficient to meet the housing requirement we have without changing the village/residents amenities.

The Carlton Road from May Road to The Loop is, without widening of the carriageway and repair and widening of the pavements currently at its maximum capacity even without the additional traffic and footfall a housing development of the Carlton Road would bring.

The impact on the heart of the village particularly Carlton Road residents,in terms of the environmental effect of HGVs and other traffic on this totally unsuitable road as they service a Carlton Road building site for at least two years while the development is progressed does not seem to have been considered as a downside factor of this site

We use the main village facilities regularly. There are problems in the loop around the memorial and butchers/corner stores/3 cranes. These are accentuated markedly by the businesses in the barns next to the Cranes car park, whose staff take up a large number of spaces, leaving fewer for customers in the day time.

We are also very concerned that the developments proposed by the NDP will result in alterations to road layouts and restriction in parking (despite the patently unsupported claims of the NDPSG that there is some sort of guarantee that there will be no changes).

There inadequate parking spaces in the whole village. It seems to us that Highways should be making changes to the High Street to allow on street parking (e.g. parking bays protected by small protective raised abutments with flower containers etc and priority In one direction).

We also believe that the Carlton Road development will be susceptible to further increases in houses.

The idea of more spaces on Carlton Road near the school and allotments is good.

Any development that increases the traffic load on Carlton Road would make the situation worse.

This is a false question and although I have answered "yes" so that I can continue with the survey. Any development, whether residential or commercial, will have to have sufficient parking provision and there is no reason why this should affect roadside parking.

If provision was made in the developments for additional parking to compensate for loss of road side parking

The ability to park around the war memorial to get things from the shop or butchers is very handy.

Where are you expecting people to park? The problem would just create further roadside parking around the corner.

No - it would be ridiculous to do so - parking is already extreme limited in the village - causing congestion - any restrictions would force parking into other areas/roads - not only would that lead to

unfair congestion for others but I can see real conflict arising with people “protecting” their parking spaces.

Ridiculous idea!

I feel there is a hidden agenda behind this question and it is poorly worded. I presume this question is supposed to elicit some opposition to the NDP suggested sights.

Any development would need to make provision for residents parking within that development. It is unclear why any possible development would need to impose parking restrictions as through routes in the village cater for much larger volumes of external traffic than would be generated by such developments.

I would support No Parking restrictions on the inside bend of Norfolk Road May Road junction.

No developments should be done that would impact on the existing flow of traffic - the new development should come with enough parking for residents and be in a place that is suitable to not impact on the existing residents.

Most residents down Carlton Road do not have off street parking facilities - so removing this would just move the issue into another surrounding street - I also believe having cars parked away from property will lead to an increase in damage & car crime - having experienced this several times over my years of living in Turvey.

Parking is only one factor in considering development needs and opportunities. Providing the Neighbourhood Plan policies are agreed the villagers who park on the roads will have protection that their ability to park will not be compromised. Many people in the village would find that reduced parking in some areas would be a benefit - others would find it a problem. This all needs to be weighed up when the detailed plans are proposed, and a reasonable balance applied.

The parking in Turvey is no more of a problem than in other villages nearby, and all that is needed is some care and attention by both drivers passing through and those wishing to park.

If houses are built on Carlton Road they need their own parking. More parking spaces are essential

We are concerned about the parking in Carlton Road and Newton Lane where many residents have no where else to park but on the road. To reduce parking in these areas without providing alternative parking within a close distance would cause hardship and cause more traffic disruption negotiating these roads.

It would be outrageously unfair, unkind and unwise to reduce parking in Carlton Road. We residents are not the problem. It is the commuters going north and south on our road which cause the issues. Carlton Road is the only easy access to Harrold, Chellington, Sharnbrook, Felmersham, Pavenham, Odell for people from south of the A428. The volume of traffic down our road is large with some very grumpy drivers. Because the Highway Code is only advisory on who gives way to whom, there are frequent stand-offs when people who really should not be going down the wrong side of the road, keep going, thus stopping the people who have a clear road. We have all voluntarily chosen to park on the east side of the road to ensure safe passage for all the buses and trucks. A house roof was damaged by one large truck with the right of way attempting to move over for a rude driver on the wrong side of the road.

I understand that people including residents have to park somewhere and more than ever people have 2 or more cars to park somewhere. As I live near the recreation ground - sometimes people can't use the car park if it is full (usually Saturdays). Could the car park be increased in size to accommodate visitors? Otherwise they park anywhere and everywhere including the grass verges. I don't have a driveway so parking to unload sometimes heavy purchases can be difficult or sometimes impossible!

It would be much better if they were forced to park on the side of the road away from the houses. The view from top to bottom is better.

Parking could be increased by allowing parking bays where grass area is.

More buildings, more residents means more cars. We don't want to lose the roadside parking we do have or there will be nowhere to park.

Its unfair to take away home owner or renters (village residents some elderly) parking from outside their dwellings - just to accommodate a new development in the village that would benefit other that are new to the village. Any new developement needs to add to the village - not take away to accommodate!

Parking in Turvey is hit and miss both for residents and visitors. Bamford Yard area could be investigated as a possible parking zone. It is a derelict area

It is very difficult in Carlton Road especially at school times to get up or down becuase of heavy traffic movement.

My road is a private road and most people are able to park at their own property most of the time. However, in the roads around, (Bamford Lane+May Road in particular) the number of cars parked on the road can cause congestion and can a problem for deliveries - especially relevant during the pandemic as any one elderly + rely on deliveries for groceries.

Don't want less parking areas or permits really but dont want parking on grass.

But only where the development incorporated limited time controlled restrictions. For example loading and/or essential visitor permits at precise times.

Not entirely sure what is meant by 'developments' but it would be helpful to prevent parking on the junction to improve safety when turning in/out of the roads

See above answer to 31

I can't afford to agree to the parking restrictions, limit parking to an hour would be better idea.

Station Road is expected to house many more residents in the future which I feel will need more responsive parking

People on Carlton Road should be allowed to park outside their homes. Imposing parking restrictions would simple save to displace the problem further along Carlton Road, May Road and other surrounding roads. At peak times (school drop off /pickup) congestion along Carlton road and May Road would be even worse if parking spaces are created further up Carlton road and restrictions imposed .

Any reduction or risk to parking is an absolute no no.

Any development in the village must be located in an area that is supported by appropriate access from highways. North south roads across Turvey already have enough problems and these shouldn't be added too with the possibility of imposing restrictions

Parking in Newton Lane is restricted enough at the present time without removing any more parking spaces

Again a poorly drafted & loaded question. The question appears to be suggesting that parking provision would be negatively impacted as a consequence of any development.

This is presumably a reference to the 2 sites selected in the NDP.

Firstly Turvey is required to provide sites for up to 50 houses to be built before 2030. The NDP process has run for 3 years and the consultation process has resulted in the selection of the Carlton Rd & Newton La sites as being the most suitable when judged against a range of criteria, which were agreed by the Turvey community at a consultation event where all villagers were able to contribute. Both sites are self contained and will provide adequate parking within the respective site boundaries and furthermore the Carlton Rd site will provide additional parking alongside the school.

Consequently the question appears to infer that the 2 sites will create problems rather seek to make it clear that the NDP policies seek to ensure that traffic and parking are not adversely affected.

Its odd that the question doesn't seek to provide a more balanced picture.

In our view the NDP process has succeeded in achieving a difficult compromise between meeting the targets imposed on us by BBC whilst seeking to minimise any potential negative impacts upon a range of criteria including Highways and Heritage.

I would support restrictions that allowed residents to have priority to parking outside of their homes. I would not be supportive of removing their right to park outside of their homes, unless an alternative was given in very close proximity.

There is absolutely no alternative parking available for residents of May road and Carlton road where roadside parking is essential and will greatly infringe on ways of life. Under no circumstances should new developments hinder the lives of incumbent locals. This would be unforgivable.

Any developments pertaining to Norfolk Road or Carlton Road would likely cause further traffic difficulties. Increased traffic along these roads could cause a dangerous element to pedestrians and the school. If restricted parking or loss of roadside parking were imposed these vehicles and the problem would just go elsewhere in the village.

There is already too much parking in May Road and Grove Road. Parking restrictions on May Road would force divers to park in Grove Road/Hawthorn Close. Parking restrictions in Carlton road between May Road and the cemetery would facilitate turning right out of May Road during school drop off/collection times. Cars parked between May Road and High Street Loop can be a nuisance especially if delivery vans decide to park across the only current restricted areas. I have recently been forced to back up almost the whole length of that area in the dark because of a Supermarket delivery van left in the only available gap.

Traffic lights on Carlton Road

There is absolutely no capacity for further developments unless each property has accessible parking (vehicles do not need to be juggled for one to leave) for three cars and adequate visitor parking.

No support for developments in the surrounding area due to numerous concerns as well as parking issues. But I would support parking restrictions to busier and more dangerous roads in the village such as carlton Rd.

No, officially I have nowhere to park a car. Why would I support anything to park one half or a third of my car? Unless it was to make room for traffic calming. If we had those big islands and bloated that slow traffic to a stop and cause loads of delays then I'd happily park in neighbouring village and walk back, but until then I will happily crack on as there is no problem.

Absolutely not. The only sensible place to put further development is accessed off the main 428. The research and evidence clearly shows that the access road on carlton road has historically had residents parking and needs to remain so. The school traffoc adds to parking problems, but is only a few minutes twice a day. Carlton road would suffer with congestion and safety with more traffic having to access this road before travelling on to the main road that a development would cause. Newton lane has less requirement for residents parking but is also narrow and a safety issue with speed on tthis road and would not easily support more congestion.

Developments in surrounding areas should have there own parking, any development causing restrictions elsewhere would cause bad feeling. The most ridiculous idea is a development on Carlton Rd which would cause untold further problems as you near the corner shop.

If parking restrictions were imposed in roads such as Carlton Road people would obviously have to park somewhere else, pushing the problem to those areas. Imposing parking restrictions for any reason would again obviously need consideration for where people would be looking for alternatives.

My understanding is that all new properties in the new developments will have driveways or allocated parking, so this is not relevant.

Parking problems would only increase in this case, especially at school drop off and pick up times when the whole road is busy

For all the reasons stated

There is a problem with the construction of this question. It is not meaningful to respond yes or no to an and/or question. Furthermore the phrase 'surrounding area' is ambiguous - Newton Lane? Village South of the A428? Turvey as a whole? The question risks being a leading one - implying that parking restrictions are consequent upon development. In fact all proposed development will provide on site parking for the new houses. Any measures further proposed by Highways would be based on

objectives of improving public safety. A general question of this nature is unhelpful in contributing to the debate about solution finding for some of Turvey's very specific 'pinch points'

Depends on development. They usually include parking I think.

As above

This is an inappropriate question clearly designed to invite the answer 'no'. The question of development is a matter for the Turvey Neighbourhood Plan and not for this survey. Opportunities have already been given at every stage of the TNP for village to make representations on the plan and any effect it might have for example on parking, That plan has now been submitted to the planning inspector and he can have regard to parking issues raised.

Obviously more houses planned to be built is going to cause absolute chaos to an already over parked village.

Definitely not, there isn't enough space in Tandy's Close and especially the drive into the new builds 16a-16b. I've lived in this house all of my life and the new Road makes everything so difficult. The delivery vans have to take branches off my tree at the front to get through to the 16a-16b driveway.

Something needs to be done about parking in Carlton Road.

As an example consider the possible development on Carlton Road. If roadside parking on Carlton Road within the village were to be restricted then Carlton Road will become a rat run - dangerous and too fast. Hence the support of the development cannot be sanctioned.

But how it could be achieved when mostly it is residents parking with several vehicles

Anything to make it safer at the junctions.

This question is not relevant - parking restrictions or loss of roadside parking is NOT a material consideration when deciding on particular development going ahead or not. Most people would answer 'NO' to this question but imposition of parking restriction is not in itself a determinant of planning permission. The majority of residential developments have to provide for adequate car parking, in line with LPA policy, on site.

The question is misleading and shouldn't form part of a questionnaire on parking.

The areas near Norfolk Road and also quite congested with parking and any restrictions (in Norfolk Road) would push this issue into these areas.

If you have any further comments and suggestions regarding parking in your road, or you if have any parking issues elsewhere in the area, please detail below

The village was not designed to have vehicles. Many houses were built when horse and carts were used. This means that Many residents Struggle to Find adequate parking and often block roads making it difficult for other road users to drive past safely. Problem roads such as Carlton Road which have parked cars the full length of road also have very narrow Pavements making it dangerous for pedestrians. Moving vehicles often need to mount the pavement due to there not being enough room and vision of road being very poor.

Newton lane can often be a hazard due to vehicles parked on road and use by large delivery and farm vehicles.

Carlton Road is really bad especially at school times

Stop cars from being able to park opposite driveways on Bamfords Lane. Put double yellow lines on all junctions in the village, particularly May Road to Bamfords Lane, May Road to Carlton Road, Carlton Road to Turvey Loop. Make Turvey Loop one way only or put double yellow lines on the section of Turvey loop in front of Lancelots Piece so that turning into Carlton Road is safer

It would vastly improve the safety of vehicles entering/leaving Jacks Lane, if vehicle parking was only allowed on one side of the lane.

Carlton Road and Newton Lane are both problematic for parking. Adding restrictions to these roads would be unfair for people who live there. They need to be able to park outside or very near to their properties and not have to carry lots of shopping a huge distance.

There was planning permission given by the council to have

I did some to ago, suggests a one way system around the High Street Loop, (it was used recently when we had the water shortage) it worked very well. I approached Mark regarding this, he also thought it a good idea. He brought it up at a meeting, but it was turned down flat!

Parking for cars should be provided for the householders in any new development.

The one way system Anglian water put in round the green worked really well and should be made permanent.

I would be more worried about the other villages plans and the amount of traffic they could produce. Unfortunately Emberton to Carlton and then onto the A6 has become a bit of a rat run. This is mainly due to the traffic from Wellingborough to MK on the A509 getting stuck in Olney. Maybe this could be explored more by the parish council to either getting restriction on these roads or the Turvey bypass back on the national agenda.

Maybe a new road added to the village which could then create a one way system around the key roads in the village.

Carlton road and May road junction.

If residents of Carlton road continue to block access to the north of the village the very least that can be done is to provide a mirror for turning out of May road that gives a view towards the left down the offside side of the road.

This would reduce the number of times you have to pull out only to find a straggler coming up Carlton road and cause traffic from May road having to backup and try again. (Usually whilst small children are trying to cross May road.)

I was dismayed to see that the neighbourhood plan had allocated an area, alongside the development proposed for Carlton road, as a shrubbery to hide the development and not a series of parking spaces for school traffic and Carlton residents, thus reducing some of this issue.

Carlton road. To much traffic for small road.

If I didn't have a garage, I would have difficulty parking in my road most of the time. But currently it just about works. The parking issues for me are at junctions: May Road- Carlton Road is the worst,

also at Lancelot's Piece which is the junction at Carlton Road and High Street. Cars/vans parked on corners and junctions reduce visibility.

This has been looked at on several occasions in the past. Whilst there are undoubted difficulties in some parts of the village, solutions are just not there as there are very few alternatives (unless The Laws and Fyshes car parks were commandeered which is of course very unlikely)

We all know the Carlton Rd is bad but any restrictions would cause even more havoc. Pay and display may help some areas to help distribute vehicles more widely other than legitimate permit holders if additional parking cannot be created in the main area of the village. This does not necessarily help the pub which is already impacted by lack of parking.

larger vehicles are parking on bends and corners restricting your view when trying to exit a junction this can be dangerous when attempting to pull out of may road into carlton road, this also applies on the bend where may road meets Norfolk road making access to dwellingd for larger emergency vehicles imposible.

Newton Lane and Charlton Road residents need safe parking spaces, not necessarily on the road. What is planned for the land that was allotments behind houses in Newton Lane?

parking on newton lane , carlton road already difficult its bad in places to see at junctions at times , speed is also an issue on both those roads maybe a 20mph could be introduced but will need enforcing

Why does the Parish Council not ask the Recreation Committee to extend their parking facilities? It is often a comment in Grove Road that if a member of the Parish Council lived in Grove Road then the parking would be sorted out.

There is plenty of space in the recreation ground to extend the parking - if only they removed the telegraph poles stopping vehicles driving on the grass. It's annoying that the Rec Committee won't allow cars to drive on their grass but the effect of what they are doing makes non-village residents park on our grass.

Some corners such as Grove Road/May Road do not have dropped curbs for pedestrians and often have parked vehicles on them.

Considering the number of vehicles parked at the roadside has the impact of electric charging been investigated?

One of Turvey's charms, that of being an old village, also has a major drawback in that there are too few off road parking spaces for the majority of properties so on-street parking causes congestion particularly affecting Carlton Road, May Road, High Street Loop, Jacks Lane and Newton Lane. Trying to reduce the number of cars in the village by encouraging people to use public transport is a non-starter because of our minimal bus service which stops from Bedford just after 6:00 pm. Serious consideration needs to be given to the provision of additional off-street parking. Use of the Fyshes car park if permitted, would help but it is not near where the need is and egress onto the A428 is challenging.

*mark parking bays in the road adjacent to the rec

*manage double parking at top end of grove road

*clearer visibility needed May/Carlton Road Jct.

The on-road parking between Nell's well and the A428 is frequently used by visitors to Turvey - particularly those intending to go on walks around the village. Parking for visitors is scarce and more needs to be provided. Visitors should be encouraged, since they bring custom to the shops and pubs.

THE GOAL OF THE TPC SHOULD BE TO PROVIDE MORE PARKING IN THE VILLAGE NOT LESS

With the Neighbourhood Development Plan in its current form, any building at Mill Rise will result in the imposition of a single lane section at the north end of Newton Lane with the immediate loss of at least 10 on-road parking spaces. This will have a massive negative impact upon the residents and it

will pose serious road safety issues. The loss of the of the on-road parking will inevitably increase the competition for parking spaces in the "Loop" and exacerbate the existing parking problems there.

The number of vehicles parked along the road to Newton Blossomville in the evenings/weekends restricts traffic flow. It is a narrow road and there are bottlenecks frequently

I understand that we are living in a yard that has no parking so some of the questions don't seem suitable.

we need more parking spaces for the businesses and residents not more housing.

There is the well known issue of parked cars in Carlton Road plus the difficulty and, sometime, danger of turning from May Road into Carlton Road due to large vehicles and cars being parked on Carlton Road at the junction with May Road.

I'd like to reiterate that I strongly object to any measures that would lead to additional parking being created in Jacks Lane. There is already an issue with health and wellbeing for the residents of the Lane as quality of life is being eroded due to the already large number of cars parked in Jack's Lane.

Frankly, it's like living in the middle of a car park. Beautiful old cottages are surrounded by cars owned by people who don't even live in the Lane.

I'd wholeheartedly support residents parking only in Jack's Lane.

Carlton Road is a very sensitive issue for resident existing situation in respect of the road and the pavements neither of which can take additional traffic/ pedestrians safely.

We have private parking at the Mill so do not encounter any parking problems, Mill Lane is a single track road so parking is not permitted.

As mentioned above Carlton Road is a big problem to travel on and I would suggest the road going past the butchers, three cranes & shop is made one way.

N/A

Large German cars on a Saturday morning parking like they own the roads!

Suggest parking permits used.

In our view any increase in traffic flow on both Newton Lane and Carlton Road as a result of proposed developments is not sustainable given the need for residents to park on these two roads. We support the idea of resident parking permits in order to reduce the number of vehicles parking and would also wish to see greater no parking zones at junctions. Consideration should be given to: a) installing a 'convex mirror' at the junction of Carlton and May Road to allow improved visibility of traffic approaching from the loop and b) introducing a 'single file entrance' into the village on Carlton Road with priority given to vehicles leaving the village.

A village as old as Turvey was not designed for mass car ownership and parking will always be a problem.

If number of parking spaces could be made available on the High St this ease pressure elsewhere, help Central Stores.

The need for more parking should be considered alongside the proposals for:

More housing (neighbourhood plan)

Additional business use

Traffic calming/speed restrictions

The Roadside parking along The Carlton Road (and the corner of May Road during School drop off and pickup) can cause major problems travelling in and out of the village but is a difficult problem to solve. Residence need to park somewhere. It is narrow and it can be difficult to pull in if you don't have priority and sometimes it is necessary to drive up the kerb. The traffic in both directions can be moving fast. Pulling out of May Road onto The Carlton Road can also be testing.

We also need to consider the impact of housing developments (especially if they are not ring fenced). More housing means more traffic using this country road. Serious consideration must be taken as to how this will change our VILLAGE and to keep people safe.

Around the village shop/pub/church area - there is clearly an overload of parking here; parking on pathway; parking directly opposite a Carlton Road; many issues in this area are highlighted during busy periods/school bus runs etc.

If more vehicles are "forced" to park in this area then the village as a whole will suffer as shops will lose passing trade - we need passing trade to support our village shops.

The loop outside the corner stores should be made one way and the parking on Carlton Road needs to be looked at as it can be very difficult to come down Carlton Road when turning out from May Road. So residents don't lose parking outside their house perhaps the parking could be split across each side of the road to give better visibility down the entire stretch .

At times, there can be conflict between vehicles using the High Street loop and parked vehicles particularly in the vicinity of the Carlton Road junction.. Consideration could be given to introducing a one way system with traffic moving from Cranes Close past Carlton Road and out on to the A428. This would reduce potential conflict and would allow for a rational parking layout to be installed.

The situation on May Road and Carlton Road is getting more and more dangerous for drivers and children going to and from school.

Down by the shops I think it should be a one way system - thus accommodating residents and people to park for shops and creating a free flow for traffic. This was implemented recently for Anglian Water when bottles had to be collected and worked very well. It's not the resident parking that causes the issue it is the events that are held in the village and bring people from outside the village that causes the problem.

Perhaps the PC should be campaigning for a bypass around Olney, which would stop our village roads being used as a 'rat run' for people travelling to Milton Keynes.

It is difficult to find a parking space on Carlton Road if returning home later in the evening as many are taken, sometimes I then have to park either down by the shop or on May rd.

Limit houses to 2 cars allowed.

Parking on Carlton Road is a major problem in the village. People living there have to park near their homes, but the volume of traffic on the Carlton Road makes turning onto the road very dangerous. Traffic calming should be considered for this road, and any options to restrict traffic should be considered. The loop at the bottom of Carlton Road should be made one way.

The post office van/s which have to park outside The Central Stores during the busiest times in the morning do hold up the flow of traffic and cause some disruption. We cannot see any alternative to this, however, as the staff have to carry heavy sacks of mail from the vans into the sorting office at the back of the shop as part of their very busy schedule. There doesn't seem to be any alternative; if they parked in the Village Hall carpark, for example, the vans would be too far away from the sorting office.

You would be treating your residents very unfairly if you reduce parking on Carlton Road. We have very little off-road parking. We have two people with disabilities who need their cars to be close. We have one family with a child with a disability who need the car to be close. We have a mother with a baby who needs the car to be close. We have three people who run their businesses from their homes who need their cars to be close either for loading/unloading or to respond to call-outs. The H bars across drives which were placed incorrectly, and not in line with your own guidance, were temporarily corrected but sadly the black paint has worn off showing the incorrect white bars thus causing great confusion and reduced parking already. The H bar spaces provide sufficient pull-in space for cars to pass. It should be noted that the pull-in spaces have ensured significant damage to our cars already for those of us on either side of them. My front bumper is damaged every week by commuters pulling in too closely thus hitting my off-side front bumper with their near-side back wheel or bumper. Few of them put a note of apology on our cars. We need traffic lights between the junction with May Road and the bottom of Carlton Road at the High Street Loop with the Loop one-way clockwise.

I would like to see a smiley face for those that observe the speed limit.

How about the needs of pedestrians being taken into account for a change rather than car owners. Newton Lane pavement is a disgrace. The surface is - damaged by farm vehicles with impunity, is so narrow that passing vehicles are dangerously close and covered in slippery debris as TPC doesn't sweep it. It is used by parents with buggies, dog walkers and a mobility scooter user. Regardless of development, it should be calmed and the pavement widened.

I have bought up this issue of parking on the green spaces in Grove Road two or three times with the borough council. I hope now this will be addressed also the parking on the junction of May Road and Grove Road. The rule about parking so many metres away from a junction doesn't occur to some people.

As I don't own a car and have an allocated parking space for a visitor I'm personally OK. I have left some questions unanswered because of this.

On Q12: Parking on Pavements is usually considerate and space is left for pedestrians. It is difficult for drivers to exit their properties and get onto the High Street at times; others are usually aware of their problems and show consideration. Obviously it would be pleasant to have less traffic in the High Street (as we discovered during lockdown!). But I think this is beyond the scope of this parking survey!

Carlton and I guess Newton Blossomville Rd difficult for driving but understandable as parking, generally, residents. However, needs to be borne in mind when new developments being considered.

Junction of Carlton Road to May Road

Using a wheelchair is nearly impossible owing to the state of footpath down Carlton Road.

Parking by residents in Carlton Road, sometimes difficult to pass as only half of the road is available to drive on. Often bottlenecks with vehicles coming both ways and trying to pass. Vehicles mount the pavements which has caused them to slope/sink, making it uncomfortable to walk on, and possibly dangerous. Parking at the end of Carlton Road by drivers visiting the Corner Stores can be hazardous.

The questionnaire rightly focuses on parking as it is currently experienced in the village and, as such, will help any review of the village plan going forward. However, the results, when gathered, will hopefully draw attention to any known upcoming developments.

For example, Road Parking at station end is currently at an acceptable level and can accommodate visitors and weekend walking groups. But, while the planned development at Station Rd is welcome I fear its impact on the A428 junction appears to be underestimated and may result in imposed parking restrictions at the T junction and in the service road to accommodate the traffic increase. Further if the possible development opposite Priory Cose on the A428 goes ahead additional pressure will be placed on the safety of cars exiting the Station Road/Bedford Road slip road and further threaten on street parking. **I declare an interest!

The issue for us is not being able to park on the High Street at all.

It is extremely difficult to drive up and down Carlton Road, particularly from May Road towards the High Street. Visibility is poor pulling out from May Road making it extremely likely that it will be necessary to back up into May Road if vehicles are coming in the other direction. It is particularly challenging when meeting a large vehicle which may well be struggling to pass the parked vehicles. However, we feel very sympathetic to residents who wish to park outside their homes! It is also challenging to cross Grove Road at the May Road end as a pedestrian, due to parking on the junction across the end of the pavement, albeit on the road. Walking up the pavement on Carlton Road towards the allotments can also be challenging due to cars parking with two wheels on the pavement causing an obstruction.

Take bins off road, build accessible parking for houses. Compulsory purchase some land and build a proper car park

Please see notes over. Would you please try to resolve the ongoing issues before a fatality occurs or a business closes for good.

Too many car's park on May Road. Carlton Road no visabilityor car's blocking view on - the side's corner's hard see car's often come fying by very dangerous (no car should be parking should be two way flow)

Carlton road is unsafe for pedestrians and road users. The path is too narrow making it dangerous to use as many larger vehicles are forced to mount the pavements to drive up the road.

The junction from May Road onto Carlton Road is unsafe as cars are always parked close to it. If you are trying to drive down towards the village you have to tentatively poke the nose of your car out to see if it's clear to drive down.

Being a notorious driving nightmare in the area many motorists speed up/down it to avoid being forced to pull in between the parked cars while others bully their way up/down causing other to have to reverse to make room. It is a wonder more accidents haven't occurred and it'll only get worse when potentially other 50+ cars are using it daily to access their new homes planned for the fields towards Carlton.

I don't think the residents of Carlton road should lose the right to park in front of their houses but something needs to be done to make the road safer for use by all.

It would help if junctions were kept clear of parked vehicles. Pulling out of May Road is very difficult due to the vehicles being parked so close to the junction with Carlton Road.

Likewise the T-junction at the bottom of Carlton Road with the High Street Loop, can be problematic. *IT IS TIME TO MAKE THE HIGH STREET LOOP ONE WAY* in at Bridge Street end out at village end.

Prior to moving to Barton and Royle, I lived happily in May Road at Gatehouse. I had problems there with people parking on a small verge in front of the house. Quite often in front of small gates, preventing me putting my car in the garage.

Grove Road/May Road - vision impossible because of vehicles parking on and around the vision splay - frequently occurs in both directions.

The residents of nos 9-19 Grove Road have private parking spaces in front of their garage block.

However, a number of them have more than one vehicle which they have to park in the "public area". Consequently there are times when visitors/trades people find difficulties in parking.

There have been problems in the past with vehicles encroaching onto the private space by the garages while sports activities have been going on in the stonefield.

On previous page I have referred to the yellow lines (are they of a standard that makes them legal? They are unusually narrow).

I have two objections to them at present.

a) They are not currently 24hr - but are necessary all the time.

b)They need (badly) to extend a further 10 to 15 feet along Carlton Road so as to allow cars turning into Carlton Road from May Road to look down Carlton Road (past the parked cars) AND then to pull over to the left if necessary (i.e. if there is an oncoming vehicle). Cars emerging need to pull over to the right to see past cars (but if there is a car coming you then need to pull back into the left!)

Parents parking during drop off and pick up at Turvey primary frequently causes congestion and dangerous obstructions along May road making it difficult for drivers turning to see cars coming from Carlton Road

Any new development in the village should have direct access onto the A428.

All historic villages suffer problems to a greater or lesser extent with 21st Century volumes of road traffic.

As a family we recognise the essential trade off between accepting a less than ideal road system with all of the benefits of living in a beautiful historic village.

We would suggest that the PC consider the imposition of 20mph zones on both Newton Lane & Carlton Road as we believe this would have a beneficial impact upon traffic flow and hopefully engender a more considerate response from all road users.

Our driveway is accessed via the village war memorial square and generally we have no issues. The square can become congested when lots of cars are parked; this concerns me on occasion that emergency vehicles (eg fire engines) would struggle to access our property. If the Carlton Rd

residents were not allowed to park on the road outside their homes, I would be concerned that their only (understandable) option would be around the war memorial, which may well become too congested and block our access as well as impact where others (eg customers for butchers, shop abs pub) could park.

Parking for residents on the street must always be respected

In general apart from the issue already noted we are happy with parking in our part of May Road however our main concern is the speed and manner of driving along Carlton Road between May Road and the Loop.

If the council would renovate the garages in Hawthorn Close more people may rent them. Trouble is they and the garages attached to Grove Road properties are not big enough for some of the huge cars of today.

Traffic lights on Carlton Road and no parking restrictions on the turning off the high street by Lancelots peace by the post office.

Most questions, particularly 17, 19 & 21 don't really apply as our road is almost entirely single track with no pavement, so on-road or roadside parking is impossible for everyone at all times. That isn't caused by any external agency or inconsiderate parking by others - it's just the way it is!

Severe parking issues on carlton Rd. Having to use the junction of May Rd to carlton Rd numerous times a day, visibility down carlton Rd from the junction is non existent. This is due to parked cars too close to the junction, completely obstructing any view down the road. This is extremely dangerous as this results in having to pull out from the junction onto potentially oncoming vehicles that you simply cannot see. Also on numerous occasions due to no visibility down the road, when leaving the junction there have been oncoming cars unable or unwilling to pull into any spaces available on the road. This results in having to reverse back up the road and back to the junction, which could potentially cause an accident with other cars or pedestrians. Also at the bottom of carlton Rd cars continually park opposite the junction and on the corner, once again posing potential collision points and makes it unsafe pulling into or out of the junction.

Patking for the majority of turvey residents at present is generally manageable with give and take between neighbours. In a village residents need to work with each other including sharing spaces and driveways etc e.g. when neighbours go on holiday and when neighbours have visitors. In fact communicating with your neighbours can promote harmony in a small village. We must work together. There are a few really large properties in turvey whose land as a percentage of the village is high and who never have to even consider where they or their visitors will park. They are indeed privileged but for so many residents this is not the case but if we work together, we can manage. However a new development should have ample parking for its residents and they should be able to access the main road without having to travel through the smaller access roads on Carlton rd and newton lane

Carlton Rd from the corner shop to May Rd is becoming increasingly difficult to negotiate.

When the school is not in use, allow residents to park in their (the school's) car park as long as they are moved before 7.30am weekdays. Parents during weekdays park over the paths in peoples drives, double park to drop off children, cannot leave house from 8.30am or return home 3.15-3.30pm as cannot find anywhere to park during term time. Not enough parking for residents in Carlton Road. Good idea to paint parking bays along May Road so people use all the space up, so people just dump their car (all weekend) taking up two or three spaces. The larger the cars the more they will not give way. Even if you have right of way, have been subject to road rage down Carlton Road many times. Car go up onto pavement to get passed each other.

There are some council garages up Mill lane behind the Fyshes car park. Some look in a slightly delapidated condition (rusty doors) suggesting they may not all be in use. If any were available they could help to ease parking in places like Tandys, if only slightly. There were rumours a couple of years ago that there were house building plans for the site - I dont know if they are still ongoing.

Many people around here do not have a garage (including me), usually I am able to park outside, but on rare occasions I have to park elsewhere, this is usually due to the work related vehicles or people parking their cars and taking their dogs for a walk.

The corner from May Road into Norfolk Road is commonly used for long stay parking (including overnight) many several large vans, this includes weekend, not all of which belong to the people in the immediate vicinity. It would help a lot if something could be done about that.

Suggestions for High Street
Double yellow lines at corners
Limited parking times
Restriction on very heavy vehicles
reduce speed limit
no pavement parking

See all previous comments - to be included here.

Grove Court is an unadopted road for which residents are liable for repairs. There is no on-road parking

May Road is short of off-road parking facilities as is Carlton Road and parking by cars which are dropping off and picking up children exacerbates the problem albeit at limited times.

As residents of Grove Court, May Road, Grove Road and Norfolk Road are well aware, ingress and egress to Carlton Road is fraught with danger!

Residents of Carlton Road and May Road without off-road parking facilities require attention and consideration of a plan to provide such facilities.

These problems are not new and have been apparent in the more than 20 years of living here. Any new development MUST provide off-road parking as proposed in the Neighbourhood Development Plan.

Parking on narrow pavement should not be allowed.

We would like applications for off road parking to be received favourably by the council.

Living in Barncroft not all questions apply but my main concern is Carlton Road. Who wouldn't like a £1 for everytime you have had to reverse back up when trying to enter Carlton Rd from May Rd. We would be quite wealthy!

Unless you pull out into the middle of the road, visibility is impossible because of parked vehicles. With possible more house being built towards Carlton, it is going to be a nightmare. Unfortunately I cannot walk far so need my car to go to corner stores and the butchers with cars parked from I believe office workers and visiting walkers. I understand the office workers it is difficult, but the visiting walkers could park in the layby the other side of the bridge.

Most of the houses in Tandy's Close have a drive except for 2 houses in the middle of the close; the council offered to put drives in for council tenants a few years ago, but a few declined the offer, most families excepted. This would help a lot if they had drives. These houses that declined are mostly in the middle of the street and one of the houses have 2 sometimes 3 cars parked on the road. With the threat of have 2 more houses built in the close down the drive it would be absolute madness, they will have to fly in :-). There's a possibility I could lose a corner of my land at the front due to traffic access. Very worrying indeed.

Information supplied in other sections.

Bridge Street:

On road parking not an issue really as it the main A428 and in parts too narrow to park. Volume of through traffic can pose problems for building maintenance.

High Street Loop

Needs to become one-way system as laid out by Anglian water mid-september. Worked Well.

Carlton Road - driver cannot see vehicles coming from village end so has to stop or reverse.

Visitors to Bridge Street tend to park at Three Fyshes car park - which is short term and the pub turn a blind eye. There are times of the day of course when its not used by patrons anyways.

Large vans and other vehicles are sometimes parked on the corner of Norfolk road and May Road/Bamfords Lane junction. Although visibility is reduced, the presence of this hazards acts as a traffic calming measure.

Despite the notices on the lamp posts and sign posts in Norfolk Road and May Road forbidding parking on verges and pavements, this still occurs causing difficulty for pedestrians, push chair and wheel chair users.

Our main concern is the May Road/Carlton Road junction, particularly at school times. Vehicles are not parked in accordance with highway Code Rule 239 which states do not park facing against the traffic flow, and you MUST switch off engine, headlights, foglights. Rule 243 states DO NOT park within 10 metres of a junction. Visibility at this junction is limited and parking near it should be restricted. A STOP sign for Traffic emerging from May Road would help to emphasise the danger.

Should parking restrictions be imposed elsewhere, consideration must be given to where vehicles would park instead. Alternative off road parking must be found. What is the occupancy of the garages in Hawthorn Close?

The junction of May Road with Carlton Road is a highly congested (parking) junction which restricts the sightline of anyone exiting. One has to exit with extreme caution and it would be highly unusual not to spend 5-10 mins waiting or reversing back up Carlton Road whilst traffic come up the road from the High Street Loop. Some drivers (not usually from Turvey) are extremely aggressive in Carlton Road. I understand that the residents in Carlton Road mainly do not have off road parking and that no one who has a baby/small child/shopping (or all 3) wants to park a long way from their home. It would be great to find a solution that does not involve traffic lights or yet more pollution with street furniture. Perhaps reduce the speed limit to 20 mph on this section of Carlton Road, or maybe more average speed cameras helps too. It is a difficult challenge because the majority of Turvey homes/families exit down this road - It certainly does not need additional homes in Carlton Road to add to this problem.

Do you think the questionnaire has met the criteria mentioned above and enabled you to get your views across?

Please provide details

Yes I feel that the questions asked have met the criteria and have enabled me to get my views across.

Parking is fine on my street. In the village it is very different! Parking around Corner Stores is terrible with constant illegal and dangerous parking (opposite junction).

It's vitally important that the village maintains roadside parking, specifically along Newton Lane and Carlton Road.

No other comments

No issues

This questionnaire is only useful, if findings are reflected in some action

Not much chance to comment about the parking situation in the whole village.

It has enabled me to highlight the inconsiderate parking outside my house

Parking has been a point of contention for a long time in this street and this village so it is good to know that this is to be investigated along with other parking issues in the village

I think that parking and traffic flow on Carlton Road is well known
Designated and enumerated parking places outside our houses would be helpful, and if space is not available outside their houses for second cars, those residents should park elsewhere.

This is a very serious problem, we have cars parked for weeks on end outside our house. We don't have a clue where they have come from.....

A minor, but irritating, point, is when people (usually tradesmen) park on the grass verge. Possibly some signs to discourage this.

The questionnaire seems to relate to possible developments off Carlton Road and Newton Lane. Most of the questions were about my road, where there are no parking issues. This probably could be the same for a majority of residents. Why not get down to the nitty gritty of how any traffic calming would probably be at the cost of the residents who are able to park outside their own homes, give details of such calming methods and how the current traffic flow will be effected.

Current parking issues are due to a significant number of houses having been built prior to the advent of the private car and so not having any off road parking available. Consequently those households have to find a place to park their cars, for example Jacks Lane, along the High Street Loop and around the War Memorial. Something which any householder must be aware of when purchasing or renting a property without off road parking.

I do not believe it has anything to do with any new development, which would be required to provide sufficient off road parking within that development as part of the planning process.

Hence, I believe this issue should be treated as separate from the Turvey Neighbourhood plan.

I don't think the road I live on needs any parking restrictions.

Overall the questionnaire was good but some questions were a bit long and unclear.

A good easy to use questionnaire if you have good computer skills.

I asked my Brother who holds a Court of Protection Deputyship to fill this in for me.

The safety aspect of this issue has not been covered.

At times the north of the village is cut off from emergency access by fire and/or ambulance, from the Main access (A4280).

Bamfords yard is not an acceptable emergency service alternative.

Parked cars are problematic on Carlton Road as turning out of May Road onto Carlton Road you often are unable to see if any traffic is oncoming. This is horrific during school drop off and collection times. Traffic travelling in the direction of Carlton on the Carlton Road between May Road and the Loop is

often to fast. The parking at the junction of Carlton Road and The Loop is dangerous and illegal - yellow lines should be painted here.

I have said enough about the inconsiderate behaviour of some road users in the village and the hazard or danger they cause whether by their parking or their speed.

We will watch with interest any further developments following your deliberations.

Covered most areas of parking that needs addressing

The questionnaire met 90%, but didn't ask for my opinion on possible solutions. It's very difficult for a village designed for people on foot and horse and cart to easily adapt to modern 1-3 car households.

We are fortunate to have ample off road parking facilities

Reasonable length, opportunity for free text.

Surveys are useful although they can raise unrealistic expectations if there are no solutions available.

I think the fact people can respond online, or via paper forms, gives everyone the opportunity to get their views across. Thank you!

Without finding new space there will be significant losers in the main High Street area whether resident or business. Residents need to consider the impact of restricted visitor parking on the viability of local businesses within this area. All parties must make compromises to retain a viable centre to the village.

In my opinion and where my road is concerned I believe the questionnaire has served its purpose. Thank you.

sometime questions can have more than one answer ,however I have managed to rectify this in the additional boxes.

Reference visitor parking - impossible to answer yes or no - mostly it's ok, but sometimes there are problems with visitor parking

The results of this survey will be useful to inform future developments of land

Seems to be comprehensive.

turvey will always have parking issues , ie too many cars in some streets but its common to lots of small villages , lack of consideration is the biggest issue in where or how some are parked on footways , junctions ect , maybe its time to reconsider one way on the loop too ???

Good questionnaire

We don't have a problem in Laws Close. However some streets in village clearly do. Parked cars do slow traffic down. It would be extremely unfair to prevent people parking outside their own home, which they done since they moved to area.

My general comment is not on parking but the speed people drove past the three cranes at all times of day. It is often single lane passing due to parked cars and people regularly drive past at speed.

Satisfied that the text boxes don't appear to have a limited number of typed characters.

On a separate issue - sorry - but my daughter commented today that with the floods Turvey should have a sign as cars use the Carlton Road to travel to Carlton and Harrold - end destination being Sharnbrook Academy - if there was an automated sign (as at Carlton) then drivers would know not to come through Turvey but to carry on to Lavendon and use the back road to Harrold.

The only suspect question was the one relating to development as it wasn't clear if it referred to housing or parking development.

Parking in the area where we are is fine; it is the area around the post office that there are problems and trying to drive along Carlton road. The area around the "loop" should be a one way system and cars banned from parking at the junction with Carlton Road. There also needs to be some off-road parking provided for the residents of Carlton Road as coming in from Carlton to Turvey can be a real problem.

All the above is rather superfluous at the moment, though, with a 20 mile detour for us at Station End

to get to the village due to the Anglian Water works. Whilst I know that the work is an emergency caused by the Gas contractors digging into the water main I can't believe that the road has been allowed to be closed for a month and that Anglian Water have not given us any information.

The focus of this questionnaire seems to be on parking on the resident's road and less on the general parking issues throughout the village and the impact these have on getting in and out of the village, particularly at peak and school times.

I don't have a huge issue other than neighbours not using the spaces that we have fairly. It's unfair that our only car cannot be parked outside our house because our neighbours are 3 or even four car families. Especially when some drivers take up so much space it is impossible to get the car in at all

The only comment I have is it asks about vehicles at address. I have two motorcycles which are garaged and do not affect the parking issues.

I am lucky because Elmwood is a Private Road. I understand other parking is a major issue in the village.

The Parish Council should have conducted more surveys like this one before, and during, the development of the Neighbourhood Development Plan.

Very useful with plenty of opportunity to get my views across even though I don't really have a parking issue most of the time. Be good to expand it/have another survey regarding road usage and state of the roads at some time. I do appreciate being asked my opinion

It is a very difficult situation as these places were built in a time before cars.

I wish we didn't have to rely on them. Maybe if public transport was more affordable and accessible.

well done

Would have welcomed a broader survey of traffic, in general, in Turvey.

The survey is a little ambiguous. It states that parking in the village is problematic, but isn't making it clear if the intention is to alleviate this problem by creating more parking spaces throughout the village.

I understand that you want to gauge how problematic the parking situation is, but what will you do with the results of the Survey? What is your intention... is it to destroy the lovely road and lane verges, and accept the negative impact this will have on the wildlife living in the hedging and wild shrubs of the verges in order to create car parking spaces?

We live in a village because we've chosen to enjoy country life, which includes the beauty of the trees, fields, wildlife and open space, not because we want to live in a village where our living area is allowed to transition into something resembling a car park. If additional parking was created, Turvey would no longer be a pretty village in which to enjoy life, it would be an eyesore of parked cars lining the roads and lanes.

I would appreciate some initial feedback direct to my email address to understand what you envisage could be done to alleviate the problematic parking that you state exists as, I'm assuming, you must have thought about some sort of solution prior to sending out the survey.

The underlying issue is the Carlton Road. The situation regarding parking and pavements is unsatisfactory as it is at present. Minor changes could improve things somewhat but to consider increasing traffic initially with the associated HGVs traffic servicing any housing development on the Carlton Road, probably for at least two years and then the implications for traffic and footfall if that site remains the first choice in TNP

The point made above about residents losing their parking seems very unfair on them while other development options without these problems for the village are available.

I would add that parking for some residents in Turvey is a huge problem, because we have private parking we do not encounter any problems however travelling through the village on some of the roads is problematic due to the parking and volume of traffic.

Parking for me (in Barncroft) - off road - is fine except access from May Road can be tricky. It's parking in May Road that causes problems for visitors.

Concise, unambiguous and yet allows full expression of views.

Not enough detail?

Easy to complete and text boxes allowing further explanation of answers is good.

I understand that not everyone has access to complete the questionnaire online however I feel as though it's a needless waste of paper to have sent the full 5 page document to everyone. Perhaps in future there could just be one page with the QR code and details of how to request a paper copy if needed? Just a suggestion so we can be more environmentally friendly.

It is stated that the purpose of the survey is to inform decision making about possible changes; however, it is unclear what possible changes could be made or why such changes have not been made up until now. It further states that the survey will provide "useful feedback before the Neighbourhood Plan referendum" but it is not stated how this feedback could possibly be used before the referendum or its relevance to the NP. It is clear it will be used to try to discredit the NP by disgruntled members of the PC who disagree with the NP process.

Questionnaire was comprehensive enabling full personal view of parking situation in our area.

The survey goes a good job in gathering the availability or lack, of parking in the village. There are opportunities to enter individual parking circumstances within the survey. Well done.

Parking is always going to be a problem along the Carlton Road. Can we resolve the traffic issues on the Carlton Road caused by the parking? It's not going to be easy and could possibly become far worse.

The questionnaire was easy enough to complete.

However, question 21 is a leading question to which there can only be one answer. Perhaps the question should have read "Do you think there should be parking restrictions and/or loss of roadside parking imposed if there are nearby developments and if so why?"

In a few places I would have liked a third alternative to just Yes or No

Just about the right number of questions and free text opportunity to confirm.

Question 18 is ambiguous, and a leading question, unlike the objective and factual nature of the rest of the survey. There are many possible reasons why an individual may answer either 'yes' or 'no' and it won't be clear from the answers whether people are objecting to development, want more parking restrictions, or fewer restrictions.

It is also based on a false premise, that development would restrict parking. The Neighbourhood Plan clearly sets out a policy to avoid this happening.

It was easy to answer and didn't take too long hopefully you should get more responders

Simple yes / no answers but really prevent the actual picture being visualised.

More people are parking in the village, ie May Road, presumably as a result of an increase in working from home.

It is important that the Parish Council is fully aware of the problems caused which are increasing.

We have been able to draw attention to the issues which we feel are of concern even although we ourselves do not have any parking problems.

Your forced choice question was deeply unfair. No-one in Carlton Road wants to have parking reduced in our road. All drivers and pedestrians who use Carlton Road would like some traffic flow control, not traffic calming measures. They are not the same solution. Speed bumps for example would be deeply unhelpful to the school buses, ambulances and commuters. As it is, large vehicles

frequently mount the western pavement which is why you had to replace missing bollards outside Corner Stores two weeks ago and replace the damaged granite pavement set at the junction with May Road. You may be aware that about two months ago, a speeding commuter going north (who had right of way but was exceeding 30 mph) crashed into the telephone pole at the May Road junction having collided with a cautious person turning north out of Carlton Road who on first checking, saw no car in the road but was surprised by the speeding car after having made the turn. The pole was so loosened that the two households connected to the phone network by that pole were disconnected for some time. The pole was being reinforced.

TPC should be ashamed of this misleading survey. Firstly it misleads residents about TPC intention or ability to improve parking. Turvey is an old village with ever increasing car ownership, there is little that can be done without impact on someone. Secondly, clearly the only purpose of the questionnaire is to ask questions 17 and 18. Utterly leading questions designed to elicit only one response and to scare residents into thinking such developments are planned. Shameful

We notice some areas of Turvey have parking problems such as Bamfords Yards, Calton Road and Newton Road. Although we have no parking problems ourselves, happy to support anything that helps these areas.

Our main issue is the Carlton Road and I have suggest on solution for improvement.

I find it difficult to answer either yes or no as I am not a car driver.

Excellent Survey! Much needed to make sure any new additions/developments to the village - add to new + old residents. Well being, safety, quality of living and not take away from those that have enjoyed parking outside/near their homes. Any new addition/development should add to the village make up + contribute assets not take away or reduce them to benefit others.

I wonder if all this is for nought

I think this covered most things and been put together very well as I stated earlier in Q12b the pavement is very bad in alignment which makes walking from May Road to the Loop not very safe as it slopes so much and dangerous.

Very reasonable survey

A good, well focussed survey/questionnaire - easy to follow and complete. Thanks (and good luck!)

It has given us the opportunity to give our view of parking on the High Street.

I would like to qualify my answer above - I have mentioned main areas of difficulty we come across on a day to day basis, however the brevity and layout of the questionnaire, whilst very practical, does not allow some relevant answers. For instance, Q12 specifies parked vehicles in your road causing problems as a pedestrian etc. There is no option to give this information for other roads in the village, so I have included this elsewhere. It would also be useful to understand what is meant by the term 'developments' in Q18 - I presume it means in the sense of developing traffic calming or parking measures but this is not at all clear! Thank you for providing the questionnaire and for the work you do, it is much appreciated.

Very comprehensive questionnaire, hope we can get some resolutions.

Just please dont ignore the issues within the village. Thank you

If parking was allowed down the high street, it would result in slowing the traffic and might even act as a deterrent to the large lorries!

Quick to fill in with straight forward questions

I support the PC in its attempt to access the worsening traffic problems within the village. To seek the opinions of residents is, I think, are useful exercise and I look forward to seeing the results of the survey.

Most of the questionnaire not applicable to those living in the High Street with off-road parking.

Are the council aware of an earlier "planning gain" when Cantry Farm was turned into Hunters Lodge (or a name similiar to that) - some parking was created for the cottages in Carlton Road (I do not know

if this was for Turvey Estate Tenants only, or for all residents)

Questions

- (a) Are they still usable?
- (b) Are they used?
- (c) Are they available to all Carlton Road Residents?

Notes

- (x) I only knew of one resident using them, a Turvey estates tenant.
- (y) It has always been difficult turning in or coming out of the Hunters Lodge drive, due to parked cars almost to May Road (I know as I used to rent part of Chantry Farm)
- (z) There days, even a 'Hunters Lodge' resident parks in the road (prob due (Y) above)

Clear, concise and easy to complete

There are a number of poorly drafted and loaded questions. e/g Q's 13, 19 & 21

Q13 - The question focusses on parking but the wider question about traffic flow and how better to manage traffic flow is not asked. The one question about traffic - Q 19 implies traffic calming is inextricably linked with a reduction in parking.

Q 19 - An oddly worded question - surely the Question should be - Would you support traffic calming measures? If you do support traffic calming measures then it would be better for the PC to outline what specific measures they have in mind to then permit a considered response. Not all traffic calming would impact negatively upon parking provision eg A 20 mph zone would not result in reduced parking.

Q21 - Again a poorly drafted & loaded question. The question appears to be suggesting that parking provision would be negatively impacted as a consequence of any development.

This is presumably a reference to the 2 sites selected in the NDP.

Firstly Turvey is required to provide sites for up to 50 houses to be built before 2030. The NDP process has run for 3 years and the consultation process has resulted in the selection of the Carlton Rd & Newton La sites as being the most suitable when judged against a range of criteria, which were agreed by the Turvey community at a consultation event where all villagers were able to contribute. Both sites are self-contained and will provide adequate parking within the respective site boundaries and furthermore the Carlton Rd site will provide additional parking alongside the school.

Consequently the question appears to infer that the 2 sites will create problems rather seek to make it clear that the NDP policies seek to ensure that traffic and parking are not adversely affected.

Its odd that the question doesn't seek to provide a more balanced picture.

I think it is critical that there is total transparency around what housing development in the village means for residents and their ability to park close to their house. I have, for instance, heard that Carlton Rd residents may have to park close to the new development proposed to the north of the cemetery in order to make the Carlton Rd manageable for additional traffic. I think this would be grossly unfair in residents if this is proposed; no one wants to park 200m+ from their front door with shopping etc, or if of limited mobility. There appears, however, to be very little alternative other than perhaps more being forced to park around war memorial (previous comments apply). Total transparency is needed so everyone can understand the picture.

For local journeys, we often travel on foot or by bike, not in by car. One major hazard is cars parking too close to the pavement or on the pavement. Blocked line of sight from parked cars is also a problem at some junctions, e.g. Carlton Road/May Road. When driving in or out of the village, Carlton Road is extremely hazardous with cars parking too near the May Road junction blocking the

view of traffic driving up Carlton Road; the speed of vehicles and the sheer rudeness and arrogance of drivers not following the highway code (re right of way). As a cyclist, Carlton Road is extremely hazardous with cars not adhering to the correct right of way and forcing their way through. As a pedestrian, large and heavy vehicles are often far too close to the pavement or have their wheels mounted on the pavement. This has caused significant damage to the pavement and kerb. The large vehicles are seen there every day and include school buses, large tractors and big lorries. With cars parked, Carlton Road is just not wide enough. Also, the no parking lines on the road are not long enough to accommodate large vehicles. Sorting out the Carlton Road problems is our top priority.

Questionnaire was reasonably short, unlike many, and the questions were relevant to the issue it seeks to address

Well set out Questionnaire!

Well Presented questionnaire

Please see answer to 25.

A very comprehensive questionnaire.

All points covered

All good

No

I think so. I would like to know who will collate the information and what it will be used for . Trust is very important

Parking issues in the village are getting worse, obviously any building development is going to make these issues more worse, this survey doesn't allow for comments to be made on the so called 2 potential developments on Newton Lane or Carlton Rd

Questionnaire does seem to have asked relevant questions. I has answered some qusetions thinking more about other areas than Tandys until cars are parked across my drive entrance I'm not really affected.

With the exception of question 18

I think it is a fair questionnaire. I have lived here for 35 years and parking has always been a bit of an issue. Alot of households now have more than one car, so I guess that doesnt help much.

Questionnaire covers the majority of areas and follows a strong approach. I look forward to seeing the village recommendations and follow up actions.

See my response to questions 15 and 18

Allowing anonymity is unsound - there is no way of checking whether respondents are genuine residents, post code alone is an inadequate protection for this.

Requiring only 1 response for household is restrictive, it assumes all adult members share the same views, surely an invalid assumption?

The survey priveleges car owners/drivers - parking affects pedestrains and cyclists too but there are very few opportunities in the questionnaire for the needs of these groups to be reflected.

I fail to see how the results of this exercise will 'provide useful feedback before the neighbourhood plan referendum". If the intention of this survey is to provide "evidence" of concern about parking on Carlton Road this is based on erroneous statements that development on that site will cause parking restrictions on Carlton Road. I note that the results will be posted on the TPC website, I trust that this will include all comments from respondents.

Questions 1-16 are perfectly satisfactory and meet the criteria. Questions 17 and 18 do not. They have been tacked on and raise hypothetical issues relating to development which are not part of the criteria and should not have been added to the survey.

It covers most points

Although most questions did not really apply to myself, but did apply to various areas of the village.

Thank you very much for this Questionnaire, you have covered all the issues we, as a close have had for years, about 10. Seriously Tandys Close cannot take anymore traffic.

First 3 pages missing! Not sure if these included request for address?

I do not have any problems with parking because of keep the car in the garage and visitor park in the drive. However I can see that many others do have problems.

The wording of Q11 seems to mean that only residents of May Road or Carlton Road may comment on problems at this junction - which all residents north of the A428 experience on a daily basis. This is a very misleading piece of work!!

I do think you seem to have used a lot of paper for this exercise - could have done this online perhaps and just issued paper version if requested.

It's a shame that when the average speed camera's were installed on the main road they didnt included one on Carlton Road and Newton Blossomville Road as many drivers now know that if they are taking either of these routes in and out of Turvey, then the camera's do not affect them.

I think everyone who drives is aware of the issues, sometimes all it would take would be consideration from drivers and lowering of speed limits, i.e. May Road/Carlton Road around the school especially.

I would question the relevance of this survey which seeks to link to the Neighbourhood Plan when the plan has been AGREED by the PC. The results may be of general interest to the Parish Council but are not germane to the making of the Neighbourhood Plan and should not be used as a reason for delaying or overturning to agreed Plan.

It is a fair and balanced questionnaire. However as a resident of Norfolk Road, I also use May Road and Carlton Road to exit onto the A428 and therefore I am very aware that both of these roads are generally full to capacity with parking most of the time.

Obviously, it is very congested around the school at the start and end of the school day but again a 20 mph speed limit here would help and patience is needed as congestion is short lived. (Most non school attendee residents try to time their journey appropriately!)

16 October 2020

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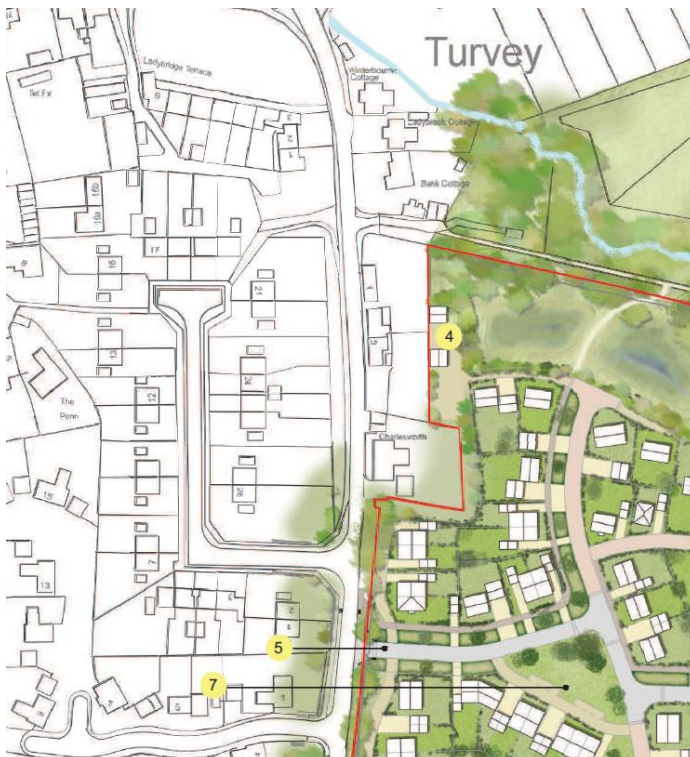
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Dear Sirs

TURVEY PARISH PARKING SURVEY

We are writing in respect of the Parking Survey the Parish Council is currently undertaking for the village. Richborough Estates is very aware that parking in some locations in the village is an issue for residents and that it is a very emotive topic and understand why the survey is being undertaken ahead of any Neighbourhood Plan Referendum.

As the Parish Council are aware Richborough Estates have been promoting an alternative site for new homes on land to the east of Newton Lane, Turvey. In formulating proposals for the site Richborough Estates has undertaken a significant amount of work in respect of Newton Lane and on the on street carparking that occurs there. The proposals for the site included the opportunity to deliver dedicated car parking at the rear of No.2 and No.3 Newton Lane, both of which do not currently have off road parking. The extract of the masterplan below illustrates how this could be delivered (Point 4 on the image below).



Provision of the dedicated parking for No. 2 and No.3 Newton Lane would have meant that all existing and proposed properties which front Newton Lane had off street parking which could be used if residents wanted. Neither of the two proposed allocations being taken forward in the Neighbourhood Plan can deliver new dedicated parking facilities for existing residents. The site could also deliver an additional area for carparking for visitors to the existing homes, should it be required.

Unfortunately, the site is not proposed for allocation in the emerging Neighbourhood Plan. Richborough Estates believe that the site is a suitable and logical location for new homes in the village and will continue to promote the site as a suitable alternative location for development through the Neighbourhood Plan Examination.

We trust the above is of assistance to you as you progress your survey. Please do not hesitate to get in touch if you would like to discuss the proposals further.

Yours sincerely
For and on behalf of Fisher German LLP

