

Central Bedfordshire  
Council  
Priory House  
Monks Walk  
Chicksands,  
Shefford SG17 5TQ

**This meeting  
may be filmed.\***



**Central  
Bedfordshire**

**please ask for** Maria Brooks  
**direct line** 0300 300 5783  
**date** 16 July 2018

## **NOTICE OF MEETING**

### **TRAFFIC MANAGEMENT MEETING**

Date & Time

**Tuesday, 24 July 2018 10.00 a.m.**

Venue at

**Committee Room 1, Central Bedfordshire Council, Watling  
House, High Street North, Dunstable, LU6 1LF.**

Richard Carr  
**Chief Executive**

To: The Chairman and Members of the TRAFFIC MANAGEMENT MEETING:

Cllr I Dalgarno,

[Named Substitutes:

Cllr J Nigel Young]

All other Members of the Council – on request.

***MEMBERS OF THE PRESS AND PUBLIC ARE WELCOME TO ATTEND THIS  
MEETING***

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# AGENDA

## 1. **Members' Interests**

To receive from Members any declarations of interest.

## Reports

<b>Item</b>	<b>Subject</b>
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<b>2</b>	<b>Chiltern Close, Ampthill - Petition for Parking Restrictions</b>
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To note the receipt of a petition and discuss a way forward.

<b>3</b>	<b>Bullpond Lane, Dunstable - Watling Lower</b>
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To seek the approval to install a pair of flat top, uncontrolled crossing points incorporating carriageway narrowing in Bull Pond Lane, Dunstable near Watling Lower School.

<b>4</b>	<b>Revision of Parking Restrictions - Bull Pond Lane, Hawthorn Close and Langdale Road, Dunstable.</b>
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To seek the approval to revise the restrictions on Bull Pond Lane, Hawthorn Close and Langdale Road, Dunstable.

<b>5</b>	<b>Proposed Toucan Crossing on A507, Flitwick - Between the one-o-one Roundabout and the Doo-Little Mill Roundabout.</b>
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To seek the approval for the implementation of a toucan crossing to be sited on A507 West of the one-o-one roundabout and East of the Doo-Little roundabout.

<b>6</b>	<b>Proposed Zebra Crossing on High Street North Dunstable</b>
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To seek the approval for the implementation of a Zebra crossing to be sited outside numbers 210 – 212 High Street North, Dunstable.

<b>7</b>	<b>To Consider representation to proposed 'No Waiting at Any Time' restriction and Parking Places - Bedford Street, Park Hill, Station Road, Oliver Street, Katherine's Garden, Brinsmade and Lea Road.</b>
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To seek approval for the implementation of a 'No Waiting at Any Time' restriction and parking places at various locations in Ampthill.

<b>8</b>	<b>Market Square, Potton - Proposed Changes to Waiting Restrictions</b>
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To seek the approval to changes in the waiting restrictions in the Market Square, Potton.

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**Meeting:** Traffic Management Meeting  
**Date:** 24 July 2018  
**Subject:** Chiltern Close, Ampthill – Petition for a Residents’ Parking Zone  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** To note the receipt of a petition submitted to Central Bedfordshire Council and discuss a way forward.  
**Recommendation:** That the lead petitioner be informed of the outcome of the meeting.

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**Contact Officer:** Steve Lakin, Principal Highways Officer  
[steve.lakin@centralbedfordshire.gov.uk](mailto:steve.lakin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Ampthill  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

Matters raised in the petition correlate with objectives B, C, E, F and I in Central Bedfordshire’s Local Transport Plan.

**Financial:**

Any recommended works would be funded from the Local Transport Plan budget, subject to scheme prioritisation and Executive approval.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

**Background and Information**

1. A petition has been received, signed by 25 people, requesting a Residents' Parking Zone in Chiltern Close, Ampthill. A copy of the petition is provided at Appendix A.
2. The petitioner highlighted a number of issues in the accompanying email, a copy of which is provided at Appendix B. Specifically that:
  - The Close is heavily parked twice a day by parents /guardians of children attending the nearby Russell Lower School.
  - That parents frequently park across driveways and on footways, forcing children to walk in the carriageway.
  - That some parents drive at a speed that is inappropriate to the road environment.
  - That parents often drive across the Green, leaving unsightly damage.
  - That the volume and nature of traffic movements adversely impacts air quality.

**Residents' Parking Zones (RPZs)**

3. The process by which Central Bedfordshire Council officers are required to assess the justification for a new RPZ is set out in Section 4 of the authority's Parking Strategy.
4. To be eligible for an RPZ, there should be survey evidence of:
  - a) 60% of the available kerb space in daytime occupation by non-residents vehicles for more than 6 hours, during which 85% of the available kerb space is occupied by parked vehicles and/or
  - b) 40% of the available kerb space in evening occupation by non-residents vehicles for more than 4 hours, during which 85% of the available kerb space is occupied by parked vehicles.

As the issues in Chiltern Close are associated with school-run parking, neither of these criteria are satisfied.

5. The Parking Strategy further notes that the cost to implement an RPZ is high and presents a risk that such schemes may not be financially self-supporting. Hence, Central Bedfordshire Council (CBC) will resist implementing small, stand-alone schemes unless there is a sound financial case to justify the expense of the scheme and its enforcement. This is reflected in Policy P9 of CBCs Parking Strategy, reproduced at Appendix C.
6. Russell Lower School was expanded in 2014 following a successful planning application (no. 13/04055). The work involved extensions and alterations to existing school building/site to provide six additional class bases, the removal of an existing temporary classroom, the creation of additional car parking spaces, revised playground arrangements, a new pedestrian access and works to the fabric of the existing school. In reaching its decision, CBC made the submission of an updated School Travel Plan a condition of its planning approval. The adoption and implementation of Travel Plans is the authority's preferred approach to reduce issues associated with the school run.
7. Members maintain a keen interest in school-run related issues and convened a Task and Finish Group to review and report on this matter. The most recent update on the recommendations of the Task and Finish Group was presented to the Sustainable Communities Overview and Scrutiny Committee in March 2018. A copy of the update report is provided at Appendix D.

**Appendices:**

Appendix A – Petition

Appendix B – Accompanying email

Appendix C – CBC Parking Policy P9 – Residents' Parking Zones

Appendix D – CBC Sustainable Communities Overview and Scrutiny, Schools Parking Task Force Update Report

Appendix A: Petition

Petition for parking restrictions/  
Residents Parking Only signage for  
Chiltern Close, Ampthill MK45 2QA

<u>House number</u>	<u>Name</u>	<u>Signature</u>
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## Appendix B: Accompanying email

Dear Sir/Madam

I am writing to update you on the current situation in Chiltern Close, Ampthill, a situation of which I am sure you are already aware as 'Resident Parking Only' signage was promised as part of the Russell Lower School expansion plan at the outset, but which never actually transpired.

However, the escalating problem has gone way beyond this type of deterrent as will become clear.

Twice a day we have forty plus cars entering this tiny and normally quiet Close. They block driveways and block cars in. They park with two (massive) wheels on the already very narrow pavement leaving no room to walk on the path, thus forcing the parents and children to walk in the road. Just last week I watched a white car brake very hard to avoid hitting a little girl on a scooter who was crossing from the Green to the alleyway. They drive WAY too fast as they hurtle round the corner and into the Close and they can't see round that corner, it's imperative to drive slowly there because people are walking in the road for the reasons I have just explained.

This situation is AN ACCIDENT WAITING TO HAPPEN. And when it does, Mid Beds Council/ Central Bedfordshire Council WILL NOT be able to say they were unaware.

They are disrespectful and park their massive 4x4 vehicles, their large vans (photos enclosed) ON THE GREEN, which not only churns it up and leaves us looking at a mess (photos enclosed) but will very soon start to crumble the kerbs as is now happening to the pavement kerbs. My neighbours and I have even, many times, witnessed some of those vehicles exit the Close by DRIVING RIGHT ACROSS THE GREEN as it is easier than trying to reverse off into a very narrow road that is already lined with cars, into oncoming traffic with a LOT of children literally running around.

Also, they don't have the common sense to drive clockwise round the Green to exit the Close as the residents naturally do because it is the safer way as it avoids the corner. Therefore we have cars trying to exit in both directions, with parked cars lining every side of the Close and the parking bays full which leaves little room for passing and so inevitably one of them has to reverse. I can't stress enough the CHAOS.

This chaos is not restricted to only school drop off and pick up times. It's the Christmas fayre, the Summer fete, sports day, parent evenings, fund-raising events in the evenings and weekends such as charity balls, frog racing nights, the school disco and Saturday morning football and other one off events throughout the year.

The other dangerous aspect of this is how the air quality is being affected. I had to close my kitchen window recently because the smell of the diesel fumes was strong, unpleasant and toxic. They build up in an enclosed Close such as ours because the vehicles start to arrive as early as 2pm but mostly before 3pm and leave their engines running for air con in Summer and heat in Winter. I'm sure you will agree that multiple cars doing this for forty-five minutes twice a day is going to impact the already too high levels of nitrogen oxide and cause asthma and other respiratory problems. I am going to contact the Environmental Dept. to ask that the levels be checked in Chiltern Close.

Other streets surrounding Russell Lower School including the length of Oliver St, Cesar Close, Queens Rd, Saunders Piece, Church Ave and Brinsmade Rd, among others, have all had help with parking restrictions placed on them but Chiltern Close has been ignored, meaning more and more traffic is being pushed into Chiltern Close despite many complaints from myself and other residents

Appendix C – Issues of concern / Officer response (TMM Report of 13 Sep 2016)

**Policy P9 - Residents' Parking Zones**

In those residential areas which suffer from the significant effects of on-street commuter and/or shopper parking, the Council will, subject to available resources, investigate and where appropriate, introduce residents' parking zones. Such a proposal will not be brought forward unless there is a robust business case which demonstrates that the costs of implementing such schemes will be recuperated within a reasonable time scale. This will be undertaken in full consultation with local residents and businesses. The decision to proceed with a Residents' Parking Zone will be on the consensus of opinion and robust business case following consultation.

The Council will periodically review any provision of non residential parking with its Parking Zones with a view to increasing the availability of residential spaces.

**Appendix D – Central Bedfordshire Council Sustainable Communities Overview and Scrutiny Committee Enquiry into Schools Parking – Update Report (15 March 2018)**

**Central Bedfordshire Council**

**COMMITTEE:** Sustainable Communities Overview and Scrutiny  
Date: 15 March 2018

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**Report title Overview and Scrutiny enquiry into schools parking – update on recommendations**

Report of: Executive Member for Sustainable Communities  
([Ian.Delgarno@centralbedfordshire.gov.uk](mailto:Ian.Delgarno@centralbedfordshire.gov.uk))

Responsible Director(s): Marcel Coiffait. Director for Sustainable Communities  
[Marcel.Coiffait@centralbedfordshire.gov.uk](mailto:Marcel.Coiffait@centralbedfordshire.gov.uk)

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**Purpose of this report**

1. To provide an update on progress towards implementing the recommendations of the Overview and Scrutiny Task Force enquiry into school-run parking pressures.

**RECOMMENDATIONS**

The Committee is asked to:

1. Note the update on the delivery of the Task Force's recommendations regarding school-run related parking pressures.
2. Give consideration to reviewing and updating the authority's Sustainable Modes of Travel Strategy in preparation for Issue 4 of the Local Transport Plan.

**Background**

1. At the meeting on 12 January 2017, members of the Sustainable Communities Overview and Scrutiny Committee (SCOSC) recommended that the Council's Executive give consideration and support to sixteen recommendations designed to help mitigate school-run related parking pressures.
2. These recommendations were considered by the Executive at their meetings on 4 April 2017 and 20 June 2017. At the second of these meetings, the Executive determined:

- a. Two of the recommendations were not accepted, specifically 7 and 14. It was noted that the timing of no-stopping restrictions and liaison with local transport providers were a matter for local decision making, taking into account the specific circumstances of individual schools.
- b. Eleven of the recommendations related to existing practice and would be progressed as 'business as usual' by the responsible directorate.
- c. Three of the recommendations required specific action. Of these:
  - i. Recommendations 5 and 6 related to enforcement, with a deadline of 25 April 2017 set for their implementation.
  - ii. Recommendation 16 related to the use of community-based car parking capacity, with a deadline of 31 March 2018 set for its implementation.

The Executive's response to each recommendation is reproduced at Appendix A.

3. This report provides an update on progress in delivering recommendations that are not considered 'business as usual' and offers additional comment and observations for members' consideration.

### School Travel Plan support

4. The most recently school travel census was issued in September 2017 and completed by approximately 60% of schools. The results showed that the share of pupils driven to school has climbed above 30%.

WALK	CYCLE	CAR	CAR SHARE	SCHOOL BUS	PUBLIC BUS	TRAIN	TAXI	OTHER
12189	1118	8031	425	2601	127	81	137	72

5. The Task Force report acknowledged the impact of the previous partnership work undertaken with schools to promote sustainable travel. The momentum behind this work largely dissipated when the authority's four-strong Sustainable Transport Team was disbanded, with individuals being allocated to new roles.
6. Very recently, the post of Travel Plan Officer was re-established within the Highways Development Management team and an officer recruited to the role. A key responsibility for this officer will be to encourage schools to update and reissue their Travel Plans as some of these, particularly those completed voluntarily and outside of the planning process, are out of date.
7. Support from Ward Members in requesting updated copies of School Travel Plans from the schools directly would be of considerable value.

This would signal to schools the continued importance placed by the authority on collaborative travel planning as a mechanism for promoting road safety and sustainable travel choices.

### **Information sharing and promotion**

8. The production and distribution of a parking leaflet has been programmed for the summer of 2018 to coincide with the start of the new school year. This initiative is being coordinated by the Highways Road Safety Team and is linked with the first-year's implementation of the parking management strategy for the period 2018-2021.
9. An externally-funded 'Sustainable Travel Access at Railway Stations (STARS) initiative indirectly benefits schools through the work of a Promotions Officer. STARS funding was secured from central government via a competitive bidding process in collaboration with Luton and Bedford Borough Councils. The funding supports local sustainable transport developments and runs to March 2020.
10. The authority promotes 'Modeshift', a national scheme that recognises schools who have demonstrated excellence in supporting walking and other forms of sustainable transport. Schools are also encouraged to participate in Living Street's 'Walk to School Week', which runs annually in May.
11. The authority also funds (through the STARS initiative) the Sustrans 'Bike It' programme. Two Bike It officers have worked intensively with 34 schools to promote cycling and will extend their engagement to a further 10 schools in the Ampthill and Flitwick area over the period 2018-20.

### **Minimising risk and prioritising safety**

12. The SCOSC report made reference to the various types of restriction used by the authority to help regulate parking pressures outside schools, specifically 'No Stopping at any time' - yellow zig zags - and 'No Waiting at any time' – double yellow lines and 'No waiting between defined times' – single yellow lines.
13. With reference to 'zig zags', members recommended that these restrictions be placed along the entire frontage of all schools and are *“fully enforced”*. With reference to double and single yellow lines, members recommended they are *“robustly deployed and enforced, taking into account existing resources”*.
14. In its response, the Executive noted that the layout of the highway will often constrain the maximum extent of zig-zag lines and that their review / extension would need to be completed in line with available resources and

priorities. Also, they noted that schools and local members have an important role to play in feeding back to the parking team where restrictions are regularly flouted.

15. The SCOSC report also stressed the importance of enforcing parking discipline during the school-run period. Reference was made to the appointment of an additional enforcement officer, enabling this area to be given a specific focus. However, this appointment did not proceed because of budgetary constraints.
16. A report of the visits made to schools over the eight-month period 1 June 2017 to 31 January 2018 is provided at Appendix B. This report shows:
  - a. 57 schools<sup>1</sup> received a visit from a civil enforcement officer (CEO) over the period. On an average school day<sup>2</sup> there were 3.25 visits and 4.41 penalty charge notices (PCNs) issued. The value of these PCNs is ~£28,000, assuming all are paid promptly.
  - b. 2 schools were visited at least weekly on average. 22 were visited at least monthly.
  - c. The mostly frequently visited school was Icknield Lower in Dunstable, with 33 visits and 50 PCNs issued.
  - d. Nearly 50% of visits were made to schools in Dunstable and Leighton Buzzard
  - e. Of the 556 PCNs issued in total, 18% were for parking on 'School Keep Clear' markings and 69% were for parking on a yellow line.
17. Central Bedfordshire continues to operate without an explicit policy on the enforcement of waiting restrictions, providing discretion to the Parking Team to direct its resources in response to reported pressures. This is likely to change with the adopted of a Parking Management Strategy, as agreed by SCOSC at its meeting of 14 September 2017.
18. In response to the publication of the Task Force report, highways officers programmed a rolling review of safety outside of the school gate. This review, funded from the Local Transport Plan Integrated Programme, is being undertaken over a 3-4 year cycle and involves:
  - a. Documenting the nature and extent of restrictions at each school.
  - b. Checking consistency between restrictions and associated traffic regulation orders (TROs).
  - c. Instructing small works to resolve issues such as incorrectly laid or worn markings, missing / inadequate signage.
  - d. Measuring vehicle movements and speeds outside of schools and reviewing data on collisions over the most recent 3-year period.

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<sup>1</sup> Not all schools have restrictions in place, or have parking issues.

<sup>2</sup> The period covers 126 school days, excluding holidays and training days.

- e. Developing improvement scheme proposals to address issues such as excessive speeds.
19. The Highways Integrated Programme has ring-fenced funding for 'Safer Routes to School' schemes. Priorities are (re)assessed yearly as part of the Highways Annual Plan process. Improvements schemes planned, in progress or completed since the Task Force report was published include:
- a. New waiting restrictions and 20mph zone, Alameda School, Station Road Ampthill.
  - b. New waiting restrictions and extension of 20 mph zone, Clipstone Brook and Leedon Lower Schools, Brooklands Drive, Highfield Road Leighton Buzzard.
  - c. New waiting restrictions and removal of guard railing, Leighton Middle School, Bridge Street Leighton Buzzard.
  - d. School Safety Zone, Greenleas School, Kestrel Way Leighton Buzzard.
  - e. Extension of 'School Keep Clear' markings and new waiting restrictions, Southcott Lower School, Bideford Green Leighton Buzzard.
  - f. School Safety Zone, Biggleswade Academy, Mead End Biggleswade.
  - g. Safety Camera installation and 'School Keep Clear' markings, Arnold Academy, Hexton Road Barton-Le-Clay.
  - h. New waiting restrictions and related measures, Greenfield School, Pulloxhill Road Greenfield.
  - i. Footway widening and shared use path provision, All Saints Academy, Houghton Road Houghton Regis.
  - j. Various measures, Silsoe Lower, Chestnut Way, Silsoe.
  - k. School Safety Zone, Roecroft Lower, Buttercup Road, Stotfold.
  - l. School Safety Zone, Cranfield Lower School, Braeburn Way, Cranfield
  - m. Cycle route enhancements, Etonbury School, Arlesey Road Stotfold.

### **Partnership working**

20. The requirement to agree a Travel Plan is a powerful mechanism for facilitating partnership working with those schools seeking a planning permission. However, once permission has been granted, there are few incentives for schools to follow up agreed actions. In the past, the authority has invested in a system that automatically prompts when milestones become due. However, this has proven too resource intensive to maintain. Issues are compounded where schools opt not to nominate a Travel Plan coordinator as a point of contact. Officers are of the view that Travel Plan responsibility should also be vested with the Governing Body.
21. The delivery of travel plan actions and the measurement of their efficacy are of considerable importance to the authority. When actions are not implemented, or prove ineffectual, this can undermine the soundness of the transport assessment on which the original development decision was predicated. Underperformance has cost and reputation implications for

the authority, particularly where the outcome is to add to delays on the local road network. This issue is equally applicable to the travel plans approved for commercial and residential developments.

22. For this reason, officers are keen to explore the possibility of making the publication of travel plan performance reports a condition of a planning approval. Performance reports would be required one year on from commencement and annually thereafter, ceasing on the five year anniversary following completion unless agreed otherwise.
23. Officers also propose that consideration be given to securing a bond to fund the compilation of travel plan performance reports for sites over a certain threshold, where these are not provided by the developer. Such funding would be held in escrow and could contribute towards the cost of additional mitigating measures should travel plan actions prove ineffectual.

### **Design principles**

24. It is part of the planning process to consider the design of school gate arrangements, including provision for school buses. The positioning of new school sites within a wider development is an important consideration, accepting there is a tension between opting for a central and highly accessible location and an edge site where land has a lower intrinsic value.

### **Head teacher, parent and resident engagement**

25. A high-performance school travel planning process is key to meeting aspirations for the effective engagement of head teachers, parents and governors in dealing with school-run related parking issues. This process is the vehicle for discussing staggered start times, walking buses, lift-sharing, park and stride schemes and other sustainable travel initiatives. Members may therefore be concerned that the authority's knowledge and expertise in this area is at risk of being lost.
26. It is also of concern that there is no readily available source of information for members on the number of residents' complaints and requests related to school-run parking. This is in most part because of the difficulty in collating the data given complaints are routed via multiple channels.
27. To address this issue, officers will in future ask residents to complete a request form when seeking measures to address parking pressures. As part of this procedure, members will be alerted to requests affecting roads in their ward. The proposed form for registering new requests is provided at Appendix C.

### **Sustainable Modes of Travel Strategy**

28. The Task Force report referenced the 'Education and Inspections Act 2006' (EIA 2006), which placed a general duty on local authorities to assess travel and transport needs of all pupils and to promote sustainable travel choices to children and young people of compulsory school age receiving their education in the local authority's area.
29. In 2011, the authority published its Sustainable Modes of Travel Strategy (SMoTS), providing the policy framework for discharging its statutory responsibility. It contained a vision of Central Bedfordshire as...  
  
*"... a place where every school, college and other centre of education provision is easily accessible by sustainable modes. Every education provision will benefit from a network of walking and cycling and bus routes linking to nearby conurbations to make sustainable travel to schools and colleges a realistic alternative to the car, particularly for journeys of less than 5 miles."*
30. The document set out four elements for the promotion of sustainable school travel within Central Bedfordshire, namely:
  - a. Assessment of the travel and transport needs of young children and young people.
  - b. Audit of the sustainable travel and transport infrastructure within the authority that might be used when travelling to, from or between schools/ institutions.

- c. Strategy to develop the sustainable travel and transport infrastructure within Central Bedfordshire so that the travel and transport needs of children and young people are better catered for.
- d. Promotion of sustainable travel and transport modes on the journey to, from and between schools and other institutions.

31. At the time the strategy's publication<sup>3</sup>, some 76.3% of pupils travelled by sustainable modes. As previously noted, this figure has since dropped to 67.6%, based on the latest available survey data.
32. What is unclear is the extent to which the increase in car use mode share is attributable to a rise in pupils travelling out of catchment rather than attitudinal or behavioural change. Members may therefore wish to endorse action to model the interaction of the various policies that impact individual travel behaviour choice. This work would inform a refresh of the SMoTS strategy as the guiding framework for the authority's investment in promoting sustainable travel choices.

#### **Reason/s for recommendations**

33. It is appropriate that the Council periodically reviews its effectiveness in discharging its statutory responsibility to assess travel and transport needs of all pupils and to promote sustainable travel choices to children and young people of compulsory school age receiving their education in the local authority's area.
34. In response to members' concerns, the Task Force recommended a range of actions to mitigate school run-related parking pressures stemming from increased car use. Recommendations focused on strengthening the application of current measures and policy levers, including the consistent and robust enforcement of waiting restrictions. The Task Force report also called for the development of a closer working relationship between Council officers and schools to address current issues and to minimise their occurrence for new build or expanding schools.
35. Progress on delivering a number of the recommended actions has been made within the confines of available resources. A new Travel Plan Officer has recently been recruited and this should see further progress made.

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<sup>3</sup> Survey data collected in January 2010

### **Council Priorities**

36. Addressing parking pressures outside of schools directly addresses the Council's priority of Enhancing Central Bedfordshire and ensuring it is a 'Great Place'.

### **Legal Implications**

37. As was noted in the Task Force Report, The Highway Authority has a wide discretion as to the circumstances in which it can make new Traffic Regulation Orders. Whether new Orders are required will depend upon specific aims and individual site circumstances. All new orders involve a process of statutory consultation, the procedures for which are prescribed by regulation. Where restrictions are in place they can be enforced, subject to available resources.

### **Financial and Risk Implications**

38. The ability to progress several recommendations has been constrained by the loss of dedicated resources and restrictions on recruitment. This situation is likely to continue into 2018-19.

### **Equalities Implications**

39. The Traffic Management Act 2004 allows the authority to take any action which will contribute to more efficient use of its highway network including reducing congestion and other disruptions to the movement of traffic<sup>4</sup>. This action may involve the exercise of any power to regulate or coordinate the uses made of any road.
40. The duty this Act places on the authority is to 'make the best use of existing road for the benefit of all road users'. In performing its duty, the authority must at all times act fairly and without discrimination.

### **Conclusion and next Steps**

41. The Committee are asked to note that progress has been made and give consideration to:
- a. supporting a review and update of the authority's Sustainable Modes of Travel Strategy, in preparation for Issue 4 of the authority's Local Transport Plan.

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<sup>4</sup> 'Traffic' includes pedestrians as well as vehicles.

## **Appendices**

- Appendix A:** Executive Response to Overview and Scrutiny Enquiry on School Parking – Copy of Appendix 1
- Appendix B:** Schools Parking Patrols Report for 1 Jun 2017 to 31 August 2018
- Appendix C:** Proposed Parking Request Form

## **Report author(s):**

Steve Lakin, Principal Highways Officer  
[steve.lakin@centralbedfordshire.gov.uk](mailto:steve.lakin@centralbedfordshire.gov.uk)

## **Background Papers**

A – School parking Task Force Enquiry, Report

<http://centralbeds.moderngov.co.uk/documents/s69452/170112%20Item%2014%20SC%20OSC%20Schools%20Parking%20Task%20Force%20report.pdf>

B – School Parking – recommendations from the Overview and Scrutiny Enquiry Executive, Report

<http://centralbeds.moderngov.co.uk/documents/s71534/School%20Parking%200Recommendations%20from%20the%20Overview%20and%20Scrutiny%20Enquiry.pdf>

C – Executive Response to Overview Scrutiny Enquiry on School Parking - Report

<http://centralbeds.moderngov.co.uk/documents/s72654/Executive%20Response%20to%20Overview%20Scrutiny%20Enquiry%20on%20School%20Parking.pdf>

D – Central Bedfordshire Sustainable Modes of Travel Strategy -

[http://www.centralbedfordshire.gov.uk/Images/sustainable-modes-travel\\_tcm3-13388.pdf](http://www.centralbedfordshire.gov.uk/Images/sustainable-modes-travel_tcm3-13388.pdf)

**Meeting:** Traffic Management Meeting  
**Date:** 24 July 2018  
**Subject:** Bull Pond Lane, Dunstable – Watling Lower

**Report of:** Paul Mason, Assistant Director Highways

**Summary:** This report seeks the approval of the Executive Member for Community Services for the installation of two raised tables, incorporating a carriageway narrowing, in Bull Pond Lane, Dunstable.

**RECOMMENDATION(S):**

That the proposals be implemented as advertised.

**Contact Officer:** Charlotte Dunham  
[charlotte.dunham3@centralbedfordshire.gov.uk](mailto:charlotte.dunham3@centralbedfordshire.gov.uk)

**Public/Exempt:** Public

**Wards Affected:** Dunstable Watling

**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

This scheme supports the following objectives within the Central Bedfordshire Council Local Transport Plan (LTP):

- B – Reduce the impact of commuting trips on local communities
- C – Increase the number of children travelling to school by sustainable modes of transport
- J - Reduce the risk of people being killed or seriously injured.

**Financial:**

This scheme will be funded from the LTP Integrated Schemes budget for 2018/19.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: Target Cost to be determined	Budget: LTP Integrated Schemes
Expected delivery: March/April 2019	

**Background and Information**

1. These proposals were brought in response to concerns about excessive vehicle speeds on Bull Pond Lane, in the vicinity of Watling Lower School.
2. Watling Lower School is situated in a signed 20mph zone. The carriageway is wide and the school is set back. Drivers may therefore be unaware of the school when approaching. There are also issues with parents parking on the footway at school drop off/pick up times. This contributes to congestion and creates a safety issue for parents and pupils attempting to cross the road.
3. The scheme objective is to enhance road safety by introducing measures to control speeds, protect crossing areas and reduce the incidence obstructive and inconsiderate parking.

**Proposals**

4. The proposal is to install two raised table uncontrolled crossings, 75mm in height. At each location, the carriageway has been narrowed to a width of 5m.
5. The proposal was formally advertised in May 2018. Consultations were carried out with the Emergency Services and other statutory bodies, Ward members and the town council.  
Residents located in close proximity to the proposed restrictions were individually consulted by letter. A copy of the Public Notice is provided at Appendix A. A copy of the letter sent to residents is provided at Appendix B.

## **Representations**

6. Two representations were received, expressing support for the proposal. Bedfordshire Police also responded to express their support. A copy of these representations is provided at Appendix C.

## **Conclusion**

6. Officers' recommend that this proposal is implemented as published.

## **Appendices:**

Appendix A – Public Notice

Appendix B – Copy of letter to those affected by the proposal

Appendix C – Representations

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL TRAFFIC CALMING FEATURES IN BULL POND LANE, DUNSTABLE.**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, propose to construct raised features incorporating uncontrolled crossings and carriageway narrowing's in Bull Pond Lane, Dunstable.

These proposals are part of a scheme to reduce traffic speeds and create a safer environment for all road users.

**A pair of flat top uncontrolled raised crossings at a nominal height of 75mm, extending approximately 8.25m in length and incorporating carriageway narrowing's and extending across the revised road width of 5m, are proposed to be sited at the following locations in Dunstable:-**

1. Bull Pond Lane, sited approximately 13m south east of the projection of the north western property boundary of 23 Hawthorn Close.
2. Bull Pond Lane, sited approximately 9m south east of the projection of the south eastern property boundary of 36 Bull Pond Lane.

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

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 8<sup>th</sup> June 2018.

Central Bedfordshire Council  
Priory House  
Director of Community Services  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait

May 2018

## Appendix B – Residents Letter



### The Property Owner

Bull Pond Lane  
Dunstable

10/5/2018

Dear Sir or Madam

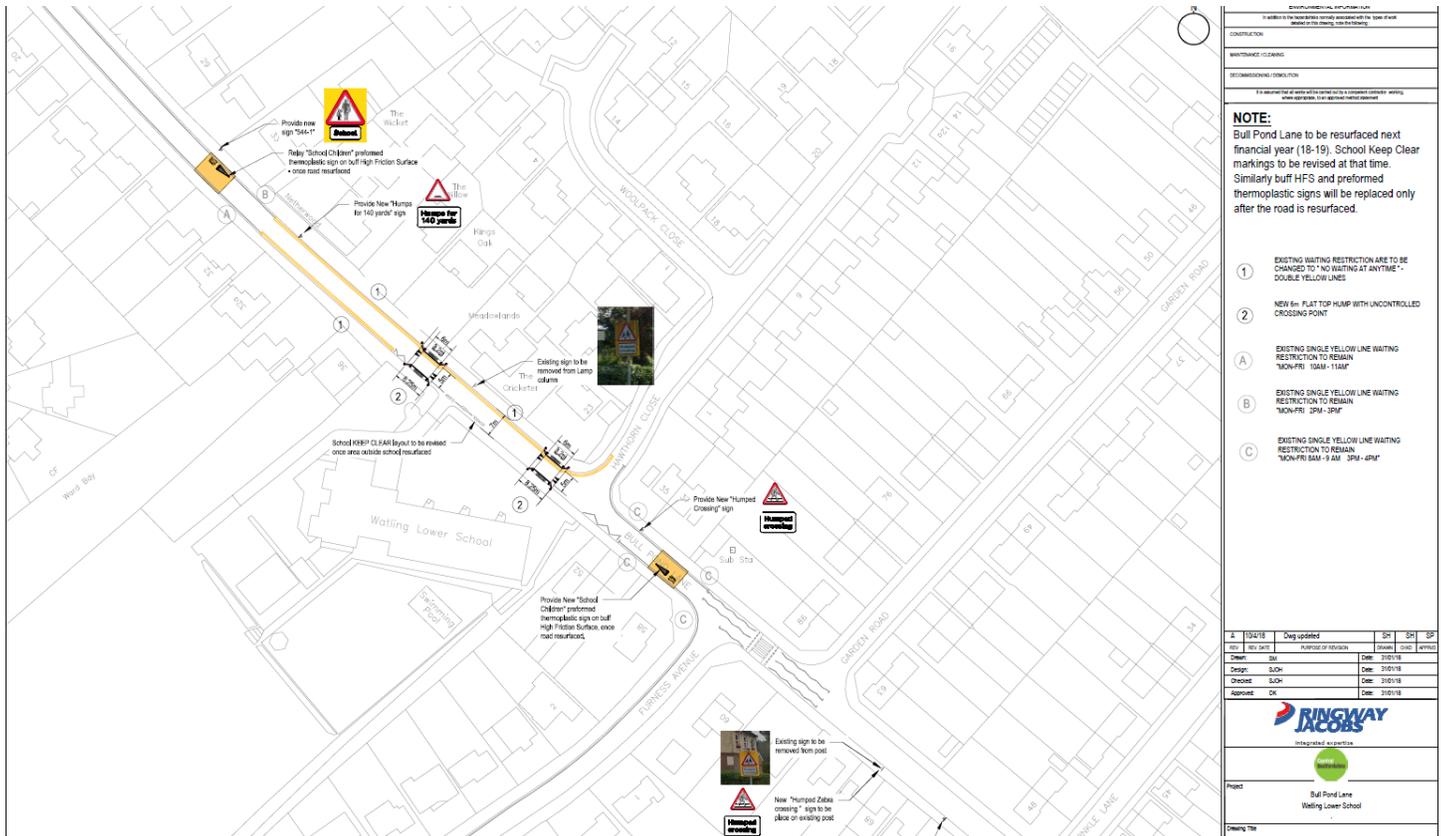
Central Bedfordshire Council will shortly be publishing 2 separate proposals for a number of highway improvement schemes within your area. Details can be viewed on site or at:

<http://www.centralbedfordshire.gov.uk/council/public-statutory/notices.aspx>

These include raised features **and** revisions to waiting restrictions in Bull Pond Lane and a small section of Hawthorn Close and are given below:

3. **A pair of flat top uncontrolled raised crossings at a nominal height of 75mm, extending approximately 8.25m in length and incorporating carriageway narrowing's and extending across the revised road width of 5m, are proposed to be sited at the following locations in Dunstable:-**
  4. Bull Pond Lane, sited approximately 13m south east of the projection of the north western property boundary of 23 Hawthorn Close.
  5. Bull Pond Lane, sited approximately 9m south east of the projection of the south eastern property boundary of 36 Bull Pond Lane.
2. **Revisions to waiting restrictions in: Bull Pond Lane/Hawthorn Close.**
  - a. **To revoke existing No Waiting restrictions Mon - Fri 10am – 11am replace with No Waiting At Any Time on:**
    - b. Bull Pond Lane, south western side, from approximately 1m south east of the projected boundary of 36 Bull Pond Lane in a north westerly direction for approximately 57m, and extending approximately 3m north west of the boundary of number 32 Bull Pond Lane.
  3. **To revoke existing No Waiting restrictions Mon - Fri 8am – 9am, Mon – Fri 2pm – 3pm & Mon – Fri 3pm – 4pm and replace with No Waiting At Any Time on:**
    - c. Bull Pond Lane, north eastern side, from the south eastern boundary of 23 Hawthorn Close extending for approximately 112m in a in a north westerly to approximately 8.5m south east of the boundary of 33 Bull Pond Lane.
  4. **To revoke existing No Waiting restrictions Mon – Fri 8am – 9am & 3pm – 4pm and replace with No Waiting At Any Time on:**
    - d. Hawthorn Close, north western side, from the junction with Bull Pond Lane extending for approximately 11.5m in a northerly direction.

**Drawings of the proposed features in Bull Pond Lane are below:**



We welcome your comments by 8<sup>th</sup> June 2018 and should be sent in writing to: [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) or by post to the address below.

Yours faithfully  
**Central Bedfordshire Council Traffic Management Team**  
Thorn Turn Depot, Thorn Rd, Houghton Regis, Dunstable LU5 6GJ

**Direct telephone 0300 300 8049**  
**Email: traffic.Consultation@centralbedfordshire.gov.uk**

## Appendix C- Representations

Dear Sirs,

Following receipt of your communication dated 10<sup>th</sup> May '18, received 17<sup>th</sup> May '18, I am writing to contest the requirement for some aspects of the above proposals.

The speed humps, I agree, are required to slow down traffic near to school as the safety of the children is of paramount importance.

I cannot however understand the need to change the current parking restrictions between Hawthorn Close and no. 33 Bull Pond Ln. and from 36 to 32 Bull Pond Ln. to 'No waiting at Any Time'. I appreciate that that during school time, some changes may be necessary, however I'm not aware of any injury incident or near miss in this vicinity due to a problem caused by parked cars. Being an LA governor at Watling School for 6 years and resident in Bull Pond Lane for 15 years I'm sure I would have been aware of such.

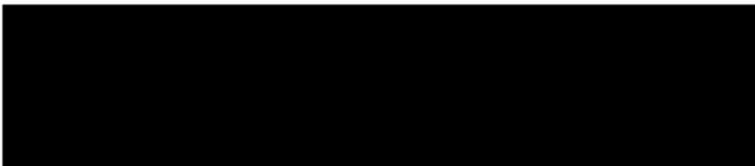
Should you wish to revise the parking restrictions to safeguard the children and parents of Watling school I can't argue with that motive however I cannot understand why the residents of and visitors to properties adjacent to these proposals should be severely inconvenienced outside of these hours and at weekends.

In recognition of this potential inconvenience to my neighbours and myself I am requesting that this decision be reconsidered and amended to something more appropriate.

There is also an issue with speeding cars in this area and it's my understanding, as a qualified highway engineer, that parked cars can reduce vehicle speeds, I'm afraid that your proposals would have the reverse effect. |

Clearly there are other reasons for the 'No waiting at Any Time' being implemented which isn't related to the safety school children, I would be pleased if you send me a communication to advise me of these reasons along with any evidence you have that support this requirement.

Yours faithfully,



Forward to Andrew Selous M.P.

Hi

I live on Bullpond lane [REDACTED] where the parking restriction changes are planned to happen. I'm in support of the crossing points and speed humps that are being suggested/planned as this is a great idea. However I ask you to reconsider the double yellow lines that are part of the planned changes. There are little / to no parked cars on that part of the road outside of school drop off/ pickup times. For which there are already waiting restrictions in place just not enforced to any degree that would or does dissuade people parking there within the restricted times. As the restrictions are in place already to combat that, the only people to suffer from the planned parking restrictions are residents that may need visitors to park on the road outside of the school drop off/ pickup times. Maybe Zig Zag (already in place on the opposite side) between the crossing points so that parking restrictions are in place during school hours would be better leaving residents free to park on the road outside of school hours. I also believe that a campaign of enforcing the current restrictions would see an improvement for the safety of children going to and coming from school. Parking enforcement cameras placed in the school grounds could also assist with the enforcement, saving the labour intensive effort of sending an enforcement officer.

Best Regards

[REDACTED]  
|

**Meeting:** Traffic Management Meeting  
**Date:** 24<sup>th</sup> July 2018  
**Subject:** Revision of parking restrictions – Bull Pond Lane, Hawthorn Close & Langdale Road, Dunstable.  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services to changes in the waiting restrictions on Bull Pond Lane, Hawthorn Close and Langdale Road, Dunstable.

**RECOMMENDATION(S):**

That the proposed 'No Waiting at Any Time' restriction in Bull Pond Lane and Hawthorn Close and No Waiting Mon to Fri 8.00 – 9.30 & 2.30 – 4.30 in Langdale Road implemented as published.

**Contact Officer:** Charlotte Dunham  
[charlotte.dunham3@centralbedfordshire.gov.uk](mailto:charlotte.dunham3@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Dunstable Watling  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

This scheme supports the following objectives within the Central Bedfordshire Council Local Transport Plan (LTP):

- B – Reduce the impact of commuting trips on local communities
- C – Increase the number of children travelling to school by sustainable modes of transport
- J - Reduce the risk of people being killed or seriously injured.

**Financial:**

This scheme will be funded from the LTP Integrated Schemes budget for 2018/19.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: £1,500	Budget: LTP Integrated Schemes
Expected delivery: March/April 2019	

**Background and Information**

1. These proposals were brought forward in response to parking issues during the morning and afternoon school run period in the vicinity of Queensbury Academy in Langdale Road and Watling Lower School in Bull Pond Lane.
2. The proposals for Bull Pond Lane are planned in conjunction with a wider scheme with the objective of improving safety outside schools.
3. The proposals for Langdale have been designed to better align with morning pick up and drop off times. These changed when the school became an Academy.

**Proposals**

1. The proposal is:

**To revoke the existing No Waiting restrictions; Mon to Friday 8.15 – 9.15 & 3.15 – 4.15 and replace with No Waiting, Mon to Fri 8.00 – 9.30 & 2.30 – 4.30 on:**

- a. Langdale Road, north-east side, from a point approximately 7metres north-west of the property boundary 162 Langdale Road in a south-easterly direction to a point approximately 7m east of western property boundary 130 Langdale Road.

**To revoke existing No Waiting restrictions Mon - Fri 10am – 11am replace with No Waiting At Any Time on:**

- a. Bull Pond Lane, south western side, from approximately 1m south east of the projected boundary of 36 Bull Pond Lane in a north westerly direction for approximately 57m, and extending approximately 3m north west of the boundary of number 32 Bull Pond Lane.

**To revoke existing No Waiting restrictions Mon - Fri 8am – 9am, Mon – Fri 2pm – 3pm & Mon – Fri 3pm – 4pm and replace with No Waiting At Any Time on:**

- b. Bull Pond Lane, north eastern side, from the south-eastern boundary of 23 Hawthorn Close extending for approximately 112m in a in a north westerly to approximately 8.5m south east of the boundary of 33 Bull Pond Lane.

**To revoke existing No Waiting restrictions Mon – Fri 8am – 9am & 3pm – 4pm and replace with No Waiting At Any Time on:**

- c. Hawthorn Close, north western side, from the junction with Bull Pond Lane extending for approximately 11.5m in a northerly direction.

4. The proposal was formally advertised by Public Notice in May 2018. Consultations were carried out with the Emergency Services and other statutory bodies, Ward members and the Town Council. Residents located in close proximity to the proposed restrictions were individually consulted by letter. A copy of the Notice displayed on site is available in Appendix A. A Copy of the letter to residents is provided at Appendix B.

## Representations

5. Two representations were received in respect of the proposal for Bull Pond Land/Hawthorn Close. A single representation was made for the proposal for Langdale Road. The Police raised no objections to any of the proposals. A copy of each representation is provided at Appendix C.
6. *Queries and objections for Bull Pond Lane/Hawthorn Close concerned:*
  - a. The lack of enforcement of existing restrictions.
  - b. The lack of parking for resident's visitors.
  - c. The impact on speeds outside of the school once the restrictions are in place.
7. *Officers response to these are as follows:*
  - a. Enforcement is a matter for the Parking Team, who have been asked to prioritise schools.
  - b. Residents within the area have off-street parking. The proposals are for no waiting within the vicinity of the school gate. Other restrictions in the area remain unchanged.
  - c. These proposals are brought forward as part of a key priority for the Council, namely to improve 'Safety outside Schools'. One way of achieving this is to restrict parking in the area of the school gate through the use of School Keep Clear Markings and waiting restrictions. Amendments to School Keep Clear markings forms part of a parallel improvement scheme to ensure these are compliant with latest guidance. However, the introduction of 'No Waiting at Any Time' is proposed on the grounds of safety and improving visibility for vulnerable road users when accessing the school on foot. It remains a key priority for Central Bedfordshire Council to improve safety for pedestrians and encourage other sustainable modes of transport including walking and cycling.
8. *Queries for Langdale Road:*
  - a. The current restrictions are appropriate and are not enforced currently.

9. Officers' Response:

- a. Existing restrictions are not fully in accord with the students' arrival times. Current restrictions are from 8.15am. However, the Academy now opens at 8am. In the afternoon children finish at 3 and 4.15pm therefore the proposed restrictions will restrict waiting at these times, as they are in force until 4.40pm. Enforcement is carried out by the parking team within CBC and have been instructed to prioritise locations with known school-run related issues.

**Conclusion**

10. That the proposals will bring benefits in terms of safety and should be implemented as published.

**Appendices:**

Appendix A – Public Notice

Appendix B – Copy of letter to those affected by proposals

Appendix C – Representations

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO REVISE WAITING RESTRICTIONS IN BULL POND LANE, HAWTHORN CLOSE AND LANGDALE ROAD, DUNSTABLE**

### Reason for proposal:

- (1) For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising
- (2) For facilitating the passage of traffic on the road
- (3) Prevent vehicles parking across property access

### Effect of the Order:

2. **To revoke the existing No Waiting restrictions; Mon to Friday 8.15 – 9.15 & 3.15 – 4.15 and replace with No Waiting, Mon to Fri 8.00 – 9.30 & 2.30 – 4.30 on:**
  - b. Langdale Road, north-east side, from a point approximately 7metres north-west of the property boundary 162 Langdale Road in a south-easterly direction to a point approximately 7m east of western property boundary 130 Langdale Road.
3. **To revoke existing No Waiting restrictions Mon - Fri 10am – 11am replace with No Waiting At Any Time on:**
  - d. Bull Pond Lane, south western side, from approximately 1m south east of the projected boundary of 36 Bull Pond Lane in a north westerly direction for approximately 57m, and extending approximately 3m north west of the boundary of number 32 Bull Pond Lane.
4. **To revoke existing No Waiting restrictions Mon - Fri 8am – 9am, Mon – Fri 2pm – 3pm & Mon – Fri 3pm – 4pm and replace with No Waiting At Any Time on:**
  - e. Bull Pond Lane, north eastern side, from the south eastern boundary of 23 Hawthorn Close extending for approximately 112m in a in a north westerly to approximately 8.5m south east of the boundary of 33 Bull Pond Lane.
5. **To revoke existing No Waiting restrictions Mon – Fri 8am – 9am & 3pm – 4pm and replace with No Waiting At Any Time on:**
  - f. Hawthorn Close, north western side, from the junction with Bull Pond Lane extending for approximately 11.5m in a northerly direction.

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

Comments should be sent in writing to the Traffic Management Team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 8<sup>th</sup> June 2018.

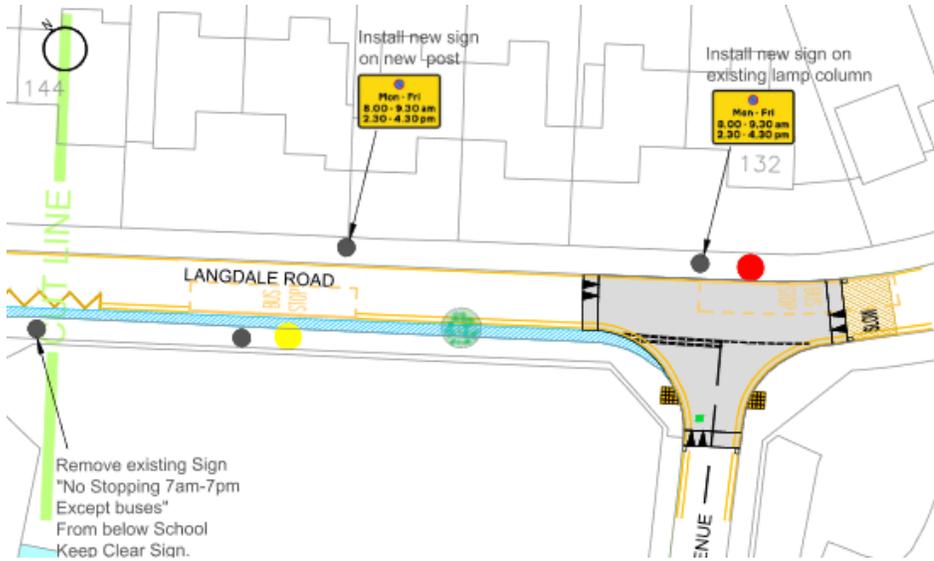
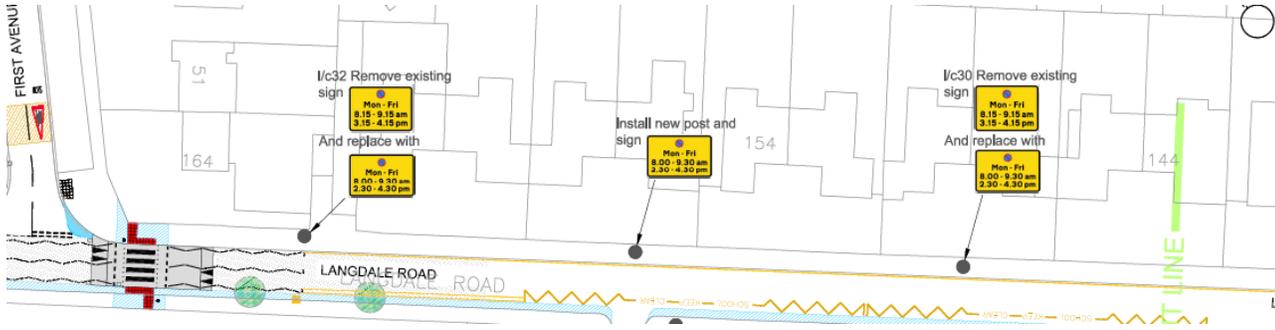
Any objections must state the grounds on which they are made.

Order Title: If made will be “Central Bedfordshire Council (Bedfordshire County Council (District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*”

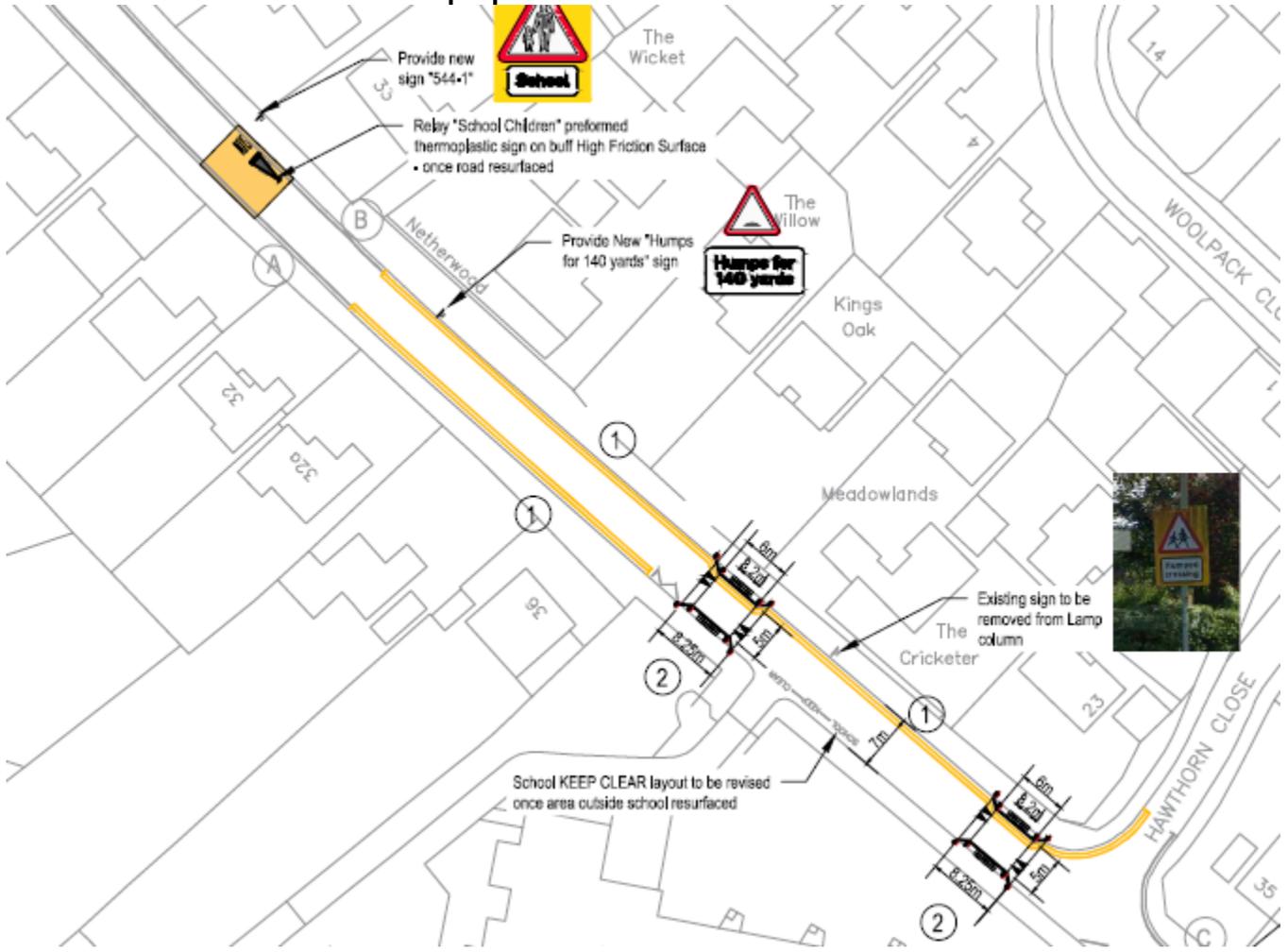
Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

**Drawing**  
**Langdale Road proposals:**



**Bull Pond Lane / Hawthorn Close proposals:**



**The Property Owner**

Langdale Road  
Dunstable

3/5/2018

Dear Sir or Madam

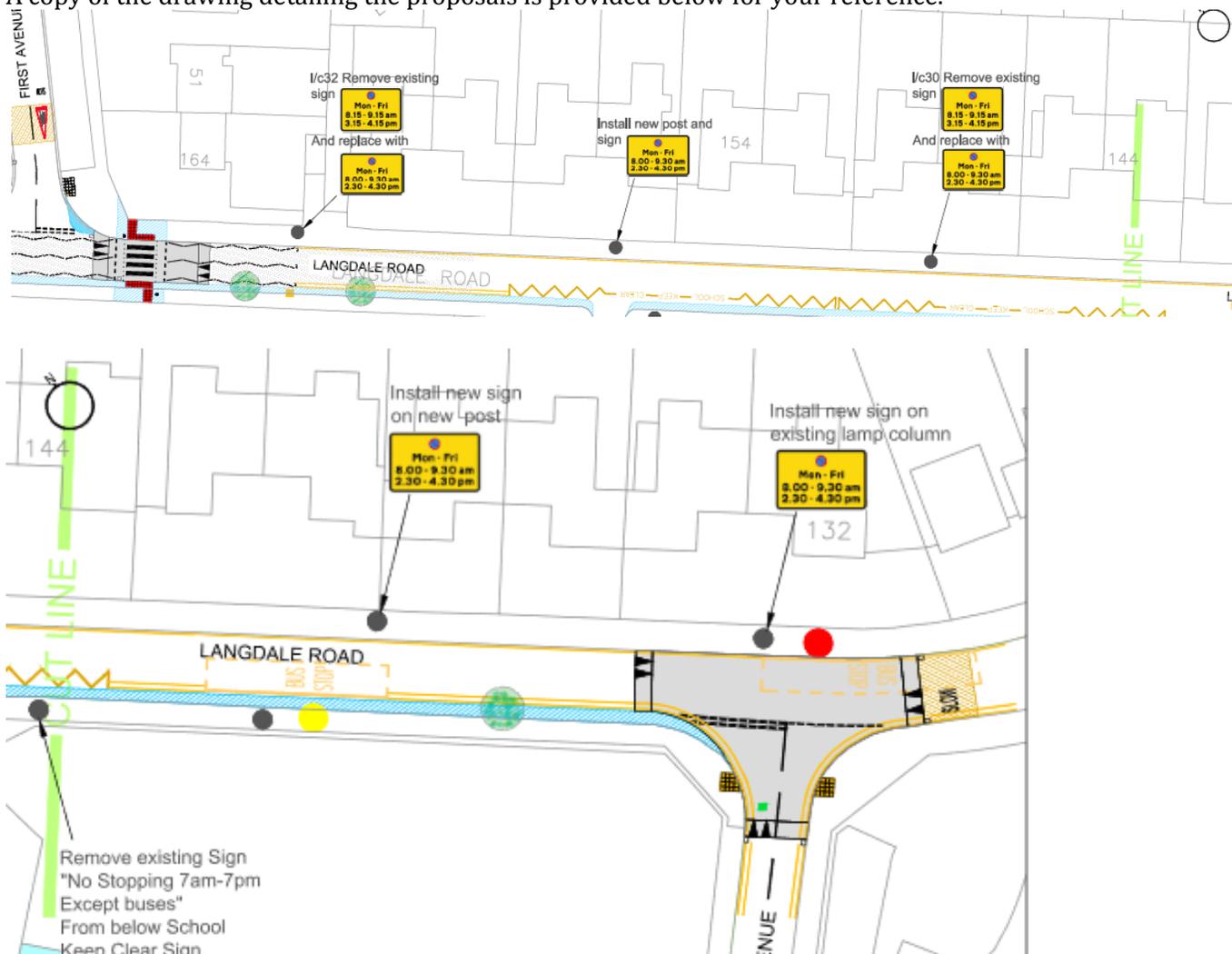
Central Bedfordshire Council will shortly be publishing proposals amendments to a section of waiting restrictions in Langdale Road. Details are below.

**Revisions to waiting restrictions in Langdale Road include:**

- 6. **To revoke the existing No Waiting restrictions; Mon to Friday 8.15 – 9.15 & 3.15 – 4.15 and replace with No Waiting, Mon to Fri 8.00 – 9.30 & 2.30 – 4.30 on:**

- c. Langdale Road, north-east side, from a point approximately 7metres north-west of the property boundary 162 Langdale Road in a south-easterly direction to a point approximately 7m east of western property boundary 130 Langdale Road.

A copy of the drawing detailing the proposals is provided below for your reference.



A copy of the Public Notice can be viewed on site or at: <http://www.centralbedfordshire.gov.uk/council/public-statutory/notices.aspx>

We welcome your comments by 8<sup>th</sup> June 2018 and should be sent in writing to:  
traffic.consultation@centralbedfordshire.gov.uk or by post to the address below.

Yours faithfully

**Central Bedfordshire Council Traffic Management Team**

*Thorn Turn Depot, Thorn Rd, Houghton Regis, Dunstable LU5 6GJ*

**Direct telephone** 0300 300 8049

**Email:** [traffic.Consultation@centralbedfordshire.gov.uk](mailto:traffic.Consultation@centralbedfordshire.gov.uk)

**The Property Owner**

Bull Pond Lane  
Dunstable

10/5/2018

Dear Sir or Madam

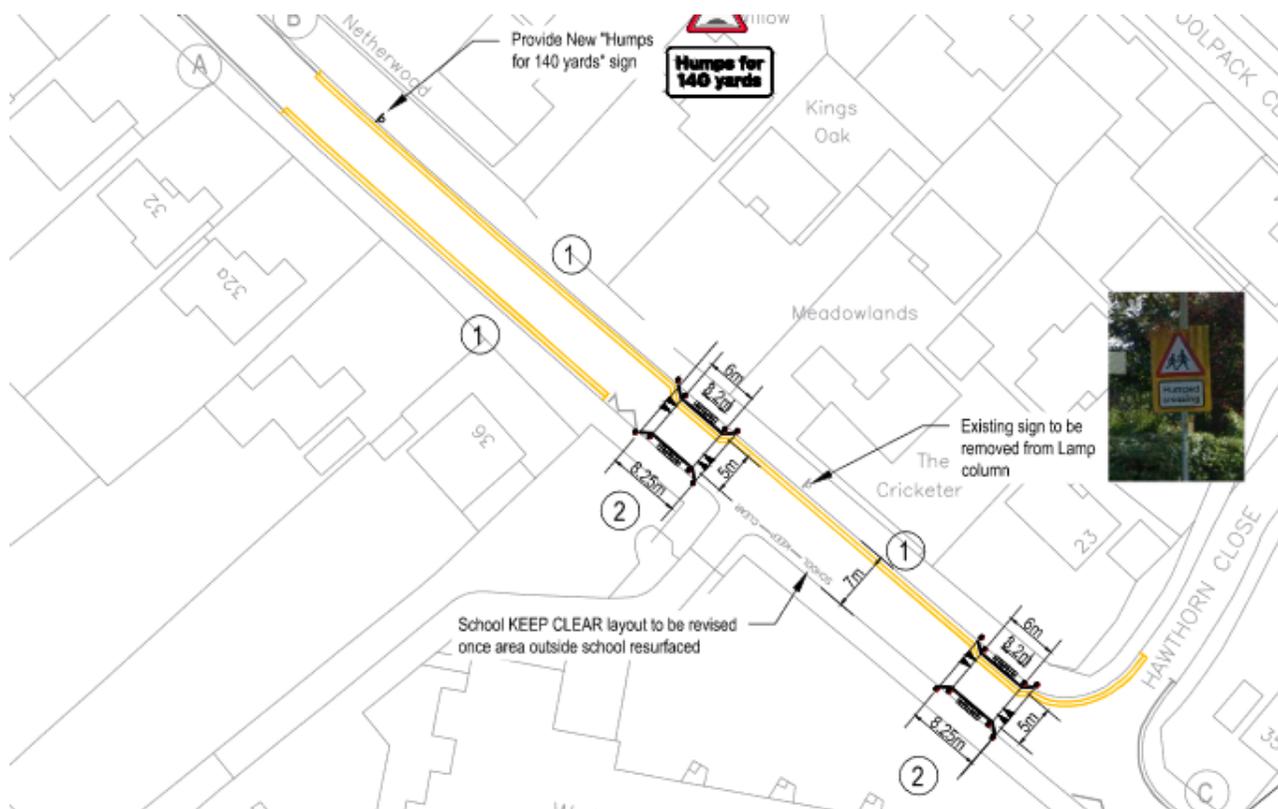
Central Bedfordshire Council will shortly be publishing 2 separate proposals for a number of highway improvement schemes within your area. Details can be viewed on site or at:

<http://www.centralbedfordshire.gov.uk/council/public-statutory/notices.aspx>

These include raised features **and** revisions to waiting restrictions in Bull Pond Lane and a small section of Hawthorn Close and are given below:

1. **A pair of flat top uncontrolled raised crossings at a nominal height of 75mm, extending approximately 8.25m in length and incorporating carriageway narrowing's and extending across the revised road width of 5m, are proposed to be sited at the following locations in Dunstable:-**
  2. Bull Pond Lane, sited approximately 13m south east of the projection of the north western property boundary of 23 Hawthorn Close.
  3. Bull Pond Lane, sited approximately 9m south east of the projection of the south eastern property boundary of 36 Bull Pond Lane.
2. **Revisions to waiting restrictions in: Bull Pond Lane/Hawthorn Close.**
  - g. **To revoke existing No Waiting restrictions Mon - Fri 10am – 11am replace with No Waiting At Any Time on:**
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3. **To revoke existing No Waiting restrictions Mon - Fri 8am – 9am, Mon – Fri 2pm – 3pm & Mon – Fri 3pm – 4pm and replace with No Waiting At Any Time on:**
  - i. Bull Pond Lane, north eastern side, from the south eastern boundary of 23 Hawthorn Close extending for approximately 112m in a in a north westerly to approximately 8.5m south east of the boundary of 33 Bull Pond Lane.
4. **To revoke existing No Waiting restrictions Mon – Fri 8am – 9am & 3pm – 4pm and replace with No Waiting At Any Time on:**
  - j. Hawthorn Close, north western side, from the junction with Bull Pond Lane extending for approximately 11.5m in a northerly direction.

***Drawings of the proposed features and restrictions in Bull Pond Lane are below:***



We welcome your comments by 8<sup>th</sup> June 2018 and should be sent in writing to:  
[traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) or by post to the address below.

Yours faithfully  
**Central Bedfordshire Council Traffic Management Team**  
*Thorn Turn Depot, Thorn Rd, Houghton Regis, Dunstable LU5 6GJ*

**Direct telephone** 0300 300 8049  
**Email:** [traffic.Consultation@centralbedfordshire.gov.uk](mailto:traffic.Consultation@centralbedfordshire.gov.uk)

**Appendix C- Representations**  
**Langdale Road**

The present restrictions seem to be adequate to me. Can you please give me the reasons for the change.

More importantly what is being done to stop the vehicles parking illegally opposite the school. At present quite a number of vehicles ignore the restriction signs.

Unless it is more robustly policed by traffic wardens or the police - what you are proposing will just be a waste of money.

I live opposite the school East building and see the problem every day. Particularly the children running across the road to their parents cars.

The whole point of restrictions is to make it safer for everyone, especially the school children.



**Bull Pond Lane/Hawthorn Close**

Dear Sirs,

Following receipt of your communication dated 10<sup>th</sup> May '18, received 17<sup>th</sup> May '18, I am writing to contest the requirement for some aspects of the above proposals.

The speed humps, I agree, are required to slow down traffic near to school as the safety of the children is of paramount importance.

I cannot however understand the need to change the current parking restrictions between Hawthorn Close and no. 33 Bull Pond Ln. and from 36 to 32 Bull Pond Ln. to 'No waiting at Any Time'. I appreciate that that during school time, some changes may be necessary, however I'm not aware of any injury incident or near miss in this vicinity due to a problem caused by parked cars. Being an LA governor at Watling School for 6 years and resident in Bull Pond Lane for 15 years I'm sure I would have been aware of such.

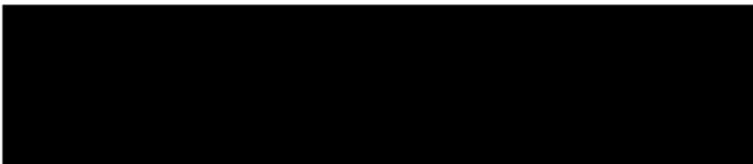
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In recognition of this potential inconvenience to my neighbours and myself I am requesting that this decision be reconsidered and amended to something more appropriate.

There is also an issue with speeding cars in this area and it's my understanding, as a qualified highway engineer, that parked cars can reduce vehicle speeds, I'm afraid that your proposals would have the reverse effect. |

Clearly there are other reasons for the 'No waiting at Any Time' being implemented which isn't related to the safety school children, I would be pleased if you send me a communication to advise me of these reasons along with any evidence you have that support this requirement.

Yours faithfully,

A large black rectangular redaction box covering the signature area of the letter.

Forward to Andrew Selous M.P.

Hi

I live on Bullpond lane [REDACTED] where the parking restriction changes are planned to happen. I'm in support of the crossing points and speed humps that are being suggested/planned as this is a great idea. However I ask you to reconsider the double yellow lines that are part of the planned changes. There are little / to no parked cars on that part of the road outside of school drop off/ pickup times. For which there are already waiting restrictions in place just not enforced to any degree that would or does dissuade people parking there within the restricted times. As the restrictions are in place already to combat that, the only people to suffer from the planned parking restrictions are residents that may need visitors to park on the road outside of the school drop off/ pickup times. Maybe Zig Zag (already in place on the opposite side) between the crossing points so that parking restrictions are in place during school hours would be better leaving residents free to park on the road outside of school hours. I also believe that a campaign of enforcing the current restrictions would see an improvement for the safety of children going to and coming from school. Parking enforcement cameras placed in the school grounds could also assist with the enforcement, saving the labour intensive effort of sending an enforcement officer.

Best Regards

[REDACTED]  
|

---

**Meeting:** Traffic Management Meeting  
**Date:** 24<sup>th</sup> July 2018  
**Subject:** Proposed Toucan Crossing of the A507 between the One-o-One and Doolittle Mill roundabouts, Flitwick  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of a Toucan crossing, to be sited on A507 west of the One-o-One roundabout and east of the Doolittle roundabout.

**RECOMMENDATION(S):-**

**That the proposed scheme be implemented as published.**

---

Contact Officer: David Huston  
[David.Huston@centralbedfordshire.gov.uk](mailto:David.Huston@centralbedfordshire.gov.uk)  
Public/Exempt: Public  
Wards Affected: Flitwick, Ampthill, Steppingley  
Function of: Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal supports the following Local Transport Plan objectives:

**(C)** Increase the number of children travelling to school by sustainable modes of transport.

**(F)** Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport.

**(J)** Reduce the risk of people being killed or seriously injured.

**Financial:**

Funded by developer (Section 106) contributions.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

This proposal will improve the safety of people when crossing the A507 in Flitwick, particularly children travelling to local schools and residents accessing local amenities.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: circa £90,000 (TBC)	Budget: Developer (Section 106) contributions
Expected delivery: Quarter 1, 2019-20	

**Background and Information**

1. This proposal has been bought forward in response to a planning obligation by deed of agreement between Valley Farm Trading and the Council under Section 106 of the Town and Country Planning Act 1990, which requires *“the provision of a signalised crossing on the A507 between the One-O-One roundabout and the Doolittle roundabout.”*
2. The scheme provides pedestrians and cyclists with a safe crossing facility. It is located so as to serve residents of developments off Steppingley Road, Flitwick and in particular vulnerable road users such as school children attending Redborne Upper School.
3. The crossing will substantially complete a walking and cycle route linking the town centres of Ampthill and Flitwick, interconnecting existing shared use facilities on Flitwick Road Ampthill and Froghall Road.

## **The Scheme Proposal**

4. This scheme proposal comprises:
  - Toucan Crossing of A507 between One-o-One and Doolittle Mill roundabouts.
  - Provision of a red blister tactile paving to aid visually impaired pedestrians.
  - 60m of new footway connecting from the proposed Toucan Crossing to the existing footway on the eastern side.
  - Upgrade to street lighting provision to ensure the crossing is suitably illuminated.

## **Automated Traffic Count (ATC) Data**

5. The authority commissioned an automated count of traffic volumes and speeds at the proposed crossing location. This data was collected between 15th and 21st December 2017 and showed:
  - Weekday average speed of 27.4mph eastbound and 23.4mph westbound with 85<sup>th</sup> percentile speeds of 31.8mph and 29.5mph.
  - Average daily traffic flow (over 5/7 days) of 18000 / 16,500 vehicles per day.

## **Statutory Consultation**

6. The proposals were formally advertised by Public Notice in May-June 2018. Consultations were carried out with the emergency services and other statutory bodies, and Flitwick, Ampthill and Steppingley ward members. Residents and businesses in the vicinity of the proposed crossing received a letter.

## **Representations**

7. No representations were received in response to the scheme proposal.

### **Other considerations and conclusions**

8. The provision of the crossing is a condition of the planning permission for the Valley Farm Trading development. It was mandated by the authority as part of a package of works designed to encourage residents to walk and cycle when travelling to local services.
9. The optimal location for the crossing has been carefully researched by the highway design team. This has taken into account pedestrian desire lines and local site constraints and position of utility services within the footway and carriageway.
10. The authority has installed many similar crossings and believes the facility will be widely welcomed and appreciated.

### **Appendices:**

- Appendix A – Public Notice of proposal
- Appendix B – Scheme consultation drawing

Appendix A

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL  
A TOUCAN CROSSING ON A507, FLITWICK**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984, Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to establish a Toucan Crossing on A507, Flitwick. These proposals are part of a scheme to reduce traffic speeds and improve pedestrian facilities. The works are being promoted as part of a highway improvement scheme associated with Mid-Beds Walking & Cycle.

**A Toucan Crossing on A507, approximately 62m West of the 1-O-1 roundabout and about 65m East of the doo-little roundabout.**

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 22<sup>nd</sup> June 2018.

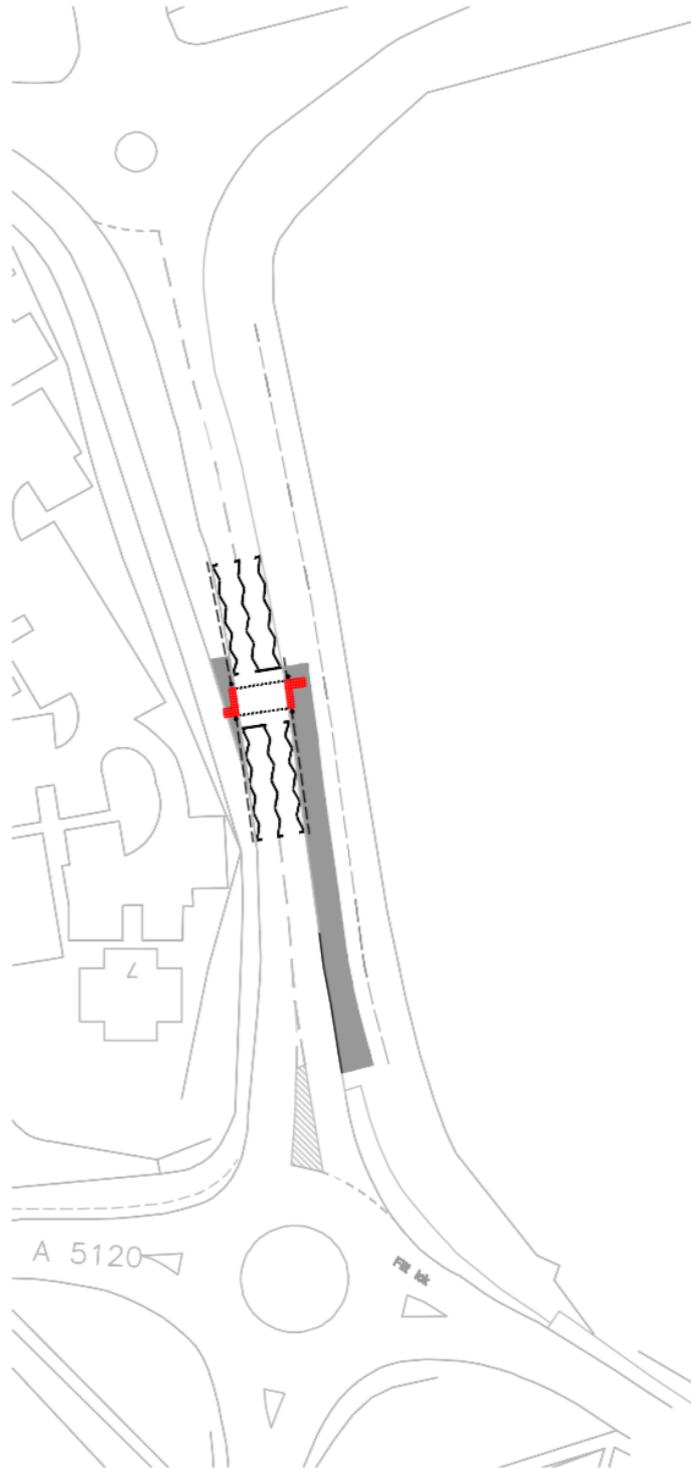
Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

31<sup>st</sup> May 2018

Appendix B: Scheme Drawing

Drawing



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**Meeting:** Traffic Management Meeting  
**Date:** 24<sup>th</sup> July 2018  
**Subject:** Proposed Zebra Crossing on High Street North, Dunstable  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of a zebra crossing to be sited outside numbers 210 - 212 High Street North, Dunstable.

**RECOMMENDATION(S): -**

**That the proposed scheme be implemented as published.**

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Contact Officer: David Huston  
[David.Huston@centralbedfordshire.gov.uk](mailto:David.Huston@centralbedfordshire.gov.uk)  
Public/Exempt: Public  
Wards Affected: Dunstable Northfields  
Function of: Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal supports the following Local Transport Plan objectives:

- (C)** Increase the number of children travelling to school by sustainable modes of transport.
- (F)** Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport.
- (J)** Reduce the risk of people being killed or seriously injured.

**Financial:**

Funded by a combination of developer (Section 106) and Highways England contributions.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

This proposal replaces an existing uncontrolled crossing, improving the safety of cyclists and pedestrians crossing this section of High Street North in Dunstable to access the Busway and National Cycle Network route number 606.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: £115,000 (subject to target costing)	Budget: Developer (Section 106) contributions, Highways England contributions post A5-detrunking
Expected delivery: Q1 2019-2020	

**Background and Information**

1. This proposal has been brought forward in response to a planning obligation by deed of agreement between Central Bedfordshire Council and JS Bloor (Northampton) Ltd. I under Section 106 of the Town and Country Planning Act 1990. This condition mandates *“the provision of a pedestrian crossing in the vicinity of the Site.”*

2. The proposed scheme takes the opportunity to upgrade an existing courtesy (uncontrolled) crossing, sited opposite property numbers 210 and 212 High Street North Dunstable.
3. The crossing forms part of a walking and cycle route linking new areas of housing on sites to the north of Brewers Hill Road with National Cycle Network Route 606. This route serves Dunstable town centre, Leisure Centre, Central Bedfordshire College, White Lion Retail Park, Luton and Dunstable Hospital, Luton Railway Station Interchange and London Luton Airport.
4. The footways that connect to the crossing have been subject to recent investment to allow for their safe shared use. Once the crossing is in place, the route will become a part of National Cycle Network Route 6, removing the section that currently uses residential roads between Creasey Park Drive and Regents Street.
5. There were 4 recorded injurious collisions on this road section between 1 April 2012 and 31 March 2017 of which 1 was classed as 'serious' and 3 was classed as 'slight'. Use of the existing crossing by pedestrians and cyclists is considered problematic as the central island is of insufficient width to accommodate cyclists. In addition, the western carriageway is frequently obstructed by northbound traffic queuing on the approach to the nearby junction.
6. There is a reasonable prospect of this scheme being designated as a demonstration project by Sustrans as part of a review of the National Cycle Network. This may trigger the offer of a funding contribution towards the scheme cost.

## The Scheme Proposal

1. This scheme proposal comprises:
  - Zebra crossing of High Street North, Dunstable, including a separate cyclist crossing lane.
  - Footway works to accommodate a Belisha Beacon modupost with LED collar and cowl.
  - Provision of a red blister tactile paving to aid visually impaired pedestrians.

## Automated Traffic Count (ATC) Data

1. The authority commissioned an independent and automated count of traffic volumes and speeds at the crossing location.

Weekday Average Speed (15<sup>th</sup> and 21<sup>st</sup> December 2017)

Mean Average Speed (mph)
21.80 mph
85 <sup>th</sup> Percentile Speed
26.60 mph

Traffic Volume

7 Day period
65,652 vehicles

## Statutory Consultation

1. The proposal was formally advertised by Public Notice in May 2018. Consultations were carried out with the emergency services and other statutory bodies, and Dunstable Northfields ward members. Residents and businesses in the vicinity of the proposed crossing received a letter.

## Representations

1. A single representation was received in response to scheme proposals asking whether the crossing would replace the existing Pelican crossing to the south and seeking assurance that the two facilities would be linked so as not to adversely impair the flow of traffic on this section of the High Street.

## Officer Response

1. CBC Highways Officers' relayed the following response to the correspondent:  
*"Thank you for your enquiry regarding the proposed Zebra Crossing for High Street North, Dunstable. We have no plans to remove the current Pelican Crossing outside Watling House as we are proposing a stand-alone Zebra Crossing outside The Bird in Hand Pub. The use of a Zebra Crossing is triggered by pedestrians and cyclist walking onto the crossing, and to use the Pelican Crossing the pedestrian/cyclist must press a button and wait for the pedestrian green light, therefore they cannot be linked together. The proposed Zebra Crossing is about 190m away from the current Pelican Crossing, due to the distances we anticipate minimum delay for traffic for either directions."*

## Other considerations and conclusions

1. This provision satisfies a condition of the planning permission for and adjacent development and serves to complete a route that provides residents with a high-quality walking and cycling route linking to destinations within and beyond the Dunstable town centre.
2. The location of the crossing serves an existing desire line and has been reviewed by the highway design team. There are various constraints at this site that required consideration including accesses, side roads, level differences between the carriageway and footway and position of utility services within the footway and carriageway.
3. The selection of a Zebra crossing in preference to a light-controlled Toucan crossing was determined on the grounds of safety, cost and convenience. Research evidence shows no discernible difference in safety performance between the different types of crossing. Zebra crossings are typically less expensive to install and maintain. They are also the preference of most pedestrians.
4. Data on average and 85<sup>th</sup> percentile speeds are below the threshold where measures are needed to reduce the speed of approaching vehicles. The option to place the crossing on a raised table was considered but discounted on technical and cost grounds. Constructing a table would require additional works to kerbs, drainage and services.
5. The authority has installed many similar crossings and Officers believe the facility will be widely welcomed and appreciated.

**Appendices:**

- Appendix A – Public Notice of proposal
- Appendix B – Scheme consultation drawing
- Appendix C – Representations

Appendix A

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL  
A ZEBRA CROSSING IN HIGH STREET NORTH, DUNSTABLE**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984 and all other enabling powers, proposes to establish a Zebra crossing in High Street North, Dunstable. The reason is to improve pedestrian access to schools and local amenities, also safer crossing for vulnerable road users. These works are being promoted as part of a highway improvement scheme associated with an adjacent residential development.

**A Zebra Crossing is proposed to be sited at the following location in Dunstable:**

Outside Numbers 212 & 210 High Street North, Dunstable LU6 1AU, at a point approximately 55 meters south of its junction with Brewers Hill Rd and Houghton Rd.

Further Details may be examined during normal office hours at the address shown below, viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 8th June 2018.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

17<sup>th</sup> May 2018

Appendix B: Scheme Drawing

Drawing



**Appendix C: Representation**

**From** [REDACTED]

**Sent:** 14 May 2018 17:45

**To:** Traffic Consultation <[Traffic.Consultation@centralbedfordshire.gov.uk](mailto:Traffic.Consultation@centralbedfordshire.gov.uk)>

**Subject:** High Street North ped.Xing

Is this to replace the one already outside Watling House? It doesn't say so. However, to have two crossings so near to each other will interrupt the flow of traffic unless they are properly linked, unlike the current situation along High Street North now. Please respond.

[REDACTED]

[REDACTED]

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**Meeting:** Traffic Management Meeting  
**Date:** 24<sup>th</sup> July 2018  
**Subject:** Consider representations to proposed 'No Waiting at Any Time' restrictions on various roads in Ampthill including Bedford Street, Park Hill, Station Road, Oliver Street, Katherine's Garden, Brinsmade and Lea Road.  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of 'No Waiting at Any Time' restrictions at various locations on Ampthill.

**RECOMMENDATION(S):-**

1. That the proposed scheme for Park Hill, Station Road, Oliver Street, Katherine's Garden, Brinsmade and Lea Road be implemented as published.
2. That the proposed scheme for Bedford Street be withdrawn to allow for the further options to be considered and for the planning appeal related to the Dandara car park to be decided.

---

Contact Officer: Zak Aktas  
[zak.aktas@centralbedfordshire.gov.uk](mailto:zak.aktas@centralbedfordshire.gov.uk)

Public/Exempt: Public  
Wards Affected: Ampthill  
Function of: Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal supports the following Local Transport Plan objectives:

- (A) Increase the ease of access to emergency vehicles.
- (J) Reduce the risk of people being killed or seriously injured

**Financial:**

Funded by monies secured through the Integrated Transport Budget.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

This proposal will improve the safety of road users on Park Hill, Station Road, Oliver Street, Katherine's Garden, Brinsmade and Lea Road, providing ease of access for the passage of service and emergency vehicles. The scheme will enhance visibility for road users exiting their properties and will reduce conflicts for traffic negotiating around parked vehicles.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: £5,000	Budget: Integrated Transport Budget
Expected delivery: To be confirmed but to be completed no later than April 2019.	

**Background and Information**

1. This proposal was bought forward in response to a request from Ampthill Town Council, submitted via Central Bedfordshire Council's Rural Match Funding (RMF) application process. In its application, the town council referenced concerns regarding parking-related issues on Bedford Street, Park Hill, Station Road, Oliver Street (including its junctions), Katherine's Garden (including its junction), Brinsmade and Lea Road requesting the introduction of waiting restrictions in conjunction with other traffic management measures. A copy of the parish's RMF application form is provided at Appendix A.
2. The proposed scheme of works is designed to curb indiscriminate parking, improve visibility and reduce congestion on Bedford Street, Park Hill, Station Road, Oliver Street, Katherine's Garden, Brinsmade and Lea Road. It will also help ensure unobstructed passage for buses, service vehicles and emergency services.

## The Scheme Proposal

1. This scheme proposal comprises:
  - a. 'No Waiting at Any Time' (double yellow line) restrictions on sections of Bedford Street, Park Hill, Station Road, Oliver Street (including its junctions), Katherine's Garden (including its junction), Brinsmade and Lea Road.
  - b. 'Limited Waiting of 2 hours, No Return Within 2 hours' on sections of Bedford Road.

## Statutory Consultation

1. The proposal was advertised during May and June 2018. Consultations were carried out with the emergency services, other statutory bodies and Amphill Ward Members.
2. Local residents and businesses were advised of the proposal by letter and public notices were posted on the affected roads. A copy of the various public notices, including layout plans are provided at Appendix B.

## Representations

1. A total of forty one representations were received in response to the advertised proposals, with the great majority concerned about the measures proposed for Bedford Street citing their likely adverse impact on town centre footfall and trade. Copies of individual responses are provided in Appendix D.

### Bedford Road

2. Over thirty of the respondents expressed a concern or lodged an objection to the measures proposed for Bedford Street, the three main points at issue being:
  - a) That the 'no waiting at any time' restriction removes a significant number of long-term on-highway parking spaces. It is argued that this will create difficulties for residents whose properties lack adequate off-highway parking and for commuters working in the town. There was a concern that the result would displace long-term parking demand onto other roads.
  - b) That the reduction in parking provision consequent on the introduction of double yellow lines will adversely impact visitors to the town centre, exacerbating the recent reduction in footfall.
  - c) That the 'limited waiting' restriction should allow for up to 4 hours, as a 2-hour maximum stay is insufficient for visitors wishing to use local services.
3. Several respondents requested that parts of Bedford Street be reserved for the exclusive use of local residents, for example by widening the extents of Swaffield

Close Residents' Parking Zone (RPZ).

4. Several respondents argued that the Council should delay making any decisions until the status of the Dandara car park is resolved and expressed a concern that this facility was no longer available.
5. Several respondents argued for the development of an Ampthill car park strategy and expressed a generalised concern about any loss of any on-highway parking capacity.
6. There were various contradictory statements about the availability of spaces within the Town Centre car park. Several respondents were concerned that the change to a 1 hr 30min parking limit had adversely affected town centre businesses.

#### Park Hill

7. No respondents directly referenced the proposal for Park Hill.

#### Station Road

8. No respondents directly referenced the proposal for Station Road.

#### Oliver Street / Queens Road / Cedar Close / Russell Drive

9. No respondents directly referenced the proposal for Oliver Street, Queens Road, Cedar Close and Russell Drive.

#### Katherine's Gardens / Katherine's Court / Chandos Road

10. No respondents directly referenced the proposal for Katherine's Gardens, Katherine's Court and Chandos Road.

#### Brinsmade Road / Lea Road

11. Five respondents commented on the proposal for Brinsmade Road and Lea Road with three expressing their support. Two respondents express a concern over the working of the notice, finding this confusing. Two respondents asked that further measures be considered to enhance road safety.

## Officer Response

1. Officers' appreciate the considerable disquiet regarding the proposals for Bedford Street, especially amongst members of the local business community. Hence, it is considered reasonable to delay any decision until the Dandara car park situation has been resolved. This would afford the opportunity to review the nature and extent of proposals in discussion with the town council, as their co-sponsor.
2. Officers' note that many of the responses contain inherent contradictions that will need to be resolved before a revised proposal can be brought forward. These include:
  - a) That the desire of the Town Council to improve traffic flows and reduce conflicts on Bedford Street cannot reasonably be achieved without a loss of on-street parking provision. One option to minimise their impact would be to create a parking bay within the highway verge, albeit at significant public expense.
  - b) That the desire of residents to dedicate an area of the Bedford Street for their exclusive use, through its inclusion in an RPZ, is in conflict with the desire of businesses to maximise the spaces available for commuters and visitors to the town.
  - c) That the extensive use of Bedford Street by commuters (i.e. people working for local businesses) has the effect of restricting the available parking for visitors, depressing footfall.
  - d) That the Town Council's preference for a 4-hour waiting time in marked bays has the impact of halving the frequency that these spaces turn over.
  - e) There is sufficient evidence that indiscriminate parking is creating a hazard at various junctions. In these circumstances, the introduction of double yellow lines is justified on safety grounds.
  - f) The risk that parking will be displaced is acknowledged. The situation will be monitored following the scheme's implementation and if required, officers will consider further action.

## Conclusion

1. Officers' are of the view that it is reasonable to proceed with all of the scheme proposals with the exception of those in Bedford Street.

**Appendices:**

Appendix A – Ampt Hill Parish Council Rural Match Funding Application Form

Appendix B - Public notices of proposals and consultation drawing

Appendix c – Representations

**Appendix A – Ampthill Parish Council Rural Match Funding Application Form**

<b>Council:</b>	<b>Ampthill Town Council</b>
<b>Scheme location:</b>	<b>Various locations in Ampthill</b>
<b>Summary:</b>	<p><b><u>Bedford Street</u></b></p> <p>a) "No exit, no entry" yellow hatched box outside Waitrose entrance.</p> <p>b) Double yellows extended on east side right up from Waitrose to the town boundary sign with driveway h-bars.</p> <p>c) 4-hour waiting restriction on west side from 30mph sign beyond Ampthill Carpets and to a point opposite No 61.</p> <p>d) Double yellows beyond that to beyond the town sign and opposite the farm entrance.</p> <p>e) Refresh 20mph roundels on road (and consider extending this limit further up Bedford Street).</p> <p>f) Install Long Term Parking signs in Bedford Street and Dunstable Street for the Church Street car park.</p> <p><b><u>Katherine's Garden</u></b></p> <p>g) Extend double yellow lines all along north side of Katherine's Garden to make verge parking illegal. This should obviate the need for further oak posts.</p> <p><b><u>Park Hill/Park Street/Brewery Lane</u></b></p> <p>h) Clearing of vegetation on Park Hill second island to reinstate footpath + installation of oak posts all along the pavement up to and beyond No 52, where disabled access is needed. Possible double yellows to prevent on street parking there as well.</p> <p>i) Initiation of resident CPZ consultation for Park Hill/Park Street/Brewery Lane area.</p> <p><b><u>Brinsmade Road/Lea Road</u></b></p> <p>j) Double yellows round corners of Brinsmade Road/Lea Road plus driveway h-bars.</p> <p><b><u>Oliver Street/Queens Road/Cedar Close/Russell Drive</u></b></p> <p>k) Double yellows round corners of Oliver Street/Queens Road + Oliver Street/Cedar Close + Oliver Street/Russell Drive.</p> <p><b><u>Dunstable Street/Church Street/Woburn Street</u></b></p> <p>l) 20mph roundels on the road along Dunstable Street by the pinch point; on Woburn Street going up the hill; and up Church Street.</p> <p>m) Road markings/hatchings in Dunstable Street at pinch point near Ampthill Tandoori</p>
<b>Contact:</b>	<p><b>Miss Donna Searle</b>  <a href="mailto:d.searle@ampthilltowncouncil.org.uk">d.searle@ampthilltowncouncil.org.uk</a>  <b>01525 844171 / 404355</b></p>

<b>Supporting statement</b>	<p>These are the priorities of the Town Council that have identified through their Parking and Traffic Management Reports and from issues raised by local residents.</p> <p>The Town Council has set aside up to <u>£sum</u> towards these proposed works and would welcome the opportunity to explore these proposals further with Central Bedfordshire Council.</p> <p>The Town Council has set aside a <u>further £sum</u> towards the Woburn Street footway scheme, less any developer contribution.</p>
<b>Comments:</b>	<p><b>Copies of the Town Council's parking reports are attached:</b></p> <ul style="list-style-type: none"><li>• <b>Part 1: Parking Strategy Report May 2014</b></li><li>• <b>Parking and Traffic Management Working Group – Survey and Recommendations (priorities identified for the LTP Rural Match Fund)</b></li></ul>

Appendix B

# PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE  
NO WAITING RESTRICTIONS AT ANY TIME AND PARKING PLACES IN BEDFORD STREET,  
AMPTHILL**

Reason for proposal:

The No Waiting Restrictions are for avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising; For facilitating the passage of traffic on the road or any other road of any class of traffic (including pedestrians). To address issues associated with indiscriminate and obstructive parking and to ensure that sightlines are not obstructed by parked vehicles.

The parking places are intended to achieve a turnover of spaces to permit short stay visitors to the area.

Effect of the Order:

**To introduce No Waiting Restrictions 'At any time' (24 hours a day) on the following length of road in Ampthill:-**

1. Bedford Street, east side, from a point approximately 8 metres south of the north flank wall of no.39 Bedford Street extending in a northerly direction for approximately 264 metres.
2. Bedford Street, west side, from a point in line with the south flank wall of no.35 Bedford Street extending in a northerly direction for approximately 10 metres.
3. Bedford Street, west side, from a point approximately 8 metres south of a point in line with the south flank wall of no.39 Bedford Street extending in a northerly direction for approximately 10 metres.
4. Bedford Street, west side, from a point approximately 3 metres south of a point in line with the north flank wall of no.39 Bedford Street extending in a northerly direction to a point in line with the boundary of nos. 43 and 45 Bedford Street.
5. Bedford Street, west side, from a point in line with the south flank wall of no. 47 Bedford Street extending in a northerly direction to a point in line with the boundary of no.49 and 51 Bedford Street.
6. Bedford Street, west side, from a point in line with the boundary of nos. 65 and 63 Bedford Street extending in a northerly direction for approximately 139 metres.

**To REVOKE Parking Places on the following length of road in Ampthill:-**

- 1) Bedford Street, west side, from a point approximately 8 metres south of a point in line with the south flank wall of no.39 Bedford Street extending in a southerly direction for approximately 25 metres.
- 2) Bedford Street, west side, from a point in line with the south flank wall of no.35 Bedford Street extending in a southerly direction for approximately 10 metres.

**To introduce Parking Places from Monday to Saturday between 8am and 6pm with limited stay for 2 hours with No Return within 2 hours on the following length of road in Ampthill:-**

- 1) Bedford Street, west side, from a point in line with the boundary of nos. 65 and 63 Bedford Street extending in a southerly direction to a point in line with the boundary of nos.49 and 51 Bedford Street.
- 2) Bedford Street, west side, from a point in line with the south flank wall of no.47 Bedford Street extending in a southerly direction to a point in line with the boundary of nos.43 and 45 Bedford Street.
- 3) Bedford Street, west side, from a point approximately 3 metres south of a point in line with the north flank wall of no.39 Bedford Street extending in a southerly direction to a point in line with the south flank wall of no.39 Bedford Street.

- 4) Bedford Street, west side, from a point approximately 8 metres south of a point in line with the south flank wall of no.39 Bedford Street extending in a southerly direction for approximately 25 metres.
- 5) Bedford Street, west side, from a point in line with the south flank wall of no.35 Bedford Street extending in a southerly direction for approximately 10 metres.

Further Details may be viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

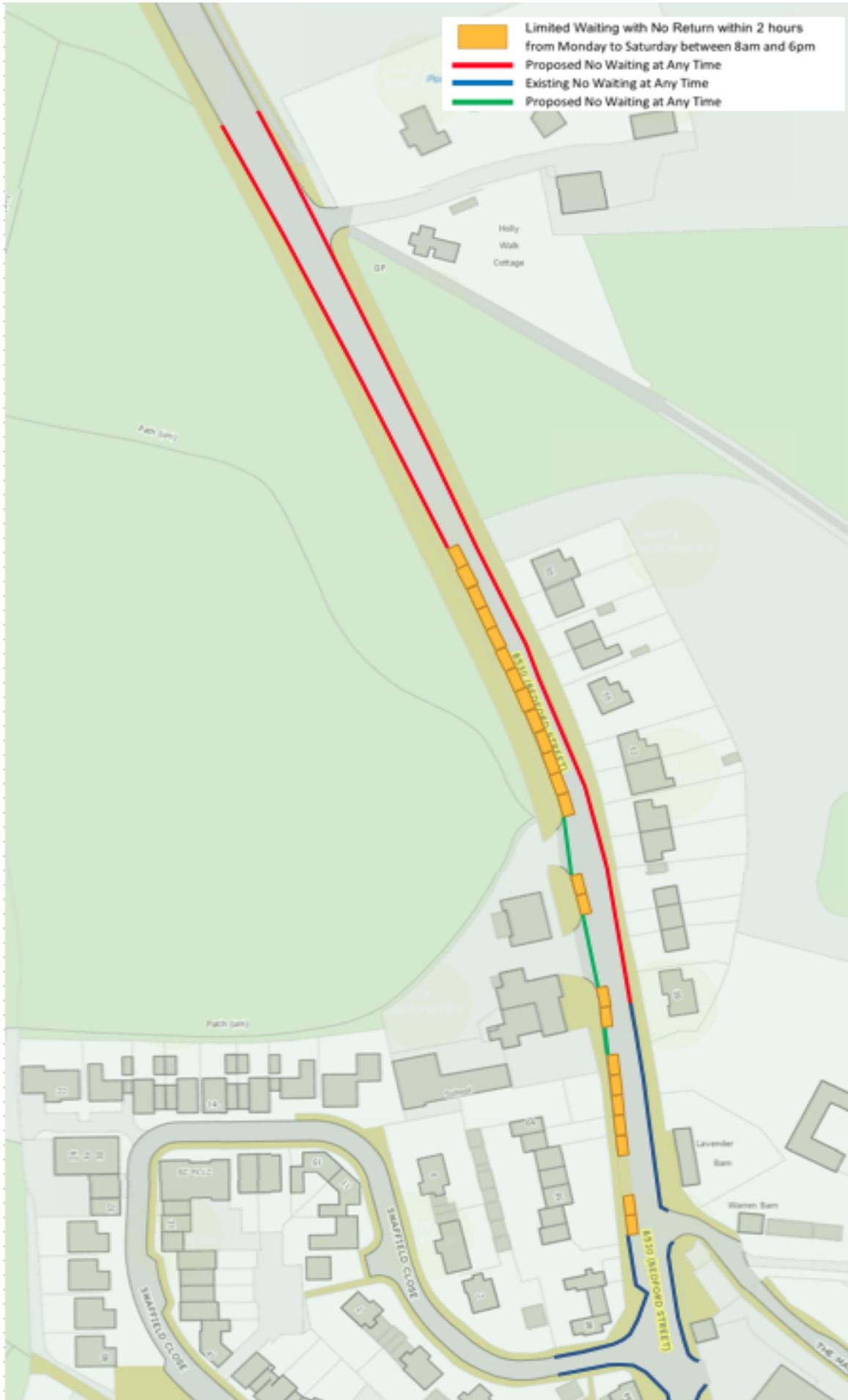
Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 15<sup>th</sup> June 2018. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

24<sup>th</sup> May 2018



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN PARK HILL, AMPHILL**

Reason for proposal: For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising; For facilitating the passage of traffic on the road or any other road of any class of traffic including pedestrians.

The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Effect of the Order:

### **To introduce No Waiting at any time on the following length of road in Ampthill:-**

1. Park Hill, east side, from its junction with Part Street extending in a southerly direction for approximately 4 metres.

Further Details may be viewed online at  
[www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

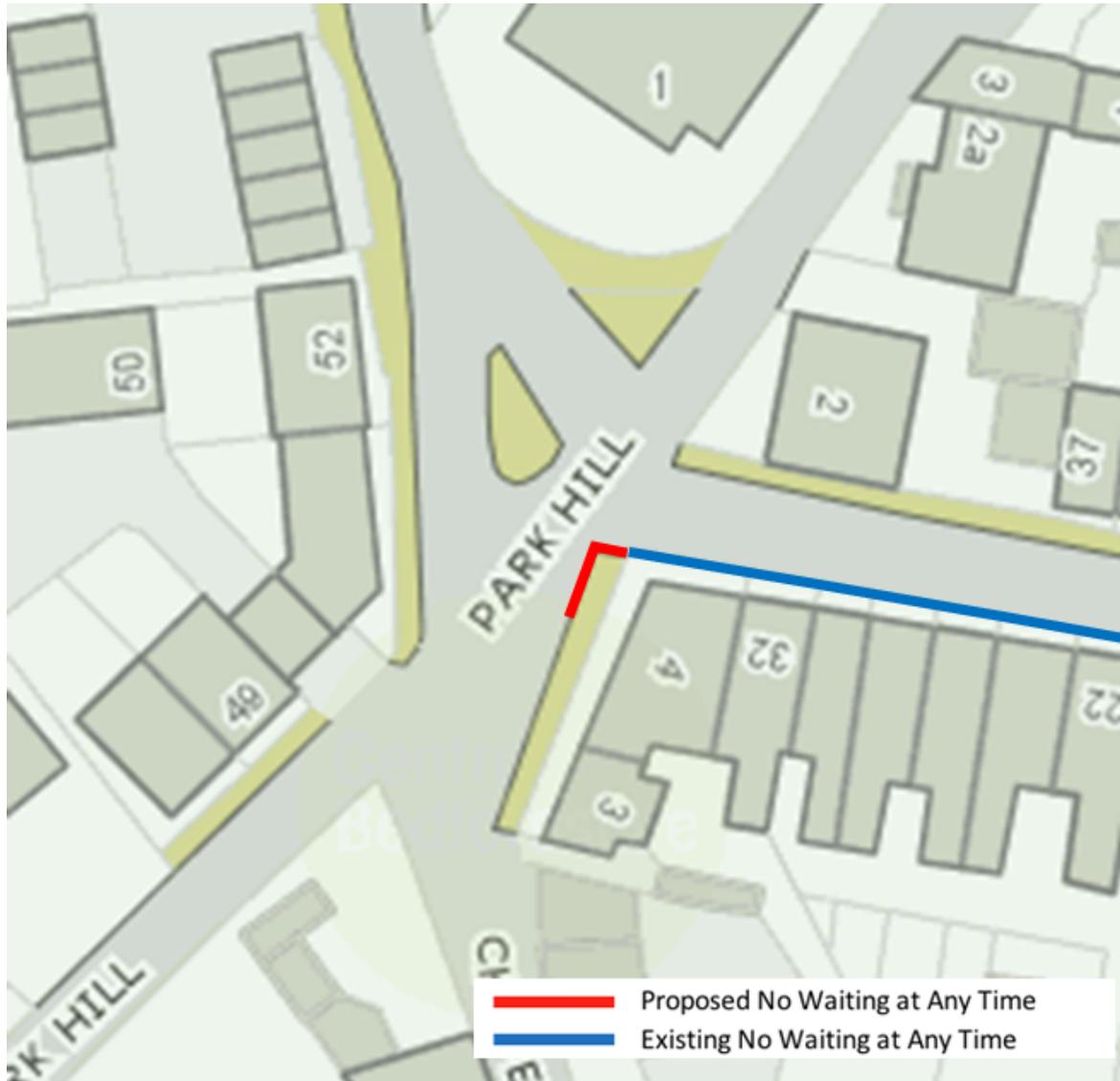
Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 1<sup>st</sup> June 2018. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

10<sup>th</sup> May 2018



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN STATION ROAD, AMPHILL**

Reason for proposal: For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising;

The waiting restriction is intended to facilitate safe access/egress of vehicles to premises on Station Road.

Effect of the Order:

### **To introduce No Waiting at any time on the following length of road in Ampthill:-**

1. Station Road, south side, from a point approximately 75 metres west of the centre of its roundabout with A507 extending in a westerly for approximately 52 metres.

Further Details may be viewed online at  
[www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

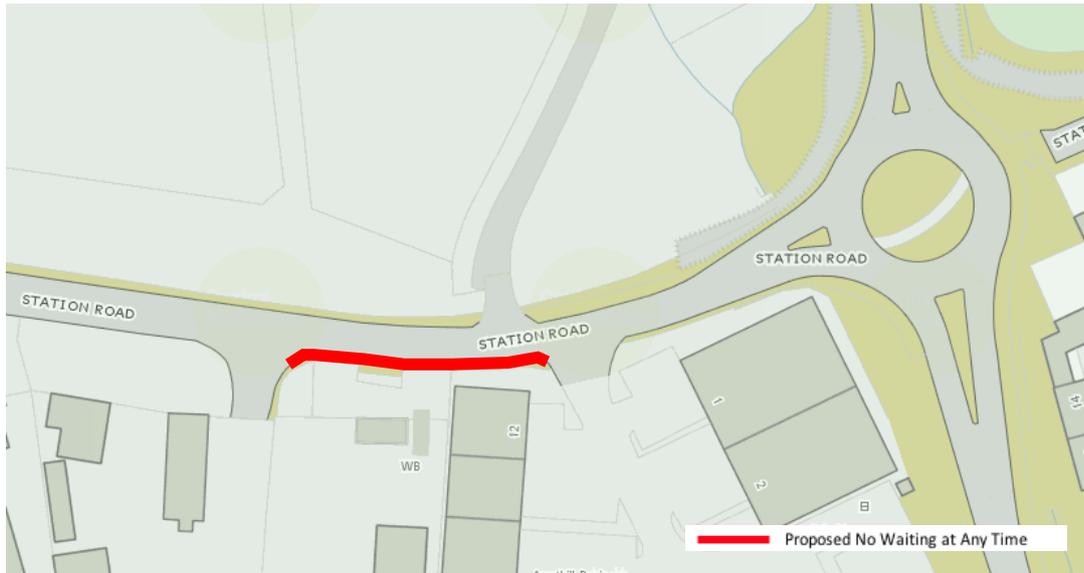
Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 27<sup>th</sup> May 2018 . Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

5<sup>th</sup> May 2018



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND LIMITED WAITING IN OLIVER STREET, QUEENS ROAD, CEDAR CLOSE AND RUSSELL DRIVE, AMPHILL**

Reason for proposal: For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising; For facilitating the passage of traffic on the road or any other road of any class of traffic including pedestrians.

The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

### Effect of the Order:

#### **To introduce No Waiting at any time on the following length of road in Ampthill:-**

2. Queens Road, both side, from a point in line with the north flank wall of no.32 Oliver Street extending in a southerly direction to its junction with Oliver Street.
3. Oliver Street, north side, from a point in line with the boundary of nos.28 and 30 Oliver Street extending in a easterly direction to a point approximately 2 metres east of a point in line with the west flank wall of no.32 Oliver street.
4. Cedar Close, both sides, from its junction with Oliver Street extending in southerly direction to a point approximately 5 meters south of a point in line with the north flank wall of no.101 Oliver Street.
5. Oliver Street, south side, from a point approximately 2 metres west of a point in line with the boundary of nos.99 and 101 extending in an easterly direction to a point in line with the boundary of nos.103 and 105 Oliver Street.
6. Russell Drive, both sides, from its junction with Oliver Street extending in a southerly direction to a point in line with the boundary of no.1 Russell Drive and no.117 Oliver Street.
7. Oliver Street, south side, from a point approximately 1 metre west of a point in line with the boundary of nos.113 and 115 Oliver Street extending in an easterly direction for approximately 30 metres.

#### **To introduce No Waiting Monday to Friday between 8.00am and 9.00am and 2.30pm and 4.30pm on the following length of road in Ampthill:-**

1. Oliver Street, south side, from a point in line with the boundary of nos.28 and 30 Oliver Street extending in an easterly direction to a point approximately 2 metres east of a point in line with the west flank wall of no.32 Oliver street.

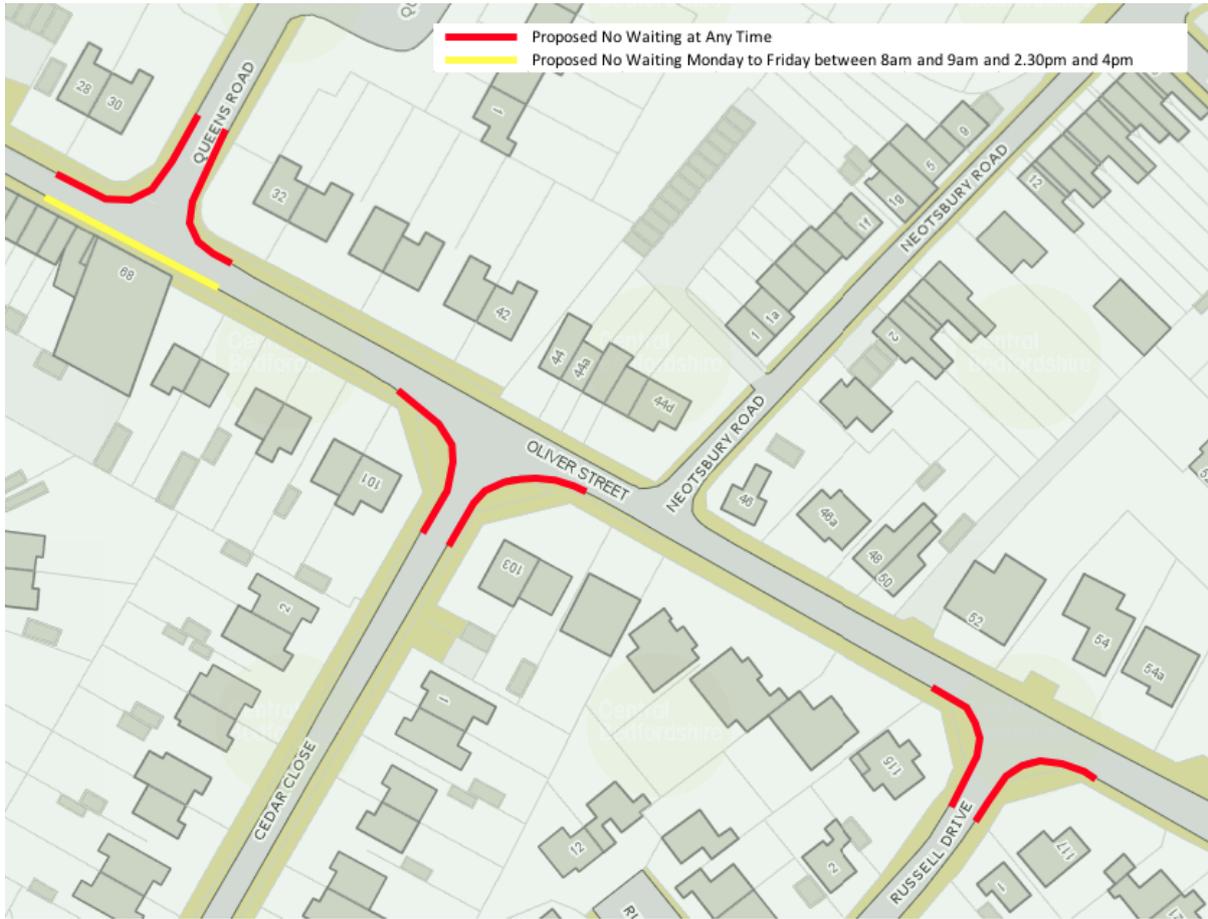
Further Details may be viewed online at  
[www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 1<sup>st</sup> June 2018. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ  
10<sup>th</sup> May 2018

Marcel Coiffait  
Director of Community Services



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE AND REMOVE NO WAITING AT ANY TIME IN KATHERINE'S GARDEN, AMPHILL**

Reason for proposal: For facilitating the passage of traffic on the road or any other road of any class of traffic including pedestrians.

The waiting restrictions are intended to address indiscriminate parking and to prevent vehicles from encroaching onto the verge/footway.

Effect of the Order:

### **To introduce No Waiting at any time on the following length of road in Ampthill:-**

8. Katherine's Garden, west side, from a point in line with the south flank wall of no.14 Chandos Road extending in a northerly direction for approximately 17 metres.

### **To REMOVE No Waiting at any time on the following length of road in Ampthill:-**

1. Katherine's Garden, north side, from a point approximately 4 metres east of a point in line with the east flank wall of nos.23-30 Katherine's Court extending in a easterly direction for approximately 15 metres.

Further Details may be viewed online at  
[www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 1<sup>st</sup> June 2018. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

10<sup>th</sup> May 2018



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME IN BRINSMADE ROAD AND LEA ROAD, AMPHILL**

Reason for proposal: For avoiding danger to persons or other traffic and/or for preventing the likelihood of any such danger arising; For facilitating the passage of traffic on the road or any other road of any class of traffic including pedestrians.

The waiting restrictions are intended to address indiscriminate parking and to ensure that junctions are not obstructed by parked vehicles.

Effect of the Order:

### **To introduce No Waiting at any time on the following length of road in Ampthill:-**

1. Brinsmade Road, both sides, from a point approximately 3 metres east of a point in line with the west flank wall of no.2 Brinsmade Road extending in a westerly direction for approximately 39 metres.
2. Lea Road, both sides, from its junction with Brinsmade Road extending in a southerly direction to a point in line with the south flank wall of no.3 Brinsmade Road.

Further Details may be viewed online at  
[www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 1<sup>st</sup> June 2018). Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

10<sup>th</sup> May 2018



## Appendix C

1

"We are emailing to raise a formal objection to the public consultation notice in relation to the proposed parking restrictions in Bedford Street, Ampthill. Through the Rural Match Fund scheme and for Bedford Street specifically, Ampthill Town Council agreed with Central Bedfordshire Council that a 4hour waiting be introduced. However, the notice now states a 2hr waiting period which is incorrect.

The reason for the 4hour waiting was to achieve some element of longer term parking for shoppers/visitors to the town as the Town Centre Car Park has a 90minute maximum stay but with some 3hr parking also available.

Ampthill Town Council has contacted officers at Central Bedfordshire Council to make them aware of the incorrect information on the notice but for the avoidance of doubt we thought it best to formally comment on the public consultation.

If there is anything we can do to assist with publishing the correct information we will be pleased to do so as a matter of urgency."

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2

"I am writing to object to the public consultation document now out for parking restrictions in Bedford Street, Ampthill - specifically waiting time limits - because it is entirely different from what was agreed with Ampthill Town Council and the Highways Engineer.

The document that was agreed stated that 4 hour waiting would be allowed, in order to be of assistance to Ampthill businesses in providing longer term, but no longer unlimited, parking than is available elsewhere. It was not intended for workers at those businesses.

In the document out for consultation until 15th June, this has been entirely re-written by somebody, to allow only 2 hour waiting in order to provide more short-term parking - which was absolutely never the intention.

Many customers and visitors need longer term, but not unlimited parking than is available in the Town Centre (Waitrose) car park. This already provides short term parking - and a significant section of 3 hour parking as well.

I have contacted the people responsible for putting out the consultation to tell them of the error, but as yet, have received no reply, so I hope this ""official"" response to the consultation enables the matter to be put right."

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3

"Central Bedfordshire Proposals to Introduce No Waiting at Any Time and Parking Places in Bedford Street Ampthill

I refer to your consultation document dated 24 May 2018 detailing proposals by Central Bedfordshire Council to introduce no waiting at any time and parking places in Bedford Street, Ampthill.

I confirm my strong objection to the proposals and in particular the plan to introduce parking places with limited waiting from Monday to Saturday 8am to 6pm with no return within 2 hours. As an Income Tax payer, Road Tax payer and Council Tax payer I consider that I have a basic human right to park on the highway outside my own home when I wish and for as long as I want which I have been able to do for the past nine years since I moved into Ampthill. I strongly question the need for the introduction of limited parking spaces on Bedford Street. Adequate short term parking is provided in the Waitrose and Council car park located off Bedford Street. I note that during

the week this car park is rarely under pressure with parking places generally available at all times throughout the day. I also note that the car park located off Church Street has now been closed which suggests that no additional short term parking is required in Ampthill. In this regard I request that you provide full and comprehensive details of the parking surveys that the Council has undertake to justify the proposals that are now being made for short term parking along Bedford Street. I would also question where the Council intends people who work in Ampthill during the day should park. The proposals that are now being put forward by the Council would mean that there would be significantly less long term parking available within the town centre for these workers to use which will only discourage them from wishing to work in Ampthill. This will impact on the vital services that they provide to both residents and visitors and inevitably impact on the economic benefit that they bring to the town ultimately resulting in yet more shops closing and the further decline in the prosperity of Ampthill. In this regard I request that you provide full details of the Council's plans for long term parking within Ampthill. I note that the Council has granted planning permission to a significant number of new developments within the town which has and will continue to result in the need for increased long term parking within the town centre. It is vital that adequate infrastructure is provide to support these new developments and to date I have not seen any improvements made to the town's facilities to accommodate the significant increase in residents moving to and living in Ampthill. I wish to record that a Residents Parking Permit system has been implemented on Swaffield Close which is located off Bedford Street. I consider that, whilst I totally object to the Council's proposals, as a minimum residents living on Bedford Street should be given the same opportunity of Residents Parking on Bedford Street. The current proposals could otherwise only be considered as discrimination against residents living on Bedford Street. Finally I note that the drawing supporting the consultation document incorrectly details the extent of 'Existing No Waiting at Any Time' restrictions in that it does not show the existing parking space outside No. 48 Bedford Street. I therefore question the validity of the consultation that has been undertaken by the Council and any Traffic Regulation Order to be made."

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4

While we welcome the majority of the changes and think it should generally have a positive impact, we are very concerned about the introduction of a limited stay of 2 hours (Monday to Saturday 8am to 6pm) in the areas marked in yellow on your map. I understand why you want to introduce this, as some people seem to abandon their cars here for weeks at a time; however our house currently only has parking available for one vehicle - a space that we rent from the Bedford Estate.

My wife and I both need cars in order to work, and therefore currently park one car on the road when we are both at home. We both work full time, so these changes will not often affect us during the week, but on Saturdays when we are both at home it will cause an issue - we will have nowhere near to the house where we will be able to park the second car. Our house backs on to Swaffield Close, but you require a permit to park here, and the parking spaces closer to Waitrose (that I don't believe are affected by your proposals if I've understood it correctly) will now be in even higher demand by the residents of the cottages they are in front of. Beyond this I don't even know where the nearest suitable parking space would be, but it would certainly not be very close to our house.

Hopefully you can understand why we would be so concerned about this part of your proposal. We would ask that you consider allowing an exception for residents such as ourselves - perhaps a permit system such as the one in operation in Swaffield Close could be available?

---

5

"First, I should point out that the "Drawing" on Page 4 of the Public Notice referring to Bedford Street has a significant error on it.

A Blue line, denoting "Existing No Waiting at Any Time", is shown extending from Swaffield Close both ways into Bedford Street.

But, heading northwards, there is currently a marked parking bay outside Number 46 Bedford Street.

There is then a short run of double yellow lines before the access road leading to off-road parking areas at the rear of numbers 46 to 64 Bedford Street for the residents of those houses. This parking bay is not shown on the drawing.

Therefore, I argue, the council cannot possibly agree to a proposals which have been put up for public consultation but are obviously wrong.

However, there may well be an argument to remove the bay.

For large vehicles - 4x4s or, even worse, vans – parked there do obscure the view of motorists trying to pull out of the access road on to Bedford Street, meaning they have to edge out blind. But the proposals must surely be redrawn first.

As for the other parking restrictions, I think we all accept there should be some management and reduction in on-street parking in the town.

However a blanket ban could be a deathknell for the town.

The problem should be looked at on a wider basis. A drastic cut in on-street parking in Bedford Street and elsewhere will cause problems for residents, visitors, workers and businesses, many of whom are already struggling to attract sufficient footfall.

Instead, I argue, the restrictions should be integrated in a town-wide scheme that must also include the provision of off-street parking.

Before this is done I suggest there is a town-wide consultation with residents, businesses, councillors and other interested parties.

Novel though the idea may be in Bedfordshire these days, it is called democracy.

Consideration could then be given to measures such as meters for paid short-term parking bays, with exemption permits for residents, and perhaps shops also able to offer short-term permits for visitors."

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6

"As a resident of ■ Bedford Street, I oppose the new parking restrictions for the following reasons;

- Insufficient resident parking spaces outside homes opposite to Waitrose - The houses opposite Waitrose have no allocated parking and rely solely on the off street parking in front of their properties – the current capacity is inadequate and means that residents are required to park a distance away from our property. Each of the properties opposite to Waitrose are >2 bedrooms and often residents have more than one car. Waitrose staff also use these parking places.
- Insufficient alternative parking spaces in proximity – the restrictions would inevitably force residents to find alternative spaces to park. No other adequate provision currently exists or is not utilised (see below).
- More adequate provision is not utilised – the car park built as part of the new development on Church Road is currently closed. Was this not considered as part of the Council's overall plan to reduce congestion/ provide customer parking within the Town? What did the Council look into and what were the results? Similarly, Swaffield Close has spare parking capacity as all homes are provided with off street parking provision however the implementation of residents permits, prohibits use of these spaces, even for local residents.
- No resident permit provision – the Council has made no provision to provide for residents (by way of a permit scheme) to offset some of the impact the changes will bring about. I would like the council to offer a priority residents parking scheme along Bedford Street.
- Lack of strategic approach – as an observation, the Council seems to view these changes in isolation to what is a complex parking capacity problem within the Town. What impact assessments have the council undertaken to assess the knock on impact of implementing these measures both to residents and local business owners?

I hope that you will answer my questions and provide me with some comfort in relation to provision for local resident parking."

---

7

I understand that there is a requirement to perhaps restrict parking on one side of Bedford Street however I believe to have restricted parking on the west side is unnecessary. Parking is difficult enough in Ampthill without restricting it further. The people working in Ampthill have difficulty parking as it is. A 2-hour limit and no return will totally exclude this area for Ampthill town centre workers. It also will make it difficult for guests of residents that live in this area. From a resident's point of view if we have visitors they have to park on the road but with this enforcement will only be able to stay for a maximum of 2 hours. That is totally unfair to residents and their visitors.

Furthermore, having cars parked along the west side seriously slows down the traffic on that stretch of road. All types of vehicles speed along this road, busses are however by far the worse and must slow if there are cars parked on the west side and oncoming traffic.

There should be a digital speed display along the road the same as on Church Road to make people aware of the speed they are entering Ampthill. This will avoid danger to persons or other traffic and/or prevent the likelihood of any such danger arising. I don't understand how 2-hour no return fulfils any part of the "Reason for proposal".

CBC had kept and managed the car park that Dandara provided then Ampthill wouldn't have such a big parking problem now.

In summery I oppose the proposal of 2-hour parking and no return for the reasons set out above.

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8

"I have received notification of your proposed parking restriction changes for Bedford Street, Ampthill. As part of the changes, will residents be given a parking permit please?

I live at [redacted] Bedford Street and have a parking space at the rear of my property for my car. However, there is no parking for visitors and therefore my visitors have to park in Bedford Street. If the proposed changes go ahead and I have visitors come to stay for the weekend, they will no longer be able to park in Bedford Street. As there are no alternative long term parking options nearby for my visitors, I assume Bedford Street residents will be issued with a parking permit that their visitors can put in their car windows and that will make them exempt from the restrictions?

Unless resident parking permits are issued, I strongly object to the proposals as it will make it very difficult for me to see my friends and family and will devalue my property as people will be unlikely to want to buy a property that people cannot visit.

Please can you acknowledge this email and confirm what parking arrangements will be put in place for residents if the proposals are implemented."

---

9

"I have read the proposed 'no waiting time' notice for the junction of Lea rd. and Brinsmade rd. I live at [redacted] Lea Rd. and I am strongly in favour of the proposal which will, I hope, make this junction safer. However I am aware that this will mean that parked cars will move down the road, in numbers. We already have cars parked too close to our drive which means that it is very difficult to drive out of our house safely. As I am sure you are aware the turn in the road again ( at Number 9 Lea Rd.), in addition to the junction with Verne drive repeats the problem that you are now trying to resolve, if drivers continue to park irresponsibly.

I would like to ask what measures you are taking or proposing to ensure that the whole of Lea rd. is safe for both pedestrians and drivers?

I look forward to hearing your thoughts on the above."

---

10

As a resident of Brinsmade Road I welcome the attention being paid to road safety in this area. However, in my experience the corner where Brinsmade Road turns into Church Avenue presents even greater risks than those identified in your drawing. Cars are usually parked on the left hand turn from Brinsmade Road into Church Avenue, which is a blind corner both ways owing to the slope and to foliage. Moreover, there is usually parking in Church Avenue on both sides. This means that traffic approaching this junction uses the middle of the road, not infrequently at too high a speed, presenting a further danger. I would like to suggest markings to indicate the centre of the road at that point and including a ban on parking on the blue lines I have added to your drawing.

Yours faithfully ,

---

11

" object to the proposal for a No Waiting Order in Brinsmade Road at the Lea Road junction for the technical reason that the Public Notice does not make sense. There is an error in the third para of the Notice: it reads ""in a westerly direction for approx. 39 metres"" which should be ""in an easterly direction"" if it is to be at the junction.

The reasons stated for the proposal are equally if not more applicable to the junction of Church Avenue with Brinsmade Road. Vehicles are frequently parked at this junction so that traffic is reduced to a single lane on a sharp bend with very limited visibility so there is much reversing and driving on to the footpath. I cannot believe that your Traffic Engineers have viewed this junction as it is also an obvious location for a No Waiting Order."

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12

"I am emailing in support of the proposed restrictions on parking in the above roads. Cars are often parked on or near the bends in these roads and it causes severe problems for passing traffic and it is dangerous.

Please implement the restrictions asap." Lea Road

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13

"having looked at the plan I draw your attention to the error in the public notice. Under the heading the Effect of the order and item I the phrase ""extending in a westerly direction"" should read""extending in an easterly direction"" Lea Rd

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14

"Good evening

Having phoned repeatedly today to try to ascertain the correct deadline for the submission of representations and despite those repeated calls regrettably not having managed to speak to either Marcel Coiffait, Director of Community Services Chicksands or Paul Mason Assistant Director Highways, please note that I have been assured that the correct deadline for responses/comments/ representations on the same is the 15th June.

Please note that I had to phone repeatedly, as I was not phoned back as promised by Marcel Coiffait, Director of Community Services Chicksands or Paul Mason Assistant Director Highways. I am therefore relying on this assurance and will submit responses/comments/ representations by the 15th June on behalf the Ampthill Business Chamber.

I would point out again that on some of the Notices a deadline for responses/comments/ representations on the same is shown as the 15th June and other Notices a deadline for responses/comments/ representations on the same is shown as the 1st June.

Accordingly I query whether these notices are in fact valid?

Please comment by return.

Furthermore I would point out that is the second serious inexcusable discrepancy/error re dates on Notices in May from your Council!

In the original Notice with regard to the Planning Appeal relating to the Planning Appeal relating to St Andrews Place Ampthill dated and sent out on the 8th May 2018, it ridiculously stipulated that representations must be received by 9th May - the earliest possible, but frankly with current postal delivery timescales, unlikely date of delivery/receipt.

Please see a copy of the first erroneous notice below.

When I pointed out this ridiculous error, new notices were issued with an amended deadline 8th June 2018?

As a Council Tax payer, I am seriously concerned about what these serious and inexcusable errors are costing us! "

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15

I just remembered whilst I was walking the dog that when I was on the Town Council and we still had a County Council, I decided that we needed the "improvements" now being proposed by Central Beds and I was then proposing to the County. The County Traffic (Expert) Officer came to see me, took me round the town to all of the sites now being proposed to be restricted and told me precisely why my "improvements" would have negative results. We can safely say that these new "improvements" were rejected by Beds County Council over ten years ago as being "counter-productive" and should be dropped. I have to say that time has proved him correct! I am sending this as an addendum to my previous email!

---

16

The proposals to restrict parking in Ampthill will result in the total collapse of trade in Ampthill. Consider the effect of Waitrose changing the waiting time allowed in Ampthill Town Centre Car Park from 2 hours to one and a half hours. Footfall in the town centre has halved resulting in the closure of Richardson's Jewellers, Ampthill Television (considered non-viable following the death of the proprietor and closing) and now The Kitchen shop in Bedford Street is closing down – all through lack of footfall. The effect of this is that as people can only shop in Waitrose and go they have ceased to come to Ampthill as there is no time to go to any other shop than Waitrose. The effect is catastrophic footfall in the Town has halved. Add this to the change in trading patterns noted nationally with the use of the internet and retail shops in the town will have insufficient turnover. Your proposals will finish the job off and Ampthill will be a ghost town after 800 odd years. You have landed us with over a thousand new homes in the town without any new parking spaces and now you propose to halve those that we have. I will remind you that speeding up the traffic through the town will only result in

accidents in the Town's narrow streets. I am sorry but I can only describe the proposals as idiotic! There are no known accidents at present but there will be if you speed up the traffic.

---

17

I work, shop and socialise in Ampthill and find parking an increasing problem. If I want to have my hair cut, do the weekly shop, pop to the local butchers to get the meat and meet a friend for coffee the limited parking is not suitable. The supposed 'town car park' has limited parking for a maximum of 3 hours. There is little alternative parking and I feel loathed to park in residential areas. I have lived in the area all my life and love the town. I remember when it was possible to buy everything in the town and am saddened to see so many shops closing. Whilst I appreciate the swing from shopping on the high street to internet shopping I feel passionate that small market towns can survive and prosper if supported and being able to park is very important.

---

18

"Some years ago the Ampthill Town Plan identified as a 'Top Priority' the need for more parking facilities in the Town.

The identified need for more parking recognised the direct relationship between trade and commerce, and the ability of people engaged in such pursuits to efficiently gain access.

It was also recognised that the progressive future economic and social health of Town Centre premises was dependant on reasonable access and parking.

Since the Town Plan was put in place the only significant increase in available parking was that established at Church Meadows by Dandara and now sadly the subject of an appeal to obtain planning permission for conversion to housing. (It's worth noting that the Car Park was only established after a local pressure group lobbied for it)

One of the pre-eminent problems for Ampthill is now the increased level of traffic which has arisen in the last few years as a direct result of new house building. An increase of something like 33% or around 2000 people and potentially that many extra cars with no formal steps being taken to address the general problem of vehicle parking availability.

As mentioned above the general health of Ampthill Town Centre is dependent on people being able to gain access and park.

The proposed parking restrictions will therefore be economically counterproductive by drastically reducing parking choice.

The logical answer to street congestion is for the 'Council' to establish more safe parking spaces the need for which was identified some years ago.

It is regrettable that neither the Town Council nor the County Council took ownership of the Church Meadows Car Park (worth well over £1million) and indeed that no attempt was ever made to signpost or encourage its use.

To conclude I strenuously object to the proposed parking restrictions on the basis that it will provide no material benefit to the Town but rather damage the Town economically; and that the best solution to the current parking problem would be for the Councils to take bold action and spend money to provide permanent off road parking of a reasonable size

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19

"We understand that there are proposals for double yellow lines to be introduced within various areas of Ampthill and the town centre.

We also understand that the car park in Church Street has planning permission lodged for new housing.

As a resident and business owner and Landlord in Ampthill, I am very concerned that the already restricted parking will be restricted further by the proposed double yellow lining.

We are currently seeing a number of shop / business closures in the town and if this policy is carried through I am concerned at the further impact this will have on the town centre and it's ability to attract new businesses and visitors to the town.

I would hope that you will reconsider these proposals seriously to allow the historic market town of Ampthill to thrive and not die as so many high streets are doing.

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20

"Dear Sirs, I am writing to object to the proposed parking restrictions in Ampthill in particular Bedford street. With the Dandara car closed and no decision made on its future . To remove yet more car parking would be detrimental to both businesses and residents. Please do not implement this until after the Dandara issue has been resolved. May I also suggest that you have a strategy on car parking in Ampthill that benefits the whole community.

---

21

"As a business owner I would like to object to the proposal of yellow lines in Ampthill. Parking for our customers is already very difficult and by restricting parking with no alternative offered will seriously damage our business further. It's very difficult to understand why the council approved hundreds of new homes all with cars and then decrease the number of parking spaces close to the local shops.... It would be fabulous to see some support for local shops from the council instead of damaging our business."

---

22

"I am very concerned about your proposed plans to close the car park on church street and put more double yellow lines in the town. As the owner of Ampthill Fireplaces I am extremely worried about customers not being able to visit our showroom as they cannot Park... All the businesses in ampthill will suffer you will kill off the town centre. Today I drove up to the town as I needed to shop at Waitrose it took me ten minutes to park in the car park, parking is a massive problem now before you add to this please consider the implications ...."

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23

"I write to strongly object to the proposed changes to car parking in Ampthill. As a local business owner, indeed one without any car parking facilities for my clients, further reductions of car parking in the town is bound to have a detrimental affect on business owners in Ampthill. There are already long standing businesses struggling to attract customers to their facilities due to lack of decent parking in the town and your proposals are going to make matters considerably worse."

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24

"As an employee of Ampthill fireplaces it is already a huge challenge to park in the town to do a days work. To bring stock to our showroom to load and unload is almost impossible. To add further parking restrictions and with the proposed yellow lines parking will become almost impossible. Please consider us employees struggling to park and please consider our customers who also have limited parking time meaning they spend less time in the town less time to shop less time to eat and drink."

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25

"Whilst there are health and safety implications to poor parking, and not good for the residents that live there , I think for Ampthill there is a wider view that needs to be taking before introducing any changes to Bedford Street. The appeal for the Dandara site on Church street is being held on 18th July - the outcome of this will change the scope. The pre app in now to CBC from Oakmans Inns car parking should be greeted positively to support the aim of safety and visitor experience. I feel it is just to delay the proposed works on Bedford street until the wider picture is seen. Ampthill needs a parking strategy - to just take spaces away without thought will certainly be the death of the towns businesses, who are struggling already. You have proposed other yellows in the town too - again I see that it is dangerous- but if these spaces go , people will just find other areas , and your going round in circles. It's not a solution.

The CBC Market Town Regeneration Fund, (of which Ampthill Town Council is receiving a grant to encourage visitors to the town) is aiming to keep your market towns alive- a destination, a place for employment- please delay this lined marking until there is a wider plan in place - let's be joined up in keeping the town safe but open to visitors. "

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26

"I attended a meeting this week held on behalf of a majority of the Ampthill Town centre Businesses.

It was brought to our attention the proposed car parking restrictions, and implementation of the proposed yellow lines, which will of course mean further reduced car parking to the centre of Ampthill

Over recent years and since the redevelopment and introduction of Waitrose there has been a significant reduction in Car parking space in and around the town centre

With the local authority refusal to adopt the car Park from Dandara and their now subsequent planning application for housing. I would vehemently oppose the loss of this Car park facility Furthermore I ask the council to defer any further parking restrictions - Namely current plans for Yellow Lining - To be delayed until a long term scheme has been determined to address

- 1) The Additional loss of parking resulting in the yellow lining
  - 2) The impact of long term loss of parking to the town centre with empty shops, (2 closing in the last 2 months) significant reduction in footfall and continuing reductions in business across the board with further diminishing and failing businesses"
- 

27

"I wish to express concern that whatever parking restrictions you introduce in the centre of Ampthill should not make life any more difficult for local residents such as the 6 houses on Brewery Lane who have no parking of their own. We rely on being able to park in the one space at the bottom of Brewery Lane, the bays on Bedford Street, the Alameda Sands car park or on Woburn Street.

Ideally we would like to see the Bedford Street bays reserved for Residents only parking (with a permit), at least on one side, so that we don't have to compete with staff from Waitrose and other local businesses to be able to park somewhere near our homes. You already made things more difficult for us when you made Swaffield Close Residents Only parking, despite the fact that the houses there already have drives and garages! Whereas those of us in old period properties, which are so important to the character of Ampthill, have nowhere to park on our own properties."

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28

"We are writing in opposition to the proposed parking restrictions in Ampthill. We feel as a business that these restrictions will have a huge impact not only for our customers but for the five employees that currently use a car as their only mode of transport to work. We are already hearing feedback from our customers that the impact Waitrose 's reduction in parking time is having by hugely restricting what they can and can't do in the town. Your proposed restrictions will only serve to exaggerate the situation. Myself and four other colleagues travel by car into the town and even without these restrictions find difficulty in finding parking spaces which are a) available and b) suitable for all day parking. With the proposed restrictions it will leave us with nowhere to park. It was hoped that the car park on the site owned by Dandara would have been made accessible for the businesses of Ampthill but we have been let down by yourselves once again.

Ampthill needs adequate parking not only for the Business owners and their employees but for the influx of newcomers to the town on the back of all the new housing estates and other people wishing to visit the town. We need the spaces to continue being a thriving market town!"

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29

Lack of parking is a real concern as a business owner. However I email you today due to devastating impact on my business, the town and community should your plans for yellow lines around certain areas of the town in particular Bedford Street be granted.

My business is already been affected by lack of visitors due to parking and this will have yet another detrimental effect that could possibly result in my business closing. There has already

been 2 long established businesses close recently. Therefore it gives no encouragement, raises alarm that if this issue is impacting established businesses then more will follow. This in turn presenting Ampthill with further and emerging problems.

I ask you look at Ampthill as a whole in relation to parking limitations, restrictions and possible solutions before you grant this application.

I ask that a strategy is put in place before any final decisions are made. A strategy that takes into account serious lack of parking, required restrictions and the options that are available to solve the towns parking within realistic and achievable timescales and goals for everyone that will be affected."

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30

To whom it may concern,

I am writing to object to the proposals to introduce limited stay parking to Bedford Street for the following reasons:

1. Bedford Street is a residential area, therefore, I object to the removal of long term parking in favour of short term parking to permit short stay visitors to the area.
2. Ampthill residents should be the first consideration. There is already a large area of short term parking in the centre of Ampthill (Waitrose/town council car park) This car park is rarely full to capacity during the week. A further short term area of parking (Church Street car park) has closed.
3. The closure of Church Street car park would suggest that there is insufficient demand for further short term parking.

Please advise what survey has been undertaken to establish the need for parking both short and long term in the centre of Ampthill.

I disagree that there is the demand for so much short term parking and that the town centre needs short, medium and long term parking.

Further to this Swaffield Close residents have been given parking permits. I strongly disagree that we should be discriminated against by not be given the same option.

I also object for safety reasons. Bedford Street is very busy, as a resident it is hard to cross the road at times. By allowing only short term parking there will be much manoeuvring of vehicles in and out of spaces bringing about a much greater safety risk. There is also nowhere to turn so people that have driven from the centre of Ampthill to park that then wish to go back in that direction will be turning in the road bringing about further safety risks.

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31

"I was wondering if there was any news on the proposal to have residents only parking in and around the roads surrounding the town centre?

I live in chapel lane and often cannot park in my road or the surrounding roads.

It seems that local businesses use these roads to park as they are close to the town centre, unfortunately this proves a problem for residents who arrive home from work/school to find nowhere to park, it's extremely tricky if you have any goods to unload and the nearest place to park is a 5 minutes away, this can result in multiple trips to your car just to unload your shopping!

I know living in a town centre comes with parking issues, but a timed permit system would ensure that local workers would have to vacate the parking bays to give the local home owners a chance to park outside their own home.

I would presume there would be a fee for residents parking? But I'm sure most people living locally would agree that it would be a small price to pay to guarantee at least one parking space near to their home."

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32

"I would like to add my concerns regarding the proposed implementation of the parking restrictions. Many of the town centre businesses do not have their own parking and with the implementation of the proposed parking restrictions this will discourage the public, including customers, from coming into Ampthill which will reduce footfall and income for all businesses in the town.

It cannot be right that restrictions are imposed that will impact on people coming into town wanting to shop or stop and eat. This is particularly concerning when the allocation of parking at Church Street (on the Dhandara site) is likely to be limited despite the concerns and objections lodged.

Ampthill is still a thriving town centre and we should all be doing what we can to encourage that to continue. Any decision regarding these parking restrictions should be delayed until the existing parking arrangements in the town centre are resolved."

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33

"As an Ampthill resident, a business owner, a shopper and a member of the Ampthill Business Chamber, I'm emailing to express my deep concern over the proposed parking restrictions in Ampthill and the detrimental effect it is likely to have on the Town.

On Bedford Street, I believe the double yellow lines will remove 30 cars parking spaces that are currently being utilised. I'm worried that these 30 cars that park there all day will have nowhere to park? These are staff cars as well as shoppers. Woburn Street is already full to capacity so they cannot go there. If the surrounding streets are also being restricted, parking will become almost impossible for many people, making Ampthill a far less desirable place to reside, dine, shop and utilise the services it offers. The effects could be hugely detrimental. We already have at least three significant units within the town centre empty as well as many offices and I fear Ampthill is being destroyed as car parking is removed.

Please can you bear the above in mind when making a decision on the current proposed parking restrictions. Please also consider delaying the decision on the parking restrictions until we know the full impact of the current Dandara plans so the potential impact of these proposals can be properly assessed."

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34

"As a business that has a shop in the town Centre in Ampthill I felt compelled to email you. Today I received news that Central Beds Council has planned parking restrictions that will be placed on roads around Ampthill, particularly the town Center. I am aware that there is also a planning application to build housing on a currently 100 space car park, situated on Church Street.

I am sure that before the issue with the car park on Church Street is decided, putting these car parking restrictions in place will have a severe negative effect on employees to businesses in the town, as well as consumers wishing to spend more than 3 hours shopping or using the services of those businesses in the town.

Restrictions need to be reconsidered once the car parking issue has been resolved. The impact of the parking restrictions by CBC in both instances should be dealt with delicately, as to not force consumers out of the town.

If it is that the cars parked on the street is causing a concern to safety, then surely the overflow car park re-opening is the best solution. I would strongly advise that you attend and speak on behalf of the traffic control authority at the appeal for the planning application on 18th July. It would be in the best interest of the council, Ampthill's inhabitants and visitors. "

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35

" Following the recent communication to introduce restrictions to parking places in Bedford Street and other locations in Ampthill, I am writing on behalf of Waitrose and the John Lewis Partnership to make comment and challenge the proposal.

We challenge that there should be a delay in the implementation of these parking restrictions in Ampthill until existing parking arrangements in the town centre are resolved, therefore, the future of the current car park next to the Dandara site.

Restrictions to parking in Ampthill could cause real problems for businesses located in the town centre. This would not just be for Waitrose, but those businesses that offer a different service to us. In essence both smaller local businesses and Waitrose benefit from each others existence in the town centre where people visiting Ampthill benefit from multiple services available.

At a time when town centre's across the country need support, the focus should be on retaining parking in the area and making the ease of visiting shops the focus to the growth of business in Ampthill. On occasions when we have encountered problems with access or parking in the area, Waitrose has seen significant reductions in sales and this has been replicated across local businesses. If access and ease is reduced in the area, there are other areas locally where customers can take their business which would have an impact on Ampthill shops and traders. By reducing local parking, these proposals could put further pressure on the town car park, as well as spreading employees from all businesses parking further across an already congested side street network in the town centre. It is worth adding that the town car park is currently used by multiple residents that park there past 5pm, overnight moving their car in the morning evidencing that more spaces are needed in town not less.

When we made changes to our car parking arrangements in September of last year the Town Council members that we met with were keen on protecting car park spaces within the town, something we supported with the addition of more long stay spaces at the councils request. By way of background, Waitrose has previously supported the local area, back when we opened the store. We removed long stay car parking from the site and moved it on street to support the turnaround for business. We paid to have new on street car parking constructed on Woburn Road a little way from the store to increase car parking in the area.

As a final point there is a perfect opportunity to provide shoppers, residents and workers a safe, secure and suitable place of parking in the car park next to the Dandara development that currently sits empty due to the charge that is required to pay from parking there. If the council is looking to reduce road parking, this car park should become a free to all option with no restrictions and the future of this car park must be finalised before these road parking restrictions are reviewed.

Summary of comments, challenge and questions.

- 1) We challenge the timeframe of a fortnight (24th May-1st June) for comments and challenges to be made.
- 2) We challenge that the review of road parking in the area should be considered post the decision on whether the Dandra car park becomes a free park or proposed housing.
- 3) We question what restrictions Central Beds placed on Dandara with the original car park on Church Street and why this was not made a free car park originally.
- 4) We comment that business in the area will suffer due to restrictions or lack of ease to visit Ampthill. The town car park will be put under pressure to cope with the increased demand.
- 5) We question have there been problems in Ampthill on Bedford Street that have increased the risk or danger through cars parking along Bedford Street."

36

"I have today received up to date information regarding the intended restrictions that will be being placed on roads around and in Ampthill before the issue with the overflow car park to the East of Ampthill that has been padlocked and closed for some time has as yet to be resolved. Restrictions cannot even be considered or taken a view upon until the car parking issue has been resolved. They are not seperate issues but intrinsically linked issues, one outcome affects the other. If it is because it is dangerous to have parking in side streets then you should be forcing the overflow car park to be re-opened. I believe (but may be wrong) that the car park

was part of the agreement within the planning for Gas House Lane so that the developer could get planning permission.

It is in the councils interest to enforce this. If and when this is re-opened it would then make sense to consider the applications being proposed to restrict parking in side streets to push that traffic into this overflow car park.

As a business owner in the Town and someone who creates business and community within the town this action would impact my business and other businesses within our town, you cannot have a situation where you want to increase and support local businesses but take away the parking with the same hand. For a start you would kill Ampt Hill Market on a Thursday and that would just be the start.

Personally I cannot believe this is even being considered, I appreciate the dangers that parking in side streets poses so the obvious thing to do is enforce the opening of the overflow to push that traffic into that area, this would work, it seems simple and logical.

It is imperative this is taken into consideration unless Ampt Hill is just to be known for Waitrose and not its restaurants, shops, cafes, culture, market and Antiques which are all the things that make up the historic ambience of the Town. We are one of the few small towns with a long history of individual shop owners helping making the town what it is.

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37

"I am responding to the consultation about a range of proposed further restrictions to the parking in Ampt Hill town centre and on the out skirts.

As a Business owner of [REDACTED] in Bedford Street, I am struggling to understand why restricted zones are being put in place especially as Dandara builders have closed their car park. This will affect my business as clients will be pushed out even further to park or alternatively might even not come to my business.

I have had the business for 10 years and have had a very successful time and enjoyed being in Ampt Hill.

We are seeing changes in the town with many local businesses shutting down due to lack of changes in the parking, which is stopping footfall.

I would like to understand the for sight in these changes to restricted parking? Please let me know so I can understand in more depth.

Why are these changes pushing both employees and clients further out of the town, it seems a strange decision for a council who is not giving any alternatives at all.

I know many businesses in the town have seen a sharp decrease in footfall and this is only surly going to make it worse!

Just to add the rate and rents in this area a very high but while there is a footfall this out ways but if this decreases then I know many businesses will just give up, this would lead to a ghost town, and the town will find it hard to get new businesses in.

However if someone took on the car park in Church street I know this would help.

I emailed my clients and promoted this across Christmas and used it myself too until it was closed and we saw a pick up towards Christmas.

I am heavily involved with Ampt Hill Business Chamber and I know that many local businesses and other bodies would help to to make sure this car park was used and make the town flourishes! Would it not be fair to give 6 months to see if it would work?

Also with Dandara, looking to build on their site and us losing a considerable amount of spaces this will have a massive impact on the town, and I also think there will be backlash to Dandara regarding this as they at no opportunity marketed the car park or engaged with the businesses in way at all. I have had a meeting with them last year and they mentioned they had but the businesses in the town did not see anything.

I look forward to your reply and I am happy for your email me or call me on my mobile below"

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38

"As a resident, a local business, and a member of the Ampt Hill Business Chamber, I write to express my concern over the proposed parking restrictions.

On Bedford Street, the double yellow lines will stop 30 cars from parking. These 30 cars are largely Waitrose staff. Please could you tell us where they are supposed to park? We hear the suggestion is Woburn Street. However, Woburn Street is ALWAYS full! Surrounding streets are being restricted, too so parking will become impossible.

Why can't we embrace parking on Bedford Street and create proper parking bays?  
If these parking restrictions go ahead, coupled with the loss of Dandara Car Park, Ampthill town centre will die. It's already struggling – with many units in prime locations sitting empty. It will destroy the town centre because no one will be able to park to use the shops. "

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39

"I am responding to the consultation about a range of proposed further restrictions to parking in the centre of Ampthill.

There is at present ongoing concern about the reduction of parking facilities following an application by a builder to build houses on the car park near the church. If this is approved it could have a serious impact on the availability of parking for owners, customers and employees of the businesses in the town.

I would therefore strongly urge the committee that the consideration of further restrictions should be delayed until the outcome of the planning application is known so that the full impact of the potential impact of these proposals can be properly assessed."

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40

"I would like to object to the proposed waiting restrictions on Bedford Street, Ampthill. Whilst I appreciate that there is a need to improve the safety & the traffic flow on the local roads, I believe that the proposed waiting restrictions should only be considered along with the provision of alternative car parking. Simply introducing new waiting restrictions does not address the core problem of the lack of car parking in Ampthill.

There is no provision for car parking for those who work in Ampthill and live elsewhere. As such, I believe that the proposed restrictions will just force these people to park their cars in nearby residential roads. This is just relocating the problem and will cause further inconvenience and safety issues for local residents.

I urge the council to address the core issue of the lack of car parking in Ampthill before proposing new waiting restrictions."

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41

"The Chamber of Commerce has alerted us to the proposed new parking restrictions in Ampthill. We have lived in the town as below for over 40 years and, collectively & historically, the Town and Central Beds Councils and predecessors have been wantonly incompetent in addressing and finding a solution to this issue for council tax payers, businesses - rate payers - and visitors alike.

Inadequate but nominal inroads to provide extra parking have been made but imposition of the subject additional measures# to restrict parking in Chandos Road and etc at this time - that is, if it is intended to implement them before the overall problem of additional town centre is properly resolved, this would merely exacerbate the existing parking problems. In fact, to proceed regardless just now would be tantamount to sheer bone headed stupidity with very serious negative implications for businesses, visitors and residents in the town of Ampthill."

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**Meeting:** Traffic Management Meeting  
**Date:** 24<sup>th</sup> July 2018  
**Subject:** Market Square, Potton – Proposed changes to waiting restrictions  
**Report of:** Paul Mason, Assistant Director Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services to changes in the waiting restrictions in the Market Square, Potton.

**ECOMMENDATION(S):**

That the proposed '2-hour Limited Waiting with No Return within 2 hours' restriction in Market Square Potton be implemented as published

**Contact Officer:** Steve Lakin  
[steve.lakin@centralbedfordshire.gov.uk](mailto:steve.lakin@centralbedfordshire.gov.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Potton  
**Function of:** Council

**CORPORATE IMPLICATIONS**

**Council Priorities:**

This scheme supports the following objectives within the Central Bedfordshire Council Local Transport Plan (LTP):

- G – Enable the efficient and reliable transportation of freight.
- J - Reduce the risk of people being killed or seriously injured.

**Financial:**

This scheme will be funded from the LTP Integrated Schemes budget for 2018/19.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

None from this report.

**Sustainability:**

None from this report.

<b>Budget and Delivery:</b>	
Estimated cost: £1,300	Budget: LTP Integrated Schemes
Expected delivery: By 2018 latest	

**Background and Information**

1. In response to an invitation for bids into its Rural Match Fund (RMF), Potton Town Council applied to Central Bedfordshire Council requesting changes to the parking restrictions in the Market Square. A copy of the RMF application is provided at Appendix A.
2. The application noted that customers of the businesses located in the Market Square frequently struggled to find a free space, in part because traders were using the available capacity. To address this, the Town Council proposed that the existing restrictions be unified under a single traffic regulation order. Further that the 1-hour restriction be increased to 2 hours.
3. In response to the application, Central Bedfordshire Council advertised a proposal to limit parking in all of the available spaces to 2 hours, with no return with 2 hours. This proposal was formally advertised by Public Notice in May 2018. Consultations were carried out with the Emergency Services and other statutory bodies, Ward members and Town Council. Residents and businesses located in close proximity to the proposed restriction were individually consulted by letter. A copy of the Public Notice is provided at Appendix B.

**Representations**

4. Five people responded, of which 4 objected to the proposals on the grounds that they would disadvantage business owners. A copy of these representations is provided at Appendix C.
5. Following the consultation, CBC were asked by Potton Town Council to provide a cost for a business parking permit scheme for discussion with traders. An extract covering the salient correspondence is provided at Appendix D. On checking CBCs parking policy, only Residents Parking Zones (RPZs) are promoted for use on the public highway in specified circumstances.

**Comments**

1. Officers' note that there is car parking within a short distance of the Market Square that traders can access. Removing all-day parking from the Market Square should have a positive effect on footfall and trade.

**Conclusion**

6. It is recommended that the proposal be implemented as published.

**Appendices:**

- Appendix A – Potton Town Council RMF Application Form
- Appendix B - Public Notice
- Appendix C - Representations
- Appendix D - Correspondence on business parking permits

**Appendix A Potton Town Council Rural Match Fund (RMF) Application Form**

<b>Council:</b>	Potton
<b>Scheme location:</b>	<p>Insert location of scheme</p> <p>Potton Market Square</p>
<b>Summary:</b>	<p>Describe the issue that requires addressing</p> <p>Lack of customer parking, because traders take all the car park spaces. Need to stop businesses moving vehicles between the numerous traffic regulation orders that exist in the Market Square when the traffic warden visits and some businesses advise that the time permitted is not long enough for customers (Ladies Hairdressers).</p>
<b>Contact:</b>	<p>Insert name [REDACTED]</p> <p>Email address [REDACTED]</p> <p>Contact phone number [REDACTED]</p>
<b>Supporting statement</b>	<p>In no more than 150 words please explain why you feel addressing this issue is important to the Town/Parish</p> <p>Lack of trade for Market Square businesses because nowhere for customers to park because traders take a very high proportion of the spaces all day and the length of time permitted is not long for some customers.</p>  <p>Benchmarking survey carried out in May 2017 results included "The footfall figures in Potton are lower than the National and Regional averages."</p> <p>Benchmarking survey carried out in May 2017 results included "83% of businesses and 62% of town centre users felt that 'Car Parking' was a negative aspect of operating a business in Potton."</p>
<b>Comments:</b>	<p>Please include any additional comments</p> <p>Customers can't find a parking space in the Market Square, so they drive to another town.</p> <p>The whole Market Square has signs advising 1 hr no return within two, one problem if you move vehicle to another area in the Market Square you can park for another hr, supposedly the Market Square has 5 or possibly 6 traffic regulation areas.</p> <p>Town Council would like one traffic regulation for the whole Market Square so that traffic warden(s) when they visit will then ticket vehicles who move between the numerous traffic regulation areas that exist in the Market Square. Town Council also suggest an increase to two hours with no return in two hours.</p>

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE 2 HOUR LIMITED WAITING AND DISABLED PARKING BAYS IN MARKET SQUARE, POTTON**

Reason for proposal: For preserving or improving the amenity of the area.

The waiting restrictions are intended to address indiscriminate parking and to encourage an appropriate level of turnover of the available capacity.

Effect of the Order:

**To introduce 2 hour Limited Waiting with No Return within 2 hours on the following length of road in Potton:-**

### **North of Square**

1. Market Square, north side, from a point approximately 4 metres west of a point in line with the east flank wall of no.7 Market Square extending in an easterly direction for approximately 22 metres.
2. Market Square, north side, from a point approximately 2 metres east of a point in line with the west flank wall of no.11 Market Square extending in an easterly direction to a point approximately 3 metres west of a point in line with the east flank wall of no.13 Market square.

### **East of Square**

1. Market Square, east side, from a point approximately 1 metre north of a point in line with the boundary of nos.16 and 17 Market Square extending in an southerly direction to a point approximately 1 metres north of a point in line with the north flank wall of no.18 Market Square.
2. Market Square, east side, from a point approximately 3 metres south of a point in line with the north flank wall of no.18 Market square extending in a southerly direction to a point approximately 1 metre north of a point in line with the south flank wall of no.20 Market Square.

### **South of Square**

1. Market Square, south side, from a point in line with the east flank wall of no.22 Market Square extending in a westerly direction to a point approximately 5 metres east of a point in line with the boundary of nos.27 and 28 Market Square.
2. Market Square, north side, from a point approximately 2 metres east of a point in line with the west flank wall of no.11 Market Square extending in an easterly direction to a point approximately 3 metres west of a point in line with the east flank wall of no.13 Market square.

### **West of Square**

1. Market Square, west side, from a point approximately 4 metres south of a point in line with the north flank wall of no.4 Market Square extending in a northerly direction to a point approximately 2 metres south of a point in line with the north flank wall of no.5 Market Square.

### **North of Centre Island**

1. Market Square, from a point in line with the boundary of nos.8 and 9 Market Square extending in an easterly direction to a point in line with the boundary of nos.11 and 12 Market Square.

**South of Centre Island**

1. Market Square, from a point in line with the boundary of nos.22 and 23a Market Square extending in a westerly direction to a point approximately 8 metres east of a point in line with the boundary of nos.27 and 28 Market Square.

Further Details may be viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 1<sup>st</sup> June 2018. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.\*) Order 201\*\*"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

11<sup>th</sup> May 2018

**Drawing**



Appendix C - Representations

**From:** [REDACTED]  
**Date:** Friday, 4 May 2018 at 14:57  
**To:** Traffic Consultation <Traffic.Consultation@centralbedfordshire.gov.uk>  
**Subject:** 2 HOUR LIMITED WATING AND DISABLED PARKING BAYS IN MARKET SQUARE, POTTON

Dear Sir

Re the above consultation

Does the proposal mean that the now separate parking areas will all become one ie that there will be no return to any of the bays within two hours of you have previously parked in any one of them?

Thank you

[REDACTED]

**From:** Traffic Consultation [<mailto:Traffic.Consultation@centralbedfordshire.gov.uk>]  
**Sent:** 15 May 2018 16:29  
**To:** [REDACTED]  
**Subject:** Re: 2 HOUR LIMITED WATING AND DISABLED PARKING BAYS IN MARKET SQUARE, POTTON

Dear [REDACTED]

If this proposal is approved, all of the parking in and around the Square will be managed as a single 'zone'. It will no longer be feasible to move between bays to avoid a penalty.

Regards

Steve Lakin  
**Traffic Management Team**  
**Central Bedfordshire Council Thorn Turn Depot, Thorn Road, Houghton Regis, Dunstable LU5**

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**From:** [REDACTED]  
**Date:** Friday, 11 May 2018 at 12:14  
**To:** Traffic Consultation <Traffic.Consultation@centralbedfordshire.gov.uk>  
**Cc:** "[REDACTED]"  
[REDACTED]  
**Subject:** Potton Market Square parking restrictions

Dear Sir/Madam

I as a business owner who operates on the market square in Potton would like to object to the two hours waiting restriction on the grounds of the affect this has on our business. By restricting business owners and not allowing them to park on the market square, this has a detrimental effect and a financial effect on operating from the town centre.

- 1) Clients who visit our premise have difficulty in finding alternative parking locations in Potton, public car park at book end is constantly full up with people attending appointments at green sands medical practise brook end Potton. Please see pictures attached of a typical day in the town and also emailed response from town clerk even agreeing with a point raised by ourselves about the use of the public car park and brook end in general. The affect of the current restriction and the proposed new one could result in a loss of business due to clients being unable to park in the town centre or anywhere close.
- 2) Difficulties for admin staff finding alternative parking locations, having to park long distances away and on occasions making them late for work therefore affecting productivity.
- 3) When members of works force have to come to the premise for training they can't get parked anywhere near the market square again due to the public car park being full and all approach roads and surrounding area's having parking restrictions. Again resulting in lost time on staff we are paying so again a financial impact to our business.

I confirm that as a business owner that is in its fourth generation of trading in the town and operating in the market square and to the rear of [redacted] Bull Street Potton (just off of the market square) the current restrictions and proposed ones are affecting the profitability of my business, which if implemented will after one hundred and seven years of Hutchinsons trading in Potton we will be seeking alternative trading premises in Gamlingay Cambridgeshire.

Consider making an area of the town centre or public car park for traders only ie give them permits to park free of charge of course as we are all relatively small business.

Having lived and worked in Potton all of my life I have never considered the parking in the market square to be a problem, apparently the current enforcements and the proposed are because traders were complaining it was affecting there business. Having spoken to more than 75% of current traders they would all like to be able to park there vehicles close to there business so as traders we are struggling to understand why the is enforcement in the first instance?

I have asked the town council under the freedom of information act for the numbers of complaints they have received in regards parking issue in the market square over the last two years, as I believe that the percentage will be very low.

Kind Regards

[redacted]

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**From:** [redacted]

**Date:** Monday, 14 May 2018 at 12:12

**To:** Traffic Consultation <Traffic.Consultation@centralbedfordshire.gov.uk>

**Cc:** "[redacted]"

[redacted]

**Subject:** Re: Parking in Potton; proposed -waiting restrictions-market-square-potton

Dear Sir/Madam

We have been trading [REDACTED] Market Square, Potton SG19 2NP for 18 years. As a business owner we have never had a problem with parking in the square as there is always space for businesses/traders and shoppers alike.

We object to the current parking restriction and the proposed two hours waiting restriction as there are no parking spaces available for businesses and traders for the reasons below.

Greensands Medical Practice does not allow use of their car park for patients to the surgery. This is taken up with staff spaces. Therefore the Brook End car park is constantly full with patients, visitors to the park and the surrounding residential properties. Parking alongside the road in Brook End and Brook Fields is also taken with residential parking and patients alike. With the new homes and more to come the situation for public parking will only continue to become worse.

Tesco's parking has a 30 min restriction. This gives only one other place to park being the Market Square.

We both live outside of Potton and therefore both of us drive to work. We both do different jobs otherwise we would travel in one car. On a usual day we can be in and out of the office several times a day. Putting a restriction in the square will hinder our trading and have a detrimental effect on our businesses. We have no other place to park.

A majority of traders are of the same opinion. Those traders who do not agree are the ones that live in Potton, are able to walk to their place of business and do not need to go on site visits or other appointments throughout the day.

The town council have also agreed and commented on the use of the Brook End car park and Brook End.

To conclude: The Council should consider increasing parking at Brook End car park for businesses/traders on a free permit basis before any restrictions are introduced in the Market Square. The car park on the whole should be increased significantly due to the amount of homes being built in and around the area.

[REDACTED]  
[REDACTED]  
[REDACTED] Market Square

Potton  
Bedfordshire  
SG19 2NP

Dear Sirs

Following on from our objection to the proposed waiting restrictions in the Market Square of Potton, it now appears the car park on the Henry Smith playing fields, Potton is under further consultation with Potton Town Council.

It appears from the original Will the playing fields were gifted to the people of Potton for recreational and pleasure purposes and this would be upheld by the Council. The car park possibly should not have been put in place. Potton Town Council have employed a solicitor to look into this as a matter of urgency. As this is in progress any restrictions to the Market Square Potton should be placed on hold until the matter is resolved.

With regards

[REDACTED]

Following on from my email of yesterday, I have reviewed the plans for the car park extension and would like to point out that contrary to the Spring/Summer town council comment from Angus MacDonald, the car spaces have not almost doubled.

And again a traffic warden has been in the square this morning whereupon, I would say almost three quarters of spaces were available for parking and the Henry Smith car park and surrounding area full. Again the question to you: **Where are we supposed to park?**  
I await your response to my previous email attached.

[REDACTED]  
Market Square  
Potton  
Beds SG19 2NP

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**From:** [REDACTED]  
**Date:** Tuesday, 15 May 2018 at 11:39  
**To:** Traffic Consultation <Traffic.Consultation@centralbedfordshire.gov.uk>  
**Cc:** "[REDACTED]"

**Subject:** New Parking Proposals - waiting restrictions in Potton Market Square

Dear Sir/Madam

We have been trading in Potton for many years having come to the Market Square from Royston and the Industrial Estate in Shannon Place Potton.

We were actively encouraged to bring our business to the Square when the Lloyds Bank closure would have meant another vacant shop in the area.

We have established a good trade welcoming customers from all surrounding areas, which in turn generates business for other traders.

The issues with parking have become problematic, more so over the last 2 years. Traders like ourselves, who have a need to use their vehicles throughout the day, in our case, to load, unload, clear the vans of excess flooring waste etc are feeling penalized by constantly trying to find parking spaces to enable these tasks to be carried out. Staff have to find parking in the square when the availability of spaces to the rear to the premise are taken by traders situated in those units.

As other traders have also stated, the situation with Brook End car park being overly used patients attending the doctors surgery has a knock on effect to all traders in the Square. Patients apart from the disabled, are not allowed to park outside the surgery as the bays are marked for the staff only.

No one wants to make life difficult for patients attending the surgery but with the amount of new build properties bringing more people to the area, there should be better infrastructure put in place to assist us all. Perhaps it would be viable to extend Brook End car park more than is planned?? Consider allocating bays to businesses and traders on a permit to park basis. Also, have permits for the traders who need to use the bays in front of their businesses to load and unload. All without restrictions.

In the future, another development is being built in Potton adjacent the to Coach House by the Square. This will mean more vehicles both at the time of the build and after completion, when the units are purchased. Where are these good people going to park?

In the current climate where we are seeing news reports stating how the High Street is suffering from lack of trade due to on line purchasing , we need to address the parking issues to encourage people to come to the Square and support the local businesses. We do not want a mass evacuation of Potton Traders going to other locations just so they can trade and park when adjustments can be made to suit our current situation at a minimal cost.

We await your comments.



Market Square  
Potton  
SG19 2NP

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford  
SG17 5TQ

14<sup>th</sup> May 2018

Attn: Traffic Management team

Dear Sirs

We object to the current and proposed parking restrictions within the Market Square of Potton.

We have been trading for over 13 years and have a good relationship with our customers and clients in Potton. Having restrictions will have a financial impact on our business and will further restrict customers visiting Potton and using our services that we offer.

We do not live in Potton and travel to our place of business by car. The public car park in Brook End is always full with cars and is very difficult to find spaces especially during the afternoon and evening when we come into work. There is no other place to park.

The Council should consider increasing public parking before placing restrictions in the Market Square.

Yours sincerely

Appendix D: Correspondence on business parking permit

**From:** [REDACTED]  
**Sent:** 06 June 2018 17:55  
**To:** Christian Proto <[Christian.Proto@centralbedfordshire.gov.uk](mailto:Christian.Proto@centralbedfordshire.gov.uk)>; Paul Salmon <[Paul.Salmon@centralbedfordshire.gov.uk](mailto:Paul.Salmon@centralbedfordshire.gov.uk)>  
**Subject:** Permit scheme to allow traders in the Market Square to park all day

Dear Christian and Paul

I have been instructed by the town council to contact Central Bedfordshire Council to obtain costs etc for a permit scheme to allow traders in the Market Square to park all day.

I look forward to your responses, so that the town council can then discuss with traders.

Regards

[REDACTED]

Potton Town Clerk  
Potton Town Council

[REDACTED]

**From:** Paul Salmon <[Paul.Salmon@centralbedfordshire.gov.uk](mailto:Paul.Salmon@centralbedfordshire.gov.uk)>  
**Date:** Monday, 25 June 2018 at 10:58  
**To:** [REDACTED]

**Subject:** Re: Permit scheme to allow traders in the Market Square to park all day

[REDACTED]

To implement any scheme, it would need a Traffic Regulation Order which needs to be designed and written up and then formally advertised to cover the statutory notice period of 21 days.

It has to be advertised in a number of locations and will require legal input as well. The cost for this would be circa £3k. There would also need to be signing work in the particular bays and perhaps evening some linework done as well. This would be circa £1.5k.

I am not sure what the cost of a business permit is, I have copied in Parking, however they would also need to support this proposal and ensure that we could recover all outlaid costs with the number of permits purchased and future purchases to maintain the scheme.

We have not introduced any specific business permit schemes for a long time and I am not sure if the Parking team would be comfortable with this. Our current policy is clear that we must not introduce a permit scheme without it having a robust business case and the capability to pay for itself.

I hope this helps,

Kind regards

Paul

Paul Salmon

Team Leader Traffic Management

Highways

**Central Bedfordshire Council** Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ

Direct Dial: 0300 300 6180 | Internal: 76180 | Mobile: 07825 034931 |

Email: [paul.salmon@centralbedfordshire.gov.uk](mailto:paul.salmon@centralbedfordshire.gov.uk)