Meeting:	**Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders**
Date:	**15 March 2016**
Subject:	**Various Roads, Arlesey – Consider Representations to Proposed Waiting Restrictions**
Report of:	**Paul Mason, Head of Highways**
Summary:	This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions in various Roads in Arlesey

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

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

CORPORATE IMPLICATIONS

Council Priorities:

Removal of commuter parking in residential roads in the vicinity of Arlesey Railway Station

Financial:

The works are being funded by CBC LTP Capital Schemes in 2015/16 and 2016/17

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

That the proposals to introduce restrictions in Arlesey be implemented with the following exceptions:-

a) **Chase Hill Road. No restrictions are introduced at this time, but that parking in the road be reviewed after implementation of parking controls in other roads.**

b) **Church End. No restrictions are introduced and the existing single yellow lines be retained.**

Background and Information

1. The Council has received complaints about parking in the vicinity of Arlesey railway station over a number of years. A study was carried out indicating that some roads are heavily used by commuters avoiding car parking charges at the station car parks. Since the opening of the car park on land to the west of the railway, there is now adequate off-street parking capacity available at the station. Consequently, the Council considers that it is reasonable to consider the imposition of parking controls in residential streets near to the station, as requested by residents.

2. A preliminary consultation exercise was undertaken to determine the level of local support for on-street parking controls and seeking preferences for the type of restriction to be introduced. There was strong support for restrictions in some roads, but a mixed reaction from other areas. It was acknowledged that in some areas there may not be widespread support for parking controls, but it was decided that proposals would be published for most roads to give residents the option of accepting or rejecting the preferred option.

3. The proposals were formally advertised by public notice in December 2015. Consultations were carried out with the emergency services and other statutory bodies, Arlesey Town Council and the Ward Members. Residents likely to be affected by the proposed restrictions were individually consulted by letter. Public notices were displayed on street.

4. The following restrictions were published:-

   - A single yellow line am/pm type restriction operating Monday to Friday was proposed for Stotfold Road, House Lane, St Peter's Avenue, Glebe Avenue, Bury Mead and Chase Hill Road.

   - A residents permit parking scheme operating Monday to Friday was proposed for Old Oak Close, The Hermitage, The Poplars, Chase Close, Church End, Carters Way, The Rally, Church Lane (short length only),Glossop Way, Hinwick Close and Chancellors.

5. Whilst publishing the proposals for roads near the railway station, the opportunity was taken to advertise some double yellow lines at a location further south in High Street.

Representations and Responses

6. A total of 47 representations have been received. A large proportion of these relate to several specific roads, as follows:-

- Chase Hill Road - 14 representations, including 10 objections.
- Church End - 7 objections.
- Stotfold Road – 2 representations.
- The Hermitage – 3 representations.
- Carters Way and Carters Close – 3 representations, including one singed by all residents of Carters Close.
- Chase Close and The Poplars – 3 representations.
- Glossop Way – 2 representations.

In addition, there are a small number of representations received from other roads raising a variety of issues. There were also 7 representations covering more general issues. Some of the representations object to the proposals and some support them. 1 representation was received in relation to the additional location in High Street.

A formal response has Been received from Arlesey Town Council and a number of individual Councillor have submitted views on the parking proposals, some of which cover wider issues rather than just those that affect them personally.

Copies of all correspondence are included in Appendix D. The main points of concern raised are summarised below:-

7. <u>Arlesey Town Council Comments</u>

1) A higher proportion of resident bays parking will be required than the current proposals provide, in order to adequately satisfy resident demand. The Town Council requests an amendment to the proposed order, so that the current proposed exclusive ‘single yellow line’ restrictions become a mixture of ‘single yellow line’ <u>AND</u> ‘resident parking zone’ restrictions to enable ALL residents to apply for a resident’s parking permit. The Town Council is specifically concerned that residents in Chase Hill Road will be adversely affected by the current proposed ‘single yellow line <u>only</u>’ option, as off-street parking is not available to many residents in this area. The Town Council supports the parking restrictions initiative, but believes that the current format will be detrimental to residents in the roads affected.

(2) It is suggested that the number of the residents who purchase permits will far exceed the current spaces available within the proposed Resident Parking Zones, resulting in disadvantages to those who are unable to secure a space.

(3) On-street parking on Stotfold Road currently slows traffic in the area. The proposed parking restrictions may increase the speed of traffic resulting in safety concerns to children walking to local schools.

(4) The proposed restrictions will have the effect of moving the car parking issues past the War Memorial creating problems for residents in this area.

8. Chase Hill Road

a) There are no significant problems with commuter parking in this road, so restrictions are not needed.

b) Most properties have insufficient off-road parking and the restrictions will seriously inconvenience residents.

c) Parking problems are worse in the evenings and weekends.

d) The type of restrictions proposed will mean that during the week people will have to move their cars from one side of the road to the other around lunchtime. This is impractical for those who do not use their car to travel to work, go out for the whole day or are on holiday.

e) A residents permit parking scheme would have been a better solution.

f) The parking area to the front of nos.58-70 should be allocated for parking for residents of those homes only.

g) There is some qualified support for the published proposals.

9. Church End

a) The existing single yellow line restriction works well and change is unnecessary.

b) Better and more affordable parking at the station is the only real solution to commuter parking.

c) Residents permits would create problems with unnecessary paperwork and commuters fraudulently obtaining permits to park in Church End.

10. Stotfold Road

a) The restrictions will increase traffic speeds.

b) The restrictions will create problems for people who want to park on the road for extended periods.

c) The restrictions will mean that cars will constantly have to be moved from one side of the road to the other.

d) No consideration has been given for railway station users.

11. The Hermitage

a) Some support, some opposition.

b) The cost of permits is too high.

12. Carters Way and Carters Close

a) There are no serious problems here, so restrictions are not needed.

b) The earlier survey did not show majority support.

c) Permit costs are too high and should be free.

d) Such a scheme would not guarantee permit holders a parking space, so is unacceptable.

e) There is confusion about what areas are covered by the permit parking and what areas are not.

13. Chase Close and The Poplars

a) General support, but wants weekends included due to volume of parking at the weekend.

b) Permits should be for residents of that road only.

14. Glossop Way

a) Some opposition as there are currently no problems with commuter parking so it is not needed.

b) Permit costs are too high.

15. Other roads

a) House Lane. Footway parking is a problem in this road. More yellow lines are needed to ensure that traffic is not obstructed.

b) Church Lane (the length of permit parking near Burymead). The main problems with parking are residents not commuters. Need H-bars.

c) Saffron Close. There are no parking restriction proposals for this road, so there will be significant parking problems there.

d) Burymead. The parking area is unrestricted, so will be targeted by commuters thereby denying space for residents and their visitors.

e) The Rally. There are no real parking issues here and the road is often empty during the week. Not all of it is included in the permit parking scheme.

16. General

a) The single yellow lines are overly restrictive and in most cases permit parking would be better.

b) The cost of permits, particularly those who need more than one, is too high. Visitors permits are also too expensive.

c) There should be more affordable parking at the station.

d) Concerns about migration of parking to other roads.

e) Alternative modes of transport to the station, such as a shuttle bus and better cycling provision, should be provided first.

f) Junctions should be covered by double yellow lines, not single as is the case at some locations.

g) Parking by commuters is generally well ordered and does not create a problem.

h) Station car parks. Some people do not wish to park there as their vehicles are vulnerable to crime and the one on the Henlow side is difficult to access and egress.

17. High Street (additional location)

The double yellow lines are supported, but will encourage people to park in the access road to the side of some houses thereby restricting access to the residents' parking area. The extra traffic will damage the surface of the access road which is already in a poor condition. It is suggested that the Council re-surfaces the access road and implements measures to discourage its use.

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

19. Arlesey Town Council

It is not possible to have a yellow line type restriction with exemptions for permit holders. One of the purposes of undertaking a preliminary consultation was to determine which type of restriction residents of each street preferred. As a general rule, single yellow lines with an am/pm type restriction are more suited to roads where most homes have off-road parking. Residents permit parking is more appropriate for roads where most properties have no off-road parking.

Residents permit parking schemes will never guarantee permit holders a space. However, it is anticipated that if parking by non-residents, such as commuters, is removed there would be adequate space for residents and their visitors.

There is always a risk that extensive on-street parking restrictions will lead to an increase in traffic speeds. However, the restrictions will still allow some on-road parking to take place.

20. Chase Hill Road

It is a fact that Chase Hill Close is on the outer fringe of the parking study area, so is unlikely to be as seriously affected by commuter parking as those roads located closer to the railway station. Reports that parking is worse during evening and weekends would suggest that a significant proportion of the parking is by residents and the published yellow line restriction will do little to address that.

It is acknowledged that the proposed single yellow line restriction would create significant inconvenience for those residents who want to park on-street all day and have no means of moving their vehicle in the middle of the day.

Residents had the opportunity to opt for residents permit parking during the preliminary consultation, but this was not widely supported. Only 16% of those who responded favoured a permit scheme, 28% went for single yellow lines and 56% wanted no change. It was considered that the single yellow line option should be offered to residents to give them the opportunity to comment on a firm proposal. It was also felt that because restrictions were being proposed in roads closer to the station, there could be some migration to Chase Hill Road, and restrictions should be put forward to counter that.

In view of the replies received and with hindsight, it is accepted that the proposed single yellow line restriction is not entirely appropriate for this road. Consequently, it is recommended that they are not implemented at this time. However, after the restrictions have been implemented in other roads and parking patterns have settled, then the parking situation in Chase Hill Road could be re-assessed.

21. Church End

Virtually all of those who submitted written representations want to retain the existing single yellow line restrictions. If that is the favoured option then it is recommended that a permit parking scheme is not introduced. The proposals were pursued on the basis of the results of the preliminary consultation that indicated greater support for residents permits than single yellow lines or no change.

22. Stotfold Road

Most properties have adequate off-road parking, so there is unlikely to be a need for a significant number of people to move their cars from one side of the road to the other in the middle of the day. The road is wide, so it is acknowledged that there could be some increase in traffic speeds.

This has been one of the roads where a large number of complaints about commuter parking have been received over a number of years. There was relatively little feedback, which suggests that the majority of residents accept the proposals that have been put forward.

23. The Hermitage

Local opinion on the proposals appears mixed, but due to the relatively low response rate it is assumed that most residents accept the proposals. If restrictions are introduced in Stotfold Road, The Hermitage is likely to suffer from migration of commuter parking if restrictions are not introduced in this road.

24. Carters Way and Carters Close

Carters Close and Carters Close do not appear to be as severely affected by commuter parking as some roads that are closer to the station, but the situation could deteriorate if the road was left unrestricted. Those lengths of road and parking areas that are adopted highway would be included in the permit scheme, but privately owned areas would not be covered.

25. Chase Close and The Poplars

It is felt that most of the current difficulties occur during the week only, so the restrictions generally only cover those days. This also gives residents greater parking freedoms at the weekend and reduces the need for visitor permits at times of highest need for them.

Residents permit schemes are usually introduced on a zonal basis, rather than covering individual roads. This provides greater flexibility and allows permit holders to park in an adjacent road if theirs is full. Permit eligibility is often extended to allow residents who have no off-road parking and are unable to park outside their home due to yellow lines to park in an adjacent permit zone. This is the case for a small number of properties located in Church Lane.

26. Glossop Way

This road is fairly distant from the station, so may not suffer greatly from commuter parking. Consideration should be given to delaying implementation of any restrictions and re-assess when parking controls have been introduced in roads closer to the station.

27. Other Roads

The restrictions should tackle many of the existing parking issues, such as footway parking and parking near to junctions.

The length of road in High Street where permits are proposed is currently unrestricted, but the remaining length of that road mainly has double yellow lines. It was felt that if this length remained unrestricted it might be used by commuters, thereby denying valuable space for residents. If the residents parking is introduced H-bars could be installed across all dropped kerbs within the parking bay.

Saffron Close is not adopted highway, so is outside the scope of the project. Church End is also un-adopted, but the restrictions there were introduced many years ago and the Council has no record of the history attached to this. It would be more common to exclude private roads and parking areas from parking schemes, although it is possible to include them with the consent of the landowner.

It was felt that the parking area in Burymead should be left unrestricted as it provides some valuable uncontrolled off-road parking for local use. It is a fair distant from the station, so many commuters might not choose to use it.

All of The Rally is included in the permit parking scheme, except for privately owned areas.

28. General

The cost of residents permits was reviewed fairly recently and the cost of the first permit was reduced from £50 to £10 to make the cost of the first permit very affordable. The cost of second and third permits was not changed, partly to discourage multiple car ownership.

Alternative forms of transport to the station might be desirable to both the Council and some commuters, but whilst free and unrestricted parking is available close to the station there will always be concerns about parking in those roads. Hence, parking restrictions would still be required alongside those alternatives.

The car park on the Henlow side is not particularly convenient for those living in Arlesey and Stotfold due to its access and egress arrangements on to and off of the A507. However, the car park is well suited for those travelling to Arlesey from the west.

29. High Street (additional location)

There appears to be little or no opposition to the restrictions in principle. It is difficult to predict with any certainty where displaced vehicles will park. The access road refers to is privately owned, so the Council cannot use tax-payers money to fund any improvements to it. There are already signs in place to discourage use of the access road by non-residents.

30. Bedfordshire Police has raised no objections to any of the proposals.

Conclusion

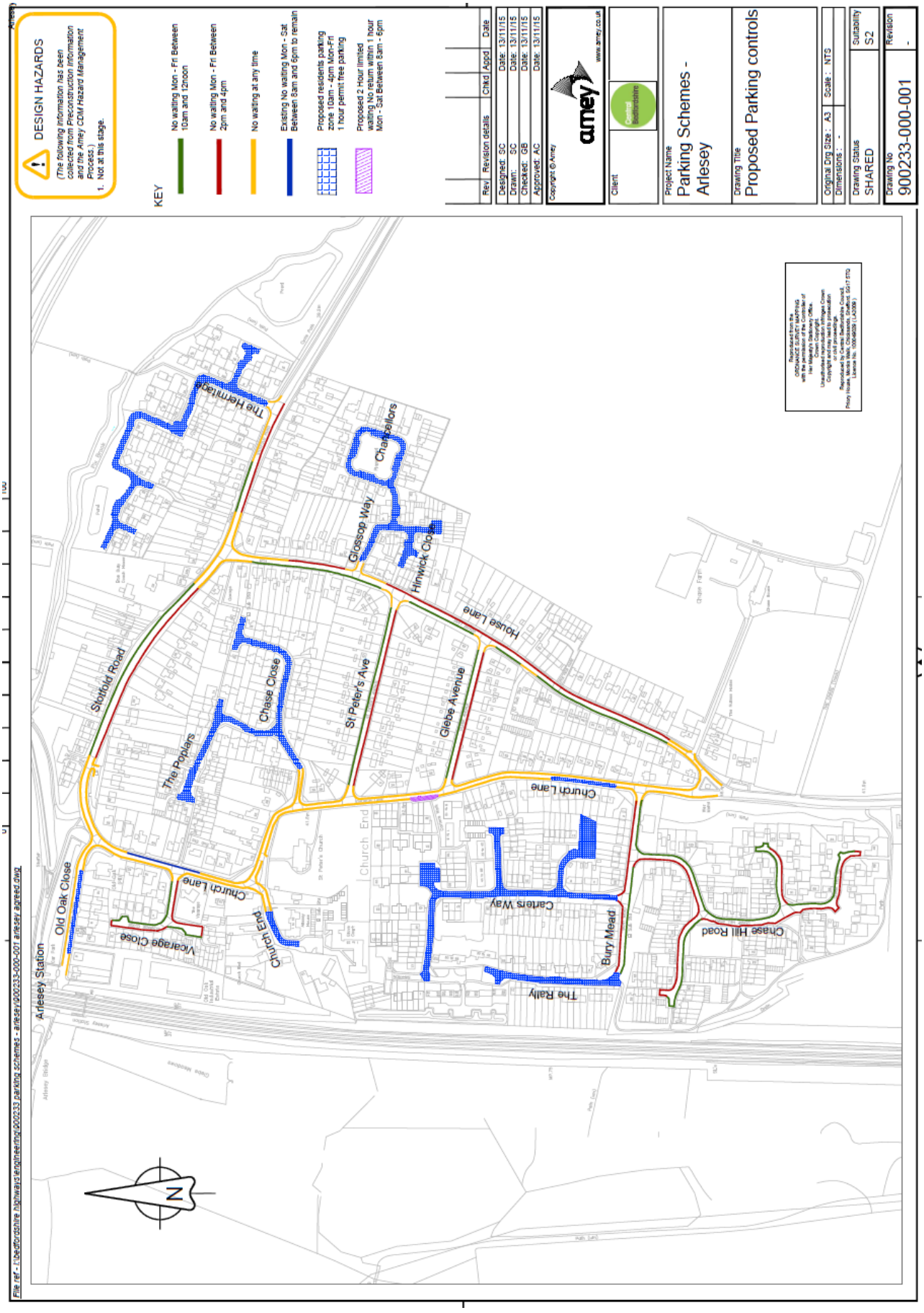
31. There have been long standing complaints about commuter parking in those roads that are within a comfortable walking distance of Arlesey station. Adequate off-road parking is now available at the station, but commuters continue to park in residential streets to avoid parking charges. The published proposals for each road are based on residents' preferences from the earlier preliminary consultation exercise. With a few exceptions, few outright objections to the proposals have been received from each road, so it is assumed that most people are satisfied with the restrictions proposed. Therefore, it is recommended that the published proposals be implemented with the exceptions identified in the recommendations.

32. If approved, the works are expected to take place during the financial year commencing in April 2016.

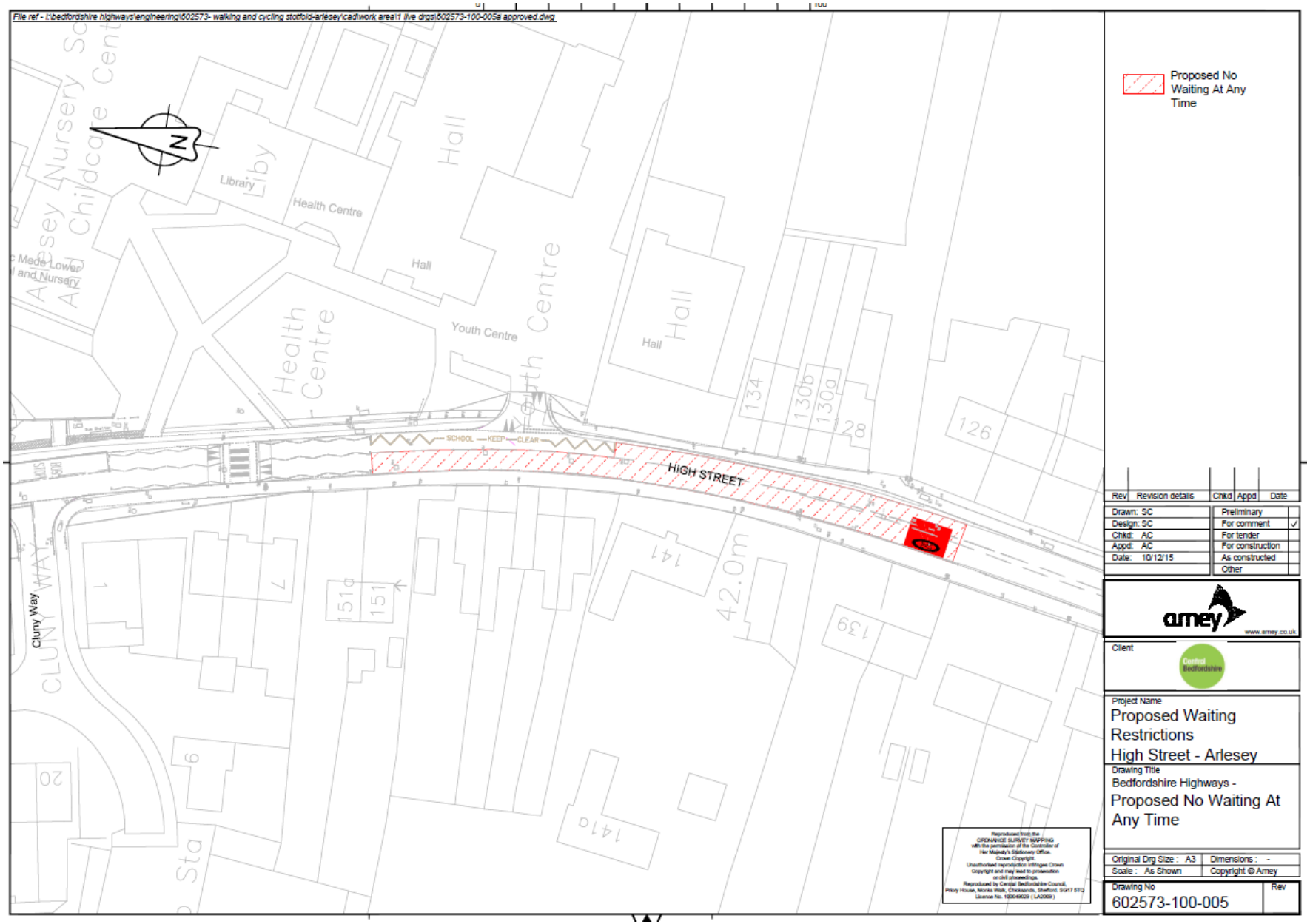
Appendices:

Appendix A – Drawing of Main Proposals
Appendix B – Drawing of Additional High Street Proposals
Appendix C – Public Notice of Proposals
Appendix D – Representations

Appendix A


DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process.)
1. Not at this stage.
KEY
No waiting Mon - Fri Between 10am and 12noon
No waiting Mon - Fri Between 2pm and 4pm
No waiting at any time
Existing No waiting Mon - Sat Between 8am and 6pm to remain
Proposed residents parking zone 10am - 4pm Mon-Fri 1 hour permit free parking
Proposed 2 Hour limited waiting No return within 1 hour Mon - Sat Between 8am - 6pm
Rev | Revision details | Chkd | Appd | Date
Designed: SC Date: 13/11/15
Drawn: SC Date: 13/11/15
Checked: GB Date: 13/11/15
Approved: AC Date: 13/11/15
Copyright © Amey
amey
www.amey.co.uk
Client
Central Bedfordshire
Project Name
Parking Schemes - Arlesey
Drawing Title
Proposed Parking controls
Original Drg Size : A3
Scale : NTS
Dimensions : -
Drawing Status
SHARED
Suitability
S2
Drawing No
900233-000-001
Revision
-
File ref - I:\bedfordshire highways\engineering\900233 parking schemes - arlesey\900233-000-001 arlesey agreed.dwg
Arlesey Station
Old Oak Close
Vicarage Close
Church Lane
Church End
Slotfield Road
The Poplars
Chase Close
St Peter's Ave
Glebe Avenue
House Lane
Glossop Way
Hinwick Close
Chandlers
The Hermitage
Church Lane
Carters Way
Bury Mead
The Rally
Chase Hill Road
N

Appendix B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Proposed No Waiting At Any Time
HIGH STREET
SCHOOL KEEP CLEAR
Library
Health Centre
Hall
Youth Centre
Cluny Way
Rev Revision details Chkd Appd Date
Drawn: SC
Design: SC
Chkd: AC
Appd: AC
Date: 10/12/15
Preliminary
For comment
For tender
For construction
As constructed
Other
Client
Project Name
Proposed Waiting Restrictions
High Street - Arlesey
Drawing Title
Bedfordshire Highways -
Proposed No Waiting At Any Time
Original Drg Size : A3
Scale : As Shown
Dimensions : -
Copyright © Arney
Drawing No
602573-100-005
Rev

Appendix C

PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE WAITING RESTRICTIONS IN VARIOUS ROADS IN ARLESEY

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road and for preserving or improving the amenity of the area. The restrictions are intended to address issues that occur in residential streets as a result of all day parking by non-residents.

Effect of the Order:

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

1. Stotfold Road, north side, from a point in line with the west flank wall of no.63 Stotfold Road extending in an easterly direction to its junction with The Hermitage.
2. The Hermitage, both sides, from the north kerb line of Stotfold Road extending in a northerly direction for approximately 10 metres.
3. Old Oak Close, north side, from a point approximately 25 metres east of the boundary of nos.14 and 16 Old Oak Close extending in a westerly direction to the end of the road.
4. Church End, both sides, for its junction with Church Lane extending in a westerly direction to a point approximately 15 metres east of the boundary of nos.2 and 4 Church End.
5. St Peters Avenue, both sides from Church Lane extending in an easterly direction to a point in line with the boundary of nos.1 and 2 St Peters Avenue.
6. Glebe Avenue, both sides, from Church Lane extending in an easterly direction to a point approximately 23 metres west of the boundary of nos.5 and 7 Glebe Avenue.
7. House Lane, east side, from a point in line with the boundary of nos.80 and 82 House Lane extending in a southerly direction to a point approximately 4 metres south of the boundary of nos.74 and 76 House Lane.
8. Glossop Way, both sides from House Lane extending in an easterly direction to a point approximately 3 metres east of the front wall of no.80 House Lane.
9. House Lane, west side, from a point approximately 23 metres south of the boundary of nos.37 and 39 House Lane extending in a southerly direction to a point approximately 32 metres north of the boundary of nos.33 and 35 House Lane.
10. House Lane, west side, from a point in line with the boundary of nos.52 and 54 House Lane extending in a southerly direction to a point approximately 8 metres north of the boundary of nos.25 and 27 House Lane.
11. House Lane, west side, from a point in line with the boundary of nos.40 and 42 House Lane extending in a southerly direction to a point in line with the boundary of nos.21 and 23 House Lane.
12. St Peters Avenue, both sides, from House Lane extending in a westerly direction to a point approximately 8 metres east of the boundary of nos.35 and 37 St Peters Avenue.
13. Glebe Avenue, both sides, House Lane extending in a westerly direction to a point approximately 12 metres east of the boundary of no.29 House Lane and no.23 Glebe Avenue.
14. High Street, east side, from a point approximately 19 metres north of the boundary of nos.132 and 134 High Street extending in a southerly direction to a point in line with the boundary of nos.124 and 126 High Street.

15. High Street, west side, from a point approximately 1 metre south of the boundary of nos.151 and 151a High Street extending in a southerly direction to a point in line with the boundary of nos.124 and 126 High Street.

To introduce No Waiting Monday to Friday from 10am to 12noon on the following lengths of road in Arlesey:-

1. Stotfold Road, north side, from a point in line with the boundary of nos.80 and 84 Stotfold Road extending in an easterly direction to a point in line with the west flank wall of no.63 Stotfold Road.
2. Stotfold Road, north side, from a point in line with the boundary of nos.36 and 38 Stotfold Road extending in an easterly direction to a point in line with the boundary of nos.70 and 72 Stotfold Road.
3. House Lane, west side, from a point approximately 3 metres south of the boundary of nos.61 and 63 House lane extending in a southerly direction to a point approximately 23 metres south of the boundary of nos.37 and 39 House Lane.
4. House Lane, west side, from a point approximately 32 metres north of the boundary of nos.33 and 35 House Lane extending in a southerly direction to a point in line with the boundary of nos.52 and 54 House Lane.
5. House Lane, west side, from a point approximately 8 metres north of the boundary of nos.25 and 27 House Lane extending in a southerly direction to a point in line with the boundary of nos.40 and 42 House Lane.
6. House Lane, west side, from a point in line with the boundary of nos.21 and 23 House Lane extending in a southerly direction to a point approximately 2 metres north of the boundary of nos.1 and 3 House Lane.
7. St Peters Avenue, north side, from a point in line with the boundary of nos.1 and 2 St Peters Avenue extending in an easterly direction to a point approximately 8 metres east of the boundary of nos.35 and 37 St Peters Avenue.
8. Glebe Avenue, north side, from a point approximately 23 metres west of the boundary of nos.5 and 7 Glebe Avenue extending in an easterly direction to a point approximately 12 metres east of the boundary of no.29 House Lane and no.23 Glebe Avenue.
9. Bury Mead, south side, from a point approximately 8 metres west of the west kerb line of Church Lane extending in a westerly direction to a point approximately 20 metres west of the boundary of nos.32 and 34 Bury Mead.
10. Chase Hill Road (main length), east side, from Bury Mead extending in a generally southerly direction to a point in line with the boundary of nos.82 and 83 Chase Hill Road.
11. Chase Hill Road (eastern spur), north side, from Chase Hill Road (main length) extending in a generally easterly direction to a point approximately 1 metre north of the boundary of nos.96 and 97 Chase Hill Road.
12. Chase Hill Road (western spur), south side, from Chase Hill Road (main length) extending in an easterly direction to a point in line with the boundary of nos.18 and 19 Chase Hill Road.

To introduce No Waiting Monday to Friday from 2pm to 4pm on the following lengths of road in Arlesey:-

1. Stotfold Road, south side, from a point in line with the boundary of nos.80 and 84 Stotfold Road extending in an easterly direction to a point in line with the boundary of nos.106 and 108 Stotfold Road.
2. Stotfold Road, south side, from a point in line with the boundary of nos.36 and 38 Stotfold Road extending in an easterly direction to a point in line with the boundary of nos.70 and 72 Stotfold Road.
3. House Lane, east side, from a point in line with the boundary of nos.94 and 96 House Lane extending in a southerly direction to a point in line with the boundary of nos.80 and 82 House Lane.

4. St Peters Avenue, south side, from a point in line with the boundary of nos.1 and 2 St Peters Avenue extending in an easterly direction to a point approximately 8 metres east of the boundary of nos.35 and 37 St Peters Avenue.
5. House Lane, east side, from a point approximately 4 metres south of the boundary of nos.74 and 76 House Lane extending in a southerly direction to a point approximately 2 metres north of the boundary of nos.1 and 3 House Lane.
6. Glebe Avenue, south side, from a point approximately 23 metres west of the boundary of nos.5 and 7 Glebe Avenue extending in an easterly direction to a point approximately 12 metres east of the boundary of no.29 House Lane and no.23 Glebe Avenue.
7. Bury Mead, north side, from a point approximately 8 metres west of the west kerb line of Church Lane extending in a westerly direction to a point approximately 20 metres west of the boundary of nos.32 and 34 Bury Mead.
8. Chase Hill Road (main length), west side, from Bury Mead extending in a generally southerly direction to a point in line with the boundary of nos.82 and 83 Chase Hill Road.
9. Chase Hill Road (eastern spur), south side, from Chase Hill Road (main length) extending in a generally easterly direction to a point approximately 1 metre north of the boundary of nos.96 and 97 Chase Hill Road.
10. Chase Hill Road (western spur), north side, from Chase Hill Road (main length) extending in an easterly direction to a point in line with the boundary of nos.18 and 19 Chase Hill Road.

To introduce 1 hour Parking with No Return within 1 hour Monday to Friday 10am to 4pm, except Resident Permit Holders, on the following length of road in Arlesey:-

1. The Hermitage, from a point approximately 10 metres north of the north kerb line of Stotfold Road for its remaining length.
2. Old Oak Close, south side, from a point approximately 25 metres east of the boundary of nos.14 and 16 Old Oak Close extending in a westerly direction to a point approximately 11 metres east of the boundary of nos.4 and 6 Old Oak Close.
3. Church End, from a point 15 metres east of the boundary of nos.2 and 4 Church End for its remaining length, but not including the parking area at the southern end.
4. Chase Close, from a point in line with the boundary of no.42 Church Lane and no.1 Chase Close for its remaining length.
5. The Poplars, for its full length.
6. Church Lane, west side, from a point in line with the boundary of nos.15 and 17 Church Lane extending in a southerly direction to a point in line with the south flank wall of no.1 and 3 Church Lane.
7. Carters Way, for its full length.
8. The Rally, for its full length.
9. Glossop Way, from a point approximately 3 metres east of the front wall of no.80 House Lane for its remaining length.
10. Hinwick Close, for its full length.
11. Chancellors, for its full length.

The following residencies would be eligible to apply for a residents permit to park in the above named lengths of road - All residential properties with a postcode in The Hermiatge, Old Oak Close, Church End, Chase Close, The Poplars, Carters Walk, Carters Way, The Rally, Glossop Way, Hinwick Close, Chancellors, nos.1 to 15 Church Lane (odd nos. only) and nos.42 to 56 Church Lane (even nos. only). Any off-street parking areas would not be included in the resident permit zone.

To introduce 2 hour Parking with No Return within 1 hour Monday to Saturday 8am to 6pm on the following length of road in Arlesey:-

1. Church Lane, west side, from a point in line with the boundary of nos.43 and 45 Church Lane extending in a southerly direction for approximately 26 metres.

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

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail centralbedsconsultation@amey.co.uk by 19 January 2016. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

11 December 2015

Appendix D

Attention: Transportation Manager – Central Bedfordshire Highways.

Arlesey Town Council wishes to submit the following representations on the 'Arlesey On-Street Parking Consultation' (Deadline extended to 22/01/16 as agreed by Nick Shaw).

(1) A higher proportion of resident bays parking will be required than the current proposals provide, in order to adequately satisfy resident demand. The Town Council requests an amendment to the proposed order, so that the current proposed exclusive 'single yellow line' restrictions become a mixture of 'single yellow line' AND 'resident parking zone' restrictions to enable ALL residents to apply for a resident's parking permit. The Town Council is specifically concerned that residents in Chase Hill Road will be adversely affected by the current proposed 'single yellow line only' option, as off-street parking is not available to many residents in this area.

The Town Council supports the parking restrictions initiative, but believes that the current format will be detrimental to residents in the roads affected.

(2) It is suggested that the number of the residents who purchase permits will far exceed the current spaces available within the proposed Resident Parking Zones, resulting in disadvantages to those who are unable to secure a space.

(3) On-street parking on Stotfold Road currently slows traffic in the area. The proposed parking restrictions may increase the speed of traffic resulting in safety concerns to children walking to local schools.

(4) The proposed restrictions will have the effect of moving the car parking issues past the War Memorial creating problems for residents in this area.

(5) The proposed 'no waiting at any time' restrictions for High Street, Arlesey (Items 14 & 15 of the proposed order) are fully supported by the Town Council.

Thank you for your consideration of the above representations.

Kind regards

Susan Foulkes
Town Clerk

(01462) 733722

Arlesey Town Council

Chase Hill Close

I am writing concerning the proposed changes in Parking restrictions within our road in Arlesey.

I fully commend your proposal of improving the passage of traffic on our roads particularly those roads close to the station but feel the results you have come up with for our road will only make parking in our area even more difficult than it already is. I believe that the residents of our road will only suffer more and not less than we already do.

I am a resident of xx Chase Hill Road Arlesey, where I live with my partner. Between us we have two cars. We require 2 cars for us to get to and from work. Both places of work are not easily accessible by public transport provided in Arlesey.

We have one garage, no driveway so needless to say one car will be parked on the roadside as there is no other option for parking.

As I stated on the questionnaire the reason for our parking problems within the area are lack of parking spaces and residents having up to 4 vehicles per household in an area where houses were only built with one garage and no driveways.

For this reason I feel compelled that I must get in contact with you to stress how much I am opposed to your proposal for our road.

The parking restrictions you propose are No Waiting Monday to Friday from 10.00am to 12noon on one side of the road and No Waiting 2.00pm to 4.00pm on the other side of the road. Thus effectively reducing the parking available by half for 4 hours a day in an area which is already over congested by residents vehicles.

I would like to bring your attention to our particular part of Chase Hill Road. Outside our house there is parking available for up to a minimum of six cars, you propose to have this as no waiting between 2pm and 4pm. On the other side of the road, due to households lowing their pavements and making drives for their vehicles there are no roadside parking spaces available, you propose this to be no waiting 10am till 12 noon. I question where you think residents will park when it comes to the hours of 2pm- 4.00pm. I can only presume that this will have a knock on effect for the whole of Chase Hill Road and surrounding roads.

There are many other reasons that I oppose this proposal:

1. We live in an cul de sac where many households rely on the parking immediately outside my house to go about there normal daily routines like food shopping. The transportation of foodstuffs would not be possible during restricted parking times.

2. Days off work. People do have days off work. For those days people may like to go out for the day using public transport. How can we leave our car for a day without penalty. We will not be here during the day to move the car from one side of the road to the other.

3. Holidays- Out of UK holidays often require the cars to stay at home and the use of Taxis to airports. How can we leave our car for days without penalty. We will not be here during the day to move the car from one side of the road to the other.

4. Business trips, UK and abroad. How can we leave our cars.....

The list of reasons could go on, yet I hope I have given you enough reasons why we should not have the parking restrictions you suggest. The restrictions you suggest will, as you want prohibit people from using our area to park for use of the train station but will put unnecessary strain on the residents of the area and reduce our parking spaces by half for periods of the day.

If I were to have select an option from your suggestions it would be **a.** permit parking or **b.**leave as is.

There are other solutions to this problem. As I have already said, we already have lack of parking in our community for the residents. The problem of parking is not actually during the day but in the evening and weekends when people are not at work.

Instead of thinking of ways to restrict parking we should be looking for ways of using unused space to increase parking for residents within the area and potentially making parking for commuters more affordable so they do not feel the need to seek for unpaid spaces within the village.

I would be very happy to accompany a representative from your office around our area to show and explain why I am so against your proposals.

I look forward to your response.

My name is Xxxx Xxxxxx and I live at xx Chase Hill road, Arlesey. I recently had a conversation with Mr Nick Shaw of Central Beds Council and he advised me to email my question - the lay-by at the front of the green area in front of our houses is currently used by house numbers 58-70 for parking. Sometimes 1 or 2 commuters park here .My concern is once the parking restrictions come into force this will increase dramatically, also other people from the estate will also want to park there . Currently we park in a chevron pattern (only long vehicles and vans encroach on the road by this method) and you can easily fit 12 cars in, one per household.
I was wondering if painting to create parking bays, with a house number from 58-70 and a sign saying residents parking only would stop commuters from moving here once the restrictions come into force. I have seen this method used in Shefford opposite the old fire station and it seemed to work very well with only resident control.

I would like to object to the proposed waiting restriction in and around Chase Hill Road. I own a car but work locally within a 5 mile radius and so cycle to work. My car is parked outside my house during the day on the public highway as when the estate was build in the 1970's no allocated parking or off road parking was made available. I do not have access to off road parking and as such would have to travel home at lunchtime to "move" my car across the street or start taking my car to work and not in keeping with my or indeed the councils environmental policy. As parking in Chase Hill Road is at the best of times packed for residents may I suggest either deselecting this road from the proposed plan or changing the plan to incorporate resident parking.

The parking limitation planned for Chase Hill Road is, in my opinion, not needed for commuter parking. Also. - The residents have very limited parking spaces themselves and many residents park on the road all day. I am retired and park at the front of my house. I often have days when I use public transport and my car is there all day. My daughter works shifts and parks outside our garage. Even if we swopped it would still be very difficult.
This would be the case for many residents due to the lack of parking spaces

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As a resident of Chase Hill Road, Arlesey I am happy to support your proposals for Chase Hill Road – although I would have preferred residents' parking to alleviate the terrible congestion we are subjected to at evenings and weekends. If there is any chance of re-considering a residents' permit scheme for our road, I would be grateful if this could be followed up. Obviously car parking restrictions on other roads in

the north of Arlesey will have a knock on effect on Chase Hill Road, which is already full to the brim with residents' vehicles, visitors' vehicles, company vans and pick up trucks! Nightmare!

Also, I would like to be reassured that Central Beds are going to enforce any parking restrictions that are brought in – otherwise it will be a waste of time. Vehicles are now parking on areas of grass verges in Bury Mead and Chase Hill Road and, with all the heavy rain, they are ruining the greensward. Presumably if there are yellow lines painted at the kerb any vehicles mounting the grass/pavement in that vicinity (when not permitted within the restrictions) will be subject to a fine. The grass verges are now becoming a quagmire and will never recover in the Spring.

Lastly, there is no mention of Saffron Close in your consultation document. Is this area not to be the subject of parking restrictions or has it been overlooked? I understand that House Lane was overlooked at the beginning of the consultation, so am wondering how thorough the survey has been!

Please consider all of the above when making your final decision.

Please, please, please. Listen to the residents of this road.
There is not enough space for the residents to park. Like many in the terrace houses my daughter or I park on the road all day. the retired folk like me have cars that are here all day, Many doubt commuters would come up and round this far and the trouble the proposed parking would cause us residents is huge. There is absolutely not enough space off the road for all the residents cars. They have to park on the road. Many all day. Retired, or shift workers or those with work vehicles.
Although it would annoy me to have to pay to park outside my own house on the public highway I would, if it came to it, pay for a permit of £10 a year, but that doesn't seem to be an option.
Please reconsider the option for Chase Hill road. Either no limits or a residents exemption permit Thank you

There has been huge discussion on the Chase Hill Road residents group page on Face book this week as the holidays have highlighted the huge problems residents have on here with their own parking during non working hours. It is really crowded.
As with the congestion charge. If any limits do come in, which I hope they don't. They need to be suspended public holidays and between Christmas and New year

The parking limitation planned for Chase Hill Road is, in my opinion, not needed for commuter parking. Also. - The residents have very limited parking spaces themselves and many residents park on the road all day. I am retired and park at the front of my house. I often have days when I use public transport and my car is there all day. My daughter works shifts and parks outside our garage. Even if we swopped it would still be very difficult. This would be the case for many residents due to the lack of parking spaces

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With reference to your letter dated 11 December 2015 I would like to submit the following comments for your consideration:-

1. I generally support the proposals (particularly those affecting Chase Hill Road) as they should go a long way to addressing many of the on – street parking problems in Church End, Arlesey. However there are a number of issues set out in points 2 to 5 below that I feel need to be addressed before the Order is confirmed.

2. Please could you confirm that the restrictions covering the south side of Burymead will also apply to and be enforced for the broad highway verges on that side of the road.
   The reason for this is that these areas presently suffer from inconsiderate parking that is damaging these verges. This will probably escalate if restrictions are only applied to the carriageway.

3. Will the Central Bedfordshire Council owned car park to the south side of Burymead (opposite numbers 2 to 6) be subject to any restriction?
   If not, it is likely to be filled with commuters cars and not be available to local residents nor to

visitors to the adjoining CBC owned Woodland Chase Amenity Area.
The car park does not appear to referred to in the draft Order nor has any designation on the plan sent out with the draft Order.

4. The draft Order makes no mention of Saffron Close (off The Rally) which I assume is public highway, nor is it shaded on the plan with the draft Order. Surely this is an oversight.

5. The draft Order mentions Residents Permit Holders Parking for The Rally, for its full length. However the plan with the draft Order omits the central section of the road.

I trust that my comments will be taken into account before the final Order is progressed.

Also a response from you to the matters raised in points 2 to 5 would be appreciated.

Thank you for your reply. I trust that Saffron Close and Church End will be treated in a similar manner, now that you have agreed that they are both unadopted. If Church End can be subject to parking restrictions, then Saffron Close should also be eligible.

I also see that the middle section of The Rally doesn't seem to be shown on the plan attached to the proposed Order. Perhaps you could tell me the reason for this or is it an omission?

I am writing to you comment on, and object to, the parking controls that have been proposed for Arlesey. In particular, I am objecting to the single yellow lines you are proposing for Chase Hill Road (western spur, south side). Whilst the resident permits are not ideal, introducing yellow lines would cause great inconvenience for me and my family, and I would imagine the same is true for many in this road. It is often a busy road, but we are always able to park.

I am part of a two car family by necessity. One car is always in front of our garage at the back of the house; however, the other car does not fit in this space due to the small spaces provided in the shared garage area. For this reason our second car has to be parked along Chase Hill somewhere. This is the car I use, and with a small baby, the sorts of restrictions you are proposing would cause a great amount of hassle. If I am at home with my baby, having to move a car from one side of the road to the other, and back again later in the day, this will cause great inconvenience. As a homeowner in this road, I do not feel I should be placed in a position where I have to put my baby in and out of her car seat in order to move a car from one side of the road to the other. And leaving her alone in the house whilst I love the car is not an option. I recognise that the parking challenges in Arlesey are great, and I do not envy your job of trying to make this more manageable throughout the village, but in this instance, I believe that yellow lines down this part of the road are the wrong choice.

My preference would be that there are no parking restrictions placed on Chase Hill Road, but if there must be some restrictions, my preference would be to pay for a residents permit rather than yellow lines.

I am writing to you comment on, and object to, the parking controls that have been proposed for Arlesey. In particular, I am objecting to the single yellow lines you are proposing for Chase Hill Road (western spur, south side). Whilst the resident permits are not ideal, introducing yellow lines would cause great inconvenience for me and my family, and I would imagine the same is true for many in this road. It is often a busy road, but we are always able to park.

I am part of a two car family by necessity. One car is always in front of our garage at the back of the house; however, the other car does not fit in this space due to the small spaces provided in the shared garage area. For this reason our second car has to be parked along Chase Hill somewhere. This is the car my wife uses with our small child, the sorts of restrictions you are proposing would cause a great amount of hassle. If my wife is at home with our child, having to move a car from one side of the road to the other, and back again later in the day, this will cause great inconvenience. As a homeowner in this road, I do not feel I should be placed in a

position where I have to put my wife and our child in and out of the house each day just to move the car or my wife having to leave our child alone for 10 minutes whilst she does this.

I recognise that the parking challenges in Arlesey are great, and I do not envy your job of trying to make this more manageable throughout the village, but in this instance, I believe that yellow lines down this part of the road are the wrong choice.

My preference would be that there are no parking restrictions placed on Chase Hill Road, but if there must be some restrictions, my preference would be to pay for a residents permit rather than yellow lines.

I object to the Single Yellow Line parking restriction proposed for Chase Hill Road. I live at the end of Chase Hill Road and have space for one vehicle out side our property which is occupied by a neighbor most of the time (parked half on the pavement) and I would object having to pay for a residents permit if I cannot park outside my house.
Having been a resident of Arlesey, with my wife and family, for the past 40 years, of which the last 34 have been in Chase Hill Road and never experienced congestion of street parking from non residence. I have been retired for the past 10 years (after commuting daily from Arlesey rail station for 17 years) and have never experienced any parking problems except those from residents or visiting vehicles. I hope that at this stage Chase Hill Road can be left out of this process and revisited at a latter to see if the other restriction have had an impact.

On another point, we have seen yet another neighbor in Chase Hill Road being given planning permission last year to convert their garage to living accommodation, which has resulted in another car from that property having to be parked on the road (half on the road and half on the pavement). I'm not quite sure what the logic is behind Central Bedfordshire Council Planning allowing this to happen, but with the ever increasing number of cars on our streets, garages should not be allowed to be converted.

I am writing to express my objection to the proposed Resident Parking Scheme, I reside in Chase Hill Road and object on the following grounds:

1. Extra expense to be levied on every household, I have two cars at the moment which could become three in the near future, and having to pay for extra members of family visiting.
2. The council needs to outline the justification on such charges, they seem very excessive, how come first car is £10 then £70 then £90, how much for a fourth car £150?
3. Chase Hill does not seem to be exposed to commuter parking during the day and whilst some may do, they do not have an impact on residents parking as most of the estate are out at work.
4. Most of the smaller dwellings do not have a driveway, so have no alternative but to park on road, therefore another tax added to our smaller properties, again an unfair tax on us.
5. My elderly parents live in Vicarage Close which already has restricted parking, they were subjected to a parking fine for unloading shopping, given that my mother is in 70's and my father 80's the parking warden would not make an allowance for them and they were hit with a parking fine, totally unfair as surely common sense should prevail in such a circumstance?

Whilst I appreciate that some commuters do park along roadsides rather than use the ample parking facilities provided at the station **I strongly object** to the proposal as stated above. Further consultation needs to be made rather the council ploughing ahead with these proposals.

I am writing to voice my objection to the proposed parking restrictions that have been suggested for Chase Hill Road in Arlesey. At present the proposal is to have restricted parking times on different sides of the road with no resident permits to over rule this. Unfortunately I do not see this as a viable option for this road for the following reasons:
1) when cars are parked along the edge of the green they will cause a major obstruction to people's view when exiting from the roads along side it. Currently cars do not park on this side of that road, so it it not an issue.

2) If a resident does not have off road parking, as many of the houses down this road do not have, or have more than one vehicle, And you go on holiday where are you meant to park as its not possible to move you're vehicle twice a day if you are not here!!!

3) I regularly walk places instead of using my car and therefore have it parked on the road. It's not practical or always possible to be home by 12 everyday to move my car to the opposite side of the road just to avoid getting a parking ticket.

4) we have 2 vehicles in our house but I am only insured to drive one, if my partner is at work but not in his vehicle I would not be able to move it to avoid getting a ticket!

5) As a parent i do not feel comfortable leaving my young children alone in the house while I have to move the car across the road, especially as parking spaces are sometimes hard to find. Nor would it be practical for me to secure all my children into the car just to move it across the road!

6) there are a couple of areas of this road that will not have the parking restrictions applied and I feel this will cause trouble for the residents that park in these areas outside their houses if everyone is fighting to park there!

I fully understand that something need to be put into place to help with the problems cause by the commuters that may start parking down this road. I think having residents parking permits along this road will alleviate many of my issues with the proposed plans.

Thank you for taking the time to read my concerns.

I oppose to the parking restrictions on chase hill road I would prefer the situation to remain as is if possible if something must be done I would see parking permits at a discounted rate to the home owners

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I am writing to you to oppose the proposed parking restrictions in Chase Hill Road Arlesey. For residents that have 2 cars it would be impossible to move one car from one side of the road to the other during the day, I accept possible parking permits and paying for these, but not to reduce parking to only a few hours a day, this would seriously affect trying to sell your house.

We have 2 neighbours who are driving up on grass verges onto their front garden, destroying the concrete edges on the public footpath, why can't the illegal parking that is already happening be addressed before putting other restrictions in place?

Church End

To the Transportation manager. Re. Objection to central Bedfordshire parking proposals in Church End Arlesey. Specifically the introduction of resident permits.

Dear Sir or Madam, my name is Xxxxxx Xxxxxx, I live at x Church End Arlesey.
We are all very happy with the way things are at this present time, and we certainly don't want permit parking down where.

I am writing to object to the proposed order regarding waiting restrictions in various roads in Arlesey.

There are a number of issues with traffic flow on the roads within Arlesey however the vast majority of these are connected with the traffic flows at up and down the High Street further away from the station, which these restrictions rather than helping will actually exacerbate.

The current use of the roads, which the new restrictions are intended to address, for parking by commuters travelling from Arlesey station is a result of inadequate and very expensive car parking provision at and around the station combined with the serious over development of the local towns and villages of Arlesey, Stotfold, Shefford, Henlow and Clifton. If alternative better and more affordable parking provision and better more reliable public transport links were provided at the station then those measures would do much more to address the issues than the current restrictions proposed.

As is typical with these type of restrictions, without resolving the underlying issues all that will happen will be that the problem is moved or relocated . It can be anticipated that the traffic flows further down the High Street which are already very bad, will simply be exacerbated.

These proposals are short sighted, ill advised and will result in worse traffic flows throughout Arlesey and I strongly object to them.

I also object to the lack of proper consultation that this process involves. Notices should be better signposted in the local press and in neighboring villages to ensure that proper consultation has occurred, rather than trying to keep things quiet with the inevitable failings and disenchantment engendered.

I strongly object to the parking proposal for Church End, Arlesey where I have been a resident for the past thirty years. During this time I have never experienced any problems with either access or parking.

We already have restrictions along the road for no parking between the hours of 10:00 & 12:00 pm which prevents the long term parking of commuters using the station. This is very effective and keeps the road clear of parked cars, allowing access to council and the emergency services whom use large vehicles.

The proposed scheme is entirely unnecessary and would lead to severe access problems if parking were to be allowed along the road. The permit parking system is open to abuse allowing residents to purchase permits and sell them on to commuters, who would then be able to park on Church End causing access problems along this narrow road.

There is occasional use of the road by the congregation of the church and with people attending weddings and funerals, this causes very few problems as it for short term parking but probably for more than the proposed 1 hour permit free parking. The proposal would cause inconvenience to the local community creating more problems with parking in the local area.

The reasons for the proposal given on the Public Notice state the intention is of facilitating the passage of traffic and preserving or improving the amenity of the area. For the reasons I have given, the Permit Parking scheme would restrict the access to residents along Church End and significantly diminish the amenity of the local area.

Church End does not have a problem with all day parking because of the restrictions already in place. My response to this Public Notice and the recent consultation is that the existing parking restrictions are perfect for Church End, they keep the access clear for local residents and emergency vehicles.

These proposals are obviously aimed at raising revenue for the council which it will probably do. This will be at the expense of the local residents with a general loss of amenity caused by the permit parking scheme.

I'm a resident of Church End Arlesey and wish to oppose the proposal to introduce changes to the existing "Alternate side parking" arrangement. There are any number of problems associated with the introduction of "Parking Permits" for residents.
1. The existing arrangement works reasonably well and requires no paperwork or administration costs.
2. The Parking Permit could cause congestion and obstruct access to emergency vehicles
3. There is the possibility of unscrupulous residents selling on the permits to earn income from train travellers seeking to Park at reduced rates to the Railway parking facility.
4. The residents in the houses and bungalows in Church End all have sufficient off street parking. Arlesey House has it's own dedicated car park and Grove Court has parking spaces and visitor parking space.
I wish my comments to be considered as part of the Consultation.

It was with some dismay that I received your proposals for parking in Church End Arlesey, having previously seen the initial scheme, which proposed no change to the existing alternate side parking. An informal canvassing of the nine houses and bungalows of Church End, showed a unanimous preference for the existing arrangement, which allows unimpeded access for refuse collection, service vehicles and large delivery trucks.

Of the nine houses and bungalows in the road, none would necessarily require permits as they all have more than adequate off road facilities. Arlesey House flats have their own dedicated car park and Grove Court have individual garages and a visitors car park.

The biggest concern would be the potential to 'sell on' or 'rent' permits at a profit, to users of the station, with the possibility of having both sides of Church End used simultaneously. If the station were not as close, this would be unlikely to be a problem. Whilst such behaviour may be frowned upon, or at worst illegal, I cannot see how this could be prevented.

I also cannot see how a '1 hour parking no return within 1 hour' could be 'policed' unless we are to have daily parking wardens. At the moment we do at least have a weekly (?) ANPR vehicle visiting the area, which has been very effective.

May I also point out a possible mistake on page 3, item 3,where you refer to 'a point 15 meters to the east of the boundary of nos.2 and 4 Church End'. As properties 2 and 4 are adjacent to each other, do you mean nos. 1 and 2, as our houses were renumbered in the 1970's, or do you mean the boundary between nos.2 and 4 ?.

In conclusion, I cannot see the problem in retaining a proven existing system, which requires little maintenance and no paperwork (?).

I look forward to your comments.

On Street Parking for Church End has worked perfectly. would the proposed parking interfere with that ? Would there be parking both sides ? that would make access and parking much more difficult.

Would it prove more dangerous for essential services who are obliged to reverse the length to access the furthest point. Fire, Ambulance and Bulk Waste Carriers – who have to negotiate an awkward bend half way along. — A safe code of practice out of the Window? Adding to the drivers problems.

At present we have a relatively safe passage for vehicles – and pedestrians.

It's worked well — Why change a good system ? — A less efficient one ?, please consider the risk factor. Its a narrow Dead End.

We are writing to register our **objection** to the proposed change of parking restrictions in Church End, Arlesey. Having spoken to numerous neighbours, the general consensus appears to be that they also agree that NO CHANGE is required.

Therefore, we would like to question the results of your consultation and would appreciate a percentage breakdown of the responses specifically relating to Church End, and how you have come to the conclusion that the proposed option is the best for the residents of Church End. It would appear that you have taken a wider view of 'Zones 1 & 2' rather than individual roads. For instance Q5 – it states that 158 have 'experienced parking problem in your area' but are any of those in Church End?

The current restrictions - which have been in place for many years - work extremely well, with no unwarranted parking. We do not see the necessity – at the additional expense of tax payer's money - to alter, manage and police a 'Residents Permit Parking' system. We feel **"if it ain't broke – don't fix it"** is very appropriate in this case!

In our opinion, the proposed Permit Parking could generate problems rather than alleviate, in particular:

- Vehicles parking on both sides of the road, restricting access for emergency vehicles, refuse collections and delivery vehicles. At the moment vehicles either park on one side or the other depending on time of day, allowing clear access at all times
- Misuse of Permits

May we also point out that there appears to be NO provision for parking for people using St. Peter Church. Whilst we are not 'church goers' - the proposed '1hr parking no return within 1hr' restriction would not be sufficient for services, funerals, weddings, christening etc. The existing restrictions in Church End currently appears to fulfil that requirement, and in our opinion, without causing residents any undue inconvenience.

Unfortunately, we feel this whole consultation process, expense and inconvenience to local communities, is a direct result of National Rail's failure to provide sufficient, affordable car parking for already overcharged commuters.

We hope you find our objection and views pertinent, and we look forward to receiving your response asap. We would also appreciate an acknowledgement of safe receipt of this letter.

Stotfold Road

I am writing to express my deep concerns regarding the proposed waiting restriction in Arlesey. As I have been a resident of Stotfold road for over twenty years, I believe my comments are based on sound local knowledge.

Whilst I am generally in favour of restrictions to control the current parking situation, I do not believe you have proposed a viable solution. In particular,

1. These proposals will result in many residents no longer being able to park their cars within half a mile of their homes.

2. These proposals make no attempt to make improve road safety for vehicles or pedestrians, leading to unacceptable levels of risk.

3. These proposals make no effort to improve access to parking facilities for users of the station.

In support of my arguments, I draw you attention to these facts:

1. Residents no longer able to park within half a mile of their home.

You are proposing to introduce single-yellow lines along the entire unrestricted lengths of Stotfold Road, House Lane, St Peter's Avenue, Glebe Avenue and Chase Hill Road. Currently there are many residents,

particularly in Chase Hill Road and House Lane (and also on the other roads named) who rely on parking vehicles on the highway because they do not have sufficient off-road parking on their property. Under the proposals, they will no longer be able to leave their car there for extended periods. Considering that many of these people work at home, or travel away on business for the whole day, these proposals do not offer any solution to the problem. They will not be eligible for a resident's parking permit for a nearby street, and there are no unregulated lengths of road available within half a mile of their home, so I cannot see how they will be able to carry on their normal lives with these proposed restrictions.

The situation is particularly acute in Chase Hill Road, where even if the residents were willing to move their cars every few hours to conform to the restrictions, it simply would not be possible for all the residents' vehicles to fit in the permitted areas during the morning and afternoon restrictions.

2. No improvement to road safety, leading to unacceptable levels of risk.

The proposed restrictions will require residents to regularly move cars from one side of particular roads to the other. This will result in a large increase of complex vehicle manoeuvres on busy roads such as House Lane and Stotfold Road, increasing the risk of serious or fatal injury to an unacceptable level. In addition, drivers approaching these restrictions will probably encounter many different parked-vehicle obstacles depending on the time of day and are more likely to make driving errors as vehicle positions may be different every time they use the road.

3. No consideration of station users

In making these proposed restrictions, you have made no provision to accommodate users of the station. CBC Highways is already aware that the access to the new car park on the West Side of the station is poor (drivers have to travel all the way to Henlow before turning around and returning all the way to the slip-road access), and these proposals will make the situation even worse. An increasing number of drivers will attempt to make illegal manoeuvres to enter the car park, leading to an increasing likelihood of accidents on the A507 and Arlesey Rail Bridge. The cost to the local economy if an accident were to close that road would be enormous.

There are some very simple solutions available to you at minimal cost, and I urge you in the strongest possible terms to adopt these:

1. In Chase Hill Road, replace the entire proposal for single yellow line restrictions with a Residents Parking Zone, and allow all residents of Chase Hill Road to apply for residents permits.

2. In Stotfold Road, replace significant lengths of proposed single yellow line restrictions with Residents Parking Zones. The safest and most easily managed lengths of road for this are (i) On the north side of the road, outside No's 33 and 33a Stotfold Road, (ii) on the North side, outside No's 9 to 18 Pix Court, and (iii) On the south side, outside No's 26 to 34 Stotfold Road. All residents of Stotfold Road should be permitted to apply for a resident's permit on this road.

3. In House lane , replace some lengths of proposed single yellow line restrictions with Residents Parking Zones. The safest and most easily managed lengths of road for this are (i) On the East side of the road, between Little Field Close and Glebe Avenue, (ii) on the West side, outside No's 11 to 19 House Lane. All residents of House Lane should be permitted to apply for a resident's permit on this road.

4. In St Peter's Avenue , replace some lengths of proposed single yellow line restrictions with residents parking zones. The safest and most easily managed lengths of road are (i) On the South side of the road, between No's 2 and 16 St Peter's Ave., (ii) on the North side, between Nos 18 and 34 St Peter's Ave. All residents of St Peter's Ave, and all residents of House Lane not helped by (3) should be permitted to apply for a resident's permit for this road.

5. In Glebe Avenue , replace some lengths of proposed single yellow line restrictions with residents parking zones. The safest and most easily managed lengths of road is on the South side of the road,

between No's 5 and 23 Glebe Avenue. All residents of Glebe avenue should be allowed to apply for a resident's permit.

6. Construct a speed restriction 'chicane' on Stotfold Road to control traffic speed for vehicles approaching Arlesey from the East.

7. Properly enforce the 7.5T limit Northbound along House Lane.

8. Extend the Single yellow Line zone south of the War memorial on both sides of the road as far as Lewis Lane.

I believe the near-zero-cost options I have proposed will work much better for all vehicle users in Arlesey, and can see no reason why you would not adopt them.

In addition, may I suggest you consider construction of a mini roundabout on the A507 at the site of the Henlow Aggregates site, to allow station users to access and leave the Henlow-side station car park without having to travel all the way to the Henlow (Crown Pub) Roundabout. This would, at relatively low cost to CBC, go a long way to appeasing the users of the station who will no longer be able to park in Arlesey.

I look forward to you presenting these ideas to the Traffic Management committee meeting on 4th February. It would be helpful to me if you would acknowledge receipt of this communication.

Stotfold Road. The introduction of restricted parking along Stotfold Road would undoubtedly ease the flow of traffic, especially for large vehicles. However, a large minority of vehicles already appear to exceed the speed limit, both entering and leaving the town; the removal of the parked cars would, in my opinion, remove the risk of vehicle-on-vehicle collisions and more drivers would see no danger in exceeding the limit (and on sunny mornings rush-hour drivers, when leaving Arlesey, have to face a low sun, so probably can't see very much anyway). Currently crossing Stotfold Road to get to the local shops is a bit of a gamble, especially during early mornings and late afternoons. Suggestions:

a. Turn the Stotfold Rd junctions with The Hermitage and House Lane into a mini-roundabouts (cons: may need to widen road, more 'road furniture' required and won't necessarily slow down the traffic leaving the town).

b. Re-priortise Stotfold Road from Stotfold into The Hermitage and into House Lane (cons: a lot of initial confusion, more 'road furniture' and won't slow traffic from Stotfold direction until it gets to House Lane)

c. Current speed indicators (cons: cost, maintenance and only enough room to detect traffic from Stotfold direction).

d. Speed cameras (cons: see c. above).

e. Chicanes (cons: lack of space and cause traffic chaos).

f. Do nothing (cons: maybe none, with the traffic flowing freely, but have a Plan B ready).

<u>The Hermitage</u>

Thank you for the notices and maps in relation to the proposed parking and waiting restrictions in the vicinity of Arlesey Station.

The Hermitage. As a resident of The Hermitage I welcome the proposal to introduce resident parking permits.

Both myself and my partner of xx The Hermitage fully support

'The Introduction of the 1 hour Parking with No Return within 1 hour Monday to Friday 10am to 4pm, except Resident Permit Holders' in The Hermitage

A number of commuters already park in the Hermitage until late evening, this causes residents who normally return earlier in the evening to find alternative parking spaces. Earlier last year we even had a case of a commuter who had parked too close to other cars which caused the rest of the estate to be blocked off - a number of residents had to bump move the car to allow residents onto the estate.

Should the introduction of parking schemes be introduced nearer the station then this will undoubtedly cause a knock on effect to residents of The Hermitage with commuters trying to find alternative free parking.

I am writing to object the planned parking permit regulations to be put in place in Arlesey.

I live at xx The hermitage, we currently have 4-5 cars parking outside of our house throughout the day and night. this will mean that we will have to pay £10 for the first car, £70 for the seconds and then £90 for the third, does that mean the 4th car will be £110? why are you charging residents to park outside of our own homes?

Please can you advise why it would not make more sense to penalise those people who are trying to avoid paying for parking at the station.

This is absolutely ludicrous and makes absolutely no sense what so ever!!

I look forward to hearing your response.

<u>Carters Way and Carters Close</u>

After receiving your letter for the Arlesey on street parking Consultation, I live in Carters Way, and although we don`t get affected that much with station parking surely its one of those things that happen in life, you live near a station you get extra traffic, if you live near a airport you get extra noise it's called life, same as I have to put up with people who cannot or who do not park with any consideration for other people, even after asking the Central Council to paint white lines to make it easier for all, so I would be grateful if you could answer the following points.

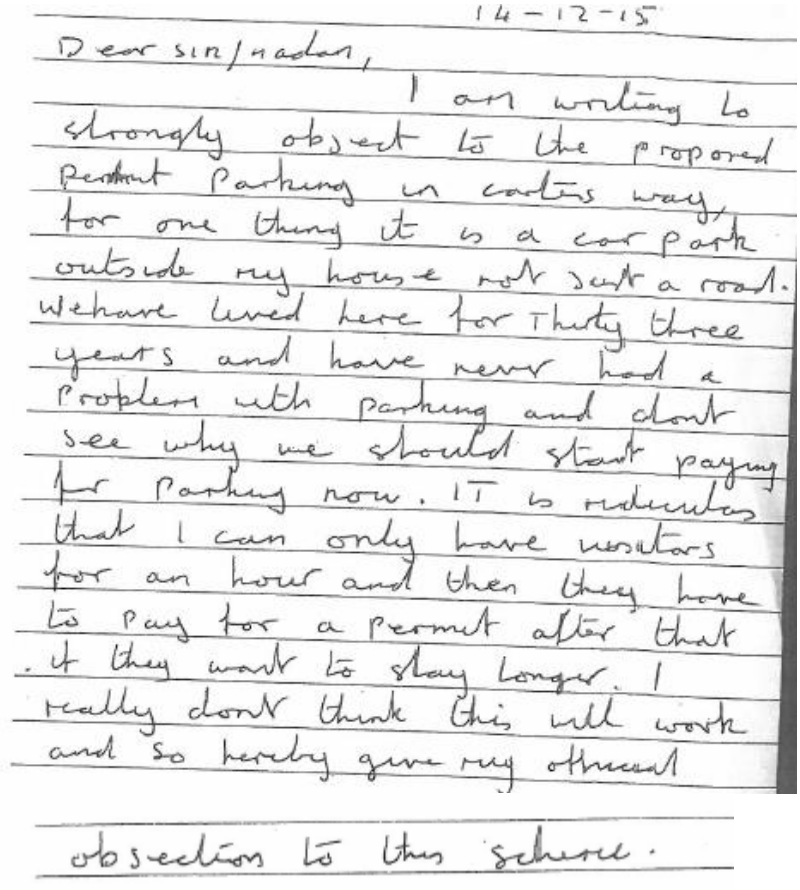
In your letter you state that the response rate was 46%, which means 54% of people this affects were not worried about the problem, so surely you should be going with the majority and leaving things as they are. ?

Paying £10 for a on street permit to be able to park outside your own house is bad enough but then charging £70 for a second is robbery, considering most families have two vehicles these days, its going to be hard for some putting more stress on local families. ?

Look forward to a response

As a resident……..
I have lived in Carters Way for over 30 years and even when my children lived at home making 5 cars in our household we have never experienced any problems parking. I appreciate the fact if restriction are made in areas nearer the railway station it could sent the cars further into the village and into Carters Way but I strongly object to having to pay for a residents permit. Looking at the plan I see no indication if parking in the carpark or the vertical parking bays are resident permit parking as well. Some of the vertical parking spaces are infront of residents driveways, so how will this work? Furthermore what provisions are made for disabled parking? If permits are introduced, how can a resident who has paid be certain of a parking space? There are so many unanswered questions that many in Carters Way were not given the opportunity to ask as many DID NOT receive earlier correspondence where it stated there would be a 2 day display/consultation in St Peters Church.
I believe the measures you propose will send the commuter parking even further into the village. I know of people who come from Biggleswade and other areas where there are stations (No space to park there) and some have said even up to a mile walk would be better than trying to park at other stations or pay the cost.
I believe the very first survey was carried out by Arlesey Residents Association who did not consult everyone who would be affected. How can a unelected group of under 20 people represent the community and have had so much influence on this scheme?

As a ATC councillor….
Many residents in the affected areas asked why did not receive all correspondence and I asked this at our last meeting when your representative attended, I was told payment hand been made for delivery to every household to receive the documents, may I suggest this should be looked into.
I fail to see how a proposal can be put in when many households either permit holders or on restricted parking areas cannot be guaranteed a parking space as there just would not be room, Chase Hill Road would be a good example.



14-12-15

Dear sir/madam,

I am writing to strongly object to the proposed Resident Parking in Carters Way, for one thing it is a car park outside my house not just a road. We have lived here for Thirty three years and have never had a Problem with parking and dont see why we should start paying for Parking now. IT is ridiculous that I can only have visitors for an hour and then they have to Pay for a Permit after that. If they want to stay longer. I really dont think this will work and so hereby give my official

objection to this scheme.

Please find enclosed our objections to the proposed parking restrictions for the station end of Arlesey.

Residents in our area are very concerned and wish further thought to be given to the proposals as we find them unacceptable.

This letter is signed by **EVERY** resident in our street and I have spoken to many residents in other streets who also feel strongly. We trust you will take our concerns very seriously and make amendments to the current proposals.

Residents of Carters Close
Arlesey
SG15

To whom it may concern,
We are writing to express our concern about the parking restrictions which are proposed for the church end of Arlesey. We live in Carters Close. This address is not listed on the proposals, but we can see on the map that we have been included within Carters Way. We are a separate road - as are Carters Walk. You have also marked the private garage parking on the map. At present, we do not have any particular issues with parking. For us, these proposals are creating problems. What really concerns us is the fact that although residents of the streets that are affected can apply for a permit - they have to pay for it. As residents parking on the road, we already pay road tax. We should not have to pay for a permit to park outside our own houses. **We propose that *any* car registered to resident's respective addresses are given a permit free of charge in the first instance with a small charge (such as £10) for lost/damaged/replacement permits to cover costs.** Where residents work shifts including nights, they may not be able to move cars in the middle of the day from one side of the street to another. It is not reasonable.
We understand that cars parked on the main road causes congestion, however, the congestion is much worse in the centre of Arlesey than around the station! We feel it would be sensible to leave things as they are. If it is really necessary to introduce these parking restrictions, then we as residents ***should not*** be made to pay for them. The suggested amounts to pay are unfair, especially in the current financial climate and must be reviewed.

We look forward to hearing your response,

Chase Close and The Poplars

Having read your letter of 11th December 2015 and the accompanying Public Notice, I am pleased to learn that you propose to introduce a Resident Parking scheme for Chase Close.

This cannot come soon enough for me as I have suffered from inconsiderate and selfish parking outside my house for a long time, so some form of parking restriction is most welcome.

However, I note that the restriction only applies between 10am and 4pm Monday to Friday. Whilst this is better than nothing, it will not necessarily solve the problem of parking as far as I am concerned.
All too often there are cars parked outside 3 and 4 Chase Close and particularly opposite my driveway on Saturdays and Sundays and this last weekend was a good case in point with 3 cars parked all

weekend. So Monday to Friday restrictions would only be a partial solution and frankly not good enough. I would like to see the restriction apply 7 days a week or at the very least Monday to Saturday. With regard to time, I think it should be 8am to 8 pm. Again all too often cars are parked overnight frequently from around 4 pm onwards and they stay until after 9am the following day. If I want/need to go out after 4pm or before 10am for what ever reason (shopping, doctor's appointment etc) I currently experience problems getting in and out of my driveway. Such problems will remain even with your restrictions which is why I am saying that the times should be extended to 8am to 8pm. If this does not happen then I will still be inconvenienced and your proposal will only have a very limited benefit to me, which will be a huge disappointment after all the work and effort that has gone into getting something done about parking problems.

One last ;point which I hope I have understood correctly concerns who is entitled to park with a permit. I assume if I purchase a permit that it will state that it relates solely to Chase Close and that this will similarly apply to other roads in the area. In other words, if someone lives in Church Lane and has a permit, then they will not be entitled to park any vehicle in Chase Close. I hope this is the case because apart from commuters, I also suffer greatly from people living in other streets parking one or more of their vehicles opposite my driveway on a regular basis. This causes just as much inconvenience and annoyance as inconsiderate commuters.

I would like to send across my thoughts on behalf of my Husband and I with regards to the parking restrictions that are currently being reviewed and discussed in Arlesey, Beds.

We live in Chase Close and over the last year or so, we have noticed that the parking surround where we live has become increasingly worse, and at some points dangerous, therefore we are completely in favour for the permits being suggested, and would happily pay for a residents permit to stop the problem.

Some days the parking is so terrible leading round Chase Close into the Populars, a fire engine wouldn't be able to access the road if there was an emergency, which is a very frightening thought, especially as my Husband and I are expecting our first baby, we believe (and so do our neighbours) that be introducing a permit system this would be reduced and our lives made safer and easier.

My elderly grandparents also live in Chase Close, and currently have a car parked on the road outside of their house, they unfortunately can never use this car, and when they return there is no where to park as their space has been taken by commuters or other people using the street as a car park.

All in all I think it's a great plan that you have presented, I have seen a lot of negative comments about the proposal, which seem to be coming from either commuters, or residents who own more than one car. I can confirm that the residents who live near me, and who are complaining all have garage spaces in which they can park their cars safely and securely, it's purely down the laziness!

We are residents of Chase Close and Committee Members of Arlesey Residents' Association.

We support the proposed parking controls in general, as indicated on your drawing number 900233-000-001 and in-particular the proposed residents' parking zone in Chase Close and The Poplars.

It would be beneficial to the residents if these proposals are put in place without further delay.

Yours sincerely,

Glossop Way

I would like to register my objection to the proposed parking restrictions in Arlesey village Bedfordshire.

I live in Glossop Way and have never had any issues with parking. Glossop way is cul-de-sac and therefore has no impact on the flow of traffic through the village.

Parking issues that do exist are related to people using and deliveries being made to the Arlesey Superstore shop on House lane. This only affects a small part of Glossop way where it meets House Lane.

The proposed fees for residents permits and visitor passes are far too high and we are not prepared to pay for a service that we simply don't need.

I would like to register my objection to the proposed parking restrictions in Arlesey village Bedfordshire.

I live at xx Glossop Way and have never had any issues with parking. Glossop way is cul-de-sac and therefore has no impact on the flow of traffic through the village.

I have never experienced problems with commuters parking in Glossop Way. Parking issues that do exist are related to people using and deliveries being made to the Arlesey Superstore shop on House lane. This only affects a small part of Glossop way where it meets House Lane.

The proposed fees for residents permits and visitor passes are far too high and we are not prepared to pay for a service that we simply don't need.

Other Roads

Hi ive written many times with a problem parking outside my house on the curb outside house lane Arlesey I have my neighbour constantly chooses to park her car more than half way on the path which blocks people getting past unless they mount the grass same for me getting out of my front game . And when this accurs I have to put up with people starring through my window as it looks like our car . But what annoys me is I've asked her many times and she says she will leave car on the road not mounting the path but again chooses on the path it's dangerous with her shooting up the path and also blocks people that are elderly on mobility scooters and people with dogs and kids on bikes defiantly a hazard and not only that even on the road courses chaos... A few times I'ver last 3 years we've had to out up with insultss from people passing buty something should be done I've sent many photos in Aswel of a handful of times .she does also has a double drive but occasionally chooses the path for well over 6 hours a time . Something should be done also I'm sure by her parking up on path and going out for the day would also be fire hazard to my house if we had a fire as fire engine would be blocked from front of my house because her car please reply .. We don't drive out self my re than happy if cars are there in road but no way should they be on the path . And Aswel as her having the drive she could even park on path outside her house but doesn't something should be done thanks slit

Xxxxx house lane Arlesey beds sg156xu. Just received the confusion parking letters sent out

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I am writing in response to the letter that was sent to all residents on the 11th December with the results of the on-street parking consultation in Arlesey and resultant plans. I am writing to object as the plans will not increase safety on the road or improve the situation at all. I live at 13 Church Lane, and the proposal for this area is to introduce 1 hour parking with no return within 1

hour Monday to Friday 10am to 4pm, except resident permit holders. As I stated in my consultation response, and have stated in emails I have sent to the council previously, the main problems that we have with parking are on evening and weekends, and are caused by residents, not by visitors or commuters for the station. Church Lane is the main road at this end of Arlesey, and is a bus route. Our section of the road is on a bend, and we consistently have vehicles either partially blocking the driveway or parked directly adjacent to it, meaning that when pulling off the driveway there is no way you can see any vehicles approaching. We have had many near misses with cars, vans, buses and lorries coming around the bend past the house as we can't see them coming, and vice versa. As a demonstration of this parking I have attached two photos taken yesterday of vehicles which were parked all day either side of the driveway. I can provide many more if this would strengthen the case, as I mentioned this happens on a daily basis in the evenings, and all weekend.

As I mentioned I have written to the council previously in relation to this, and in the summer last year sent an application (and payment!) for a H bar to be installed to try to help with this problem, but nothing was done. I have chased this up and was told someone would look in to it, but again have heard nothing back since. I am very concerned that your proposals as shown in your letter do nothing to address the safety of the parking on this section of road, and would like to know what your plans are to address this? I would also like to know what is being done about my application and payment, and when I can expect to be contacted either with a refund or to tell me when a H bar will be installed, assuming that you are going to go ahead with your plans despite this objection and will still not consider double yellow lines (which are in place for safety along the rest of the road). For ease of reference I have attached some of the emails that have been sent about this previously.

I am very disappointed that not only have my concerns been ignored, but also that your plans only seem to address issues for station parking, which one can only assume is to generate revenue through paid parking either side of the station.

I would appreciate if someone could get back to me directly as soon as possible.

I wish to object to the proposed introduction of waiting restriction in Arlesey (various roads), on the following grounds:

- Restricted waiting is shown as permitted, opposite various junctions off the main through route, viz:
    - On Stotfold Road opposite The Hermitage.
    - On House Lane opposite Glossop Way, St Peters Avenue (mini roundabout), and Glebe Avenue.

  Rule 243 of the Highway Code says parking is not normally permitted adjacent to or opposite a junction.
- House Lane is not sufficiently wide to allow 2-way traffic when cars are parked on the roadside. To avoid a potential grid-lock situation, gaps need to be included at regular intervals to allow cars to pull in and oncoming cars to pass. Driveways (which must be kept clear) are not generally wide enough to ensure this feature, so wider gaps need to be incorporated in the scheme.

We live in the rally and during said times that are thought to be a problem our road is vertually empty, I don't understand why you feel the need to impose a permit system when we don't have a problem. My husband and I both have vehicles, my daughter that also lives in the rally but the flats has a vehicle all of which can be parked easily so I don't understand what the point of the restrictions is . We all fully object to the restrictions.

General

I understand there is a parking problem the north end of Arlesey. I accept there is a parking problem the north end of Arlesey, but i object to your proposals on a number of reasons the first one when you say you are going to have a meeting with officers from the council and ward members to display what is being proposed and both the officers and the members of the council do not turn up then that in itself brings the whole consultation into disrepute.
I object most strongly to parking permits with a fee that you have set I understand this has to be a self financing scheme but I believe the fees that you are proposing off £10 for the first car, £70 for the second car and £90 for the third and subsequent cars it is a bit outrageous also visitors permits at £30 for 25 one day permit passes is a bit off a joke. I also see that different roads will have different things now some of the roads that your quoting already have parking bays which are not used during the day to get proposed residents parking zones with one hour free parking Monday-Friday but one of the roads the problem with the parking occurs after 6pm by the people that live in the road namely the rally because the road is so narrow and most people have not converted there garden into off-road parking down there which means that should an emergency vehicle need to get down there after 6pm they cannot because the residents have blocked the road.
Carters Way down the left hand side (odd numbers) have parking bays during the day which are empty, there is also a number of car parks down there that are also empty, Carters Close has some parking areas that are empty during the day and could be used for parking, Church Lane and House Lane need to be made one way roads for all traffic and the extension of the double yellow lines all the way along Church Lane means that the people that live there will have to find alternative places to park there cars some have converted there gardens to off-road parking but the majority have not. Stotfold Road that is the worst effected area is going to get no parking on one side of the road for a period of the time and then no parking on the other side of the road for another period of time there is a large grassed area called the verge that could be converted into parking bays and as most of the houses around there have off-road parking that in itself would not make it bad for residents. Vicarage Close already has a parking restriction and what happens there is if night workers are in bed they have to get up and move there car so they do not get a fine or if the house holder leaves there care on the road because they are out they get a fine that scheme does not work and people complain. St Peters Ave)where I live) it should be a residents parking zone not yellow lines with times so vehicles have to be moved in the road, also St Peters Ave is used by people who use the church for weddings, funerals and christenings and as the church has no parking facilities that means it will be impossible for people to use the church thus making a 1000 year old church redundant.
Glebe Avenue most residents have off-road parking but most of the problems occur after 6pm when people bring there works van and/or car back home and with there own car/cars taking up the drive that means the vans or cars block the road.

The railway station car park needs to be a multi-story car park with a cap on the parking fee off no more the £2 for the day the other car park on the Henlow side which is owned by the chairman and his family of the parish council floods and if your park your car in there the flood waters damages both the electrics and internals off the car so this parking restriction permits is only out to give them money, also the access to that said car park means that cars from Arlesey have to go all the way into Henlow around the roundabout and come back to enter a car park because it is a national speed limit road with no right turn at that point to come back from the car park cars have to come out on a bend in a national speed limit road and go all the way down to Henlow Village this needs to be looked at with a roundabout put in there and a reduction in the speed limit back to what it was when they built the fly over and the road back to 30mph when they where building the road they had speed cameras to enforce it.

If we have to have permits then I understand the scheme has to be self funding but your prices are way to high, £5 each for the first two cars, £50 each for the third and any other car and commercial vehicles either taxis and white vans that people bring home from work because there is no parking at work there vehicles park on grass verges along Bury mead over night time the grass verge along Bury Mead should be turned into a number of car parks there is already a small car park which Central Bedfordshire

Council has three bottle banks in there but parking for nine vehicles this car park could be extended to go from Church Lane to Chase Hill road and then extended from chase hill road all the way down to the first part of The Rally. As vehicles are already parking on there over night and churning the grass verge up. I understand that Arlesey Railway station is to be expanded to take trains of 12 cars and there is talk of eurostar coming from Arlesey in the next few years this will just make the situation worse and with the expansion of Arlesey and Stotfold and surrounding areas this is a case of infrastructure not being worked into the plans correctly public transport does not mesh up so if you wish to use the train, the bus is some distance away from it and if you have a disability or children in push chairs there is no lifts at Arlesey Station which enables people to use those facilities properly if a person with children or disabilities cannot climb stairs they have to go under the fly over up the cycle way across the fly over down the other side come down a small very narrow lane one vehicles width and come round to get onto the train buses will not go down to either side of the train track and if you need a taxi because of walking impairments that is £10 because the taxi has to go all the way to Henlow and back because of the no right turns so your parking scheme may resolve an issue in some areas today but will just move the problem either a) on to the A507 or out from the hermitage along Stotfold Road in a 40mph zone of will push the problem south of the war memorial or the track that goes up to Chase House or Littlefield Close but also having yellow lines around the local shops and other commercial facilities means to say that those businesses will not have the passing trade which will effect kill off those businesses the two pubs that are in the area will be dumping zones for people with there cars the area, of the industrial estate by the Railway station appears to be excluded and I know its Private Land but people will just dump there car there and prevent firms from working. So Arlesey either wants the railway station and the residents have to put up with parking problems or Arlesey does not want a railway station because people will want to know that there cars can be parked safely within walking distance of the railway station.
If they can't then a) will they buy a house or rent one and b) will they use Arlesey Railway Station. This is a situation whereby having other railway stations within 5 miles Hitchin, Biggleswade and Buldock need to be looked at the access.

One other way which would bring money in to Central Bedfordshire Council is accept blue badge holders have parking bays in all of the roads concerned whereby people insert money and the machine (parking meters) gives them for x amount of money parking there. Parking meters at £5 a day and if you dont pay and because its a high way you get towed away. We are a zero car family with people with disabilities who rely on public transport to go where we need to go.

I would like to comment on the proposed parking restrictions around Arlesey station as a resident of Arlesey and a daily commuter. I should also state up front that I am a member of Arlesey Town Council but these comments are my personal views.

I am fully aware that there are issues with commuter parking around Arlesey station which may raise safety concerns and some inconsiderate parking does cause distress and inconvenience to some residents. While the proposed restrictions may ease those concerns, it does not provide a solution to parking at Arlesey station and will, in my opinion, simply move the problem elsewhere.

Arlesey is now a major railway station with a steady growth trend according to the latest government statistics. The 2014/15 statistics state that there were more than 600,000 journeys to and from Arlesey of which around 38% were season tickets which suggests that there are upwards of 1,000 people commuting from Arlesey station. Ideally, the majority of these people would travel to the station on foot, by bicycle or using public transport. However, for those not in walking distance or unable to cycle, the paucity of bus services that meet the needs of commuters means that a significant proportion will use their private car.

The recent creation of an additional car park on the Henlow side has certainly helped commuters who travel in from Shefford, Henlow, Langford, etc., but for those coming from

Stotfold or from the south end of Arlesey, it is simply not a viable option. The official station car park is currently underused, mainly due to the extortionate cost – an annual season ticket for the car park costs in excess of £1,000 and is beyond the purse of many who are already paying a £4,000 a year cost to travel into London.

If the proposed parking restrictions are introduced, and properly enforced (which I doubt), many will opt to park that little bit further from the station thereby moving the parking issues to the High Street south of the war memorial, or further along Stotfold Road towards the A507. Parking on that part of the High Street will exacerbate the problems on an already congested and dangerous road.

While I understand the desire for the parking restrictions, they should only be introduced when there is a sensible alternative for commuters travelling to the station be that in introducing bus services that link with the commuter trains from 6am through to 8am, and from 6pm through to 8pm, and serve south Arlesey and Stotfold, or by providing parking at a reasonable cost.

There was a shuttle bus service that did link up with some commuter trains, but this was withdrawn by CBC a couple of years ago.

There is some land alongside the platform on the Arlesey side that could be used for commuter parking, but I'm not sure who owns it.

I would be willing to further discuss my concerns if required.

We object to the parking and waiting restrictions in Arlesey on the following grounds:

1. We feel we shouldn't be charged for parking on roads outside our own property.
2. The cost of resident and visitor permits are too high.
3. Restricting visitor parking will affect our family life and will limit time family can be with us. This directly contravenes the Human Rights Act.
4. We are currently not affected by parking issues, putting in place the restrictions massively inconveniences us and comes at great expense. Any costs should come from the increase in fees the station car park will make as a result of the restrictions.

In the plan it isn't clear, do you propose to make the parking permits for any vehicle registered at an address or will they be registered to a single vehicle?

I am objecting to these proposals based on road safety, lack of suitable car parking provision, crime, vehicle access and traffic generation.

1) All they will do, if implemented, is displace the parking 'problem' to the High St, South of the War Memorial. Without any clear traffic planning or calming measures the main route through Arlesey will continue to suffer from yet more inconsiderate and double parking. This is already increasing with several vehicles now regularly parking on the East side of the High St, despite the majority of houses their having off road parking.

2) St Peters Avenue in particular is used by local commuters to park their cars safely and securely. I do so myself to commute via the train station. Why do I do so? Because the station car park is exceptionally vulnerable to crime due to its isolated location with no overlooking residential houses in particular. My car has been broken into twice in the past when I've had to work night shifts in London and my cycle also stole when I tried to use that. The alternative car park, on the Henlow side of the station, is frankly a death trap in terms of exiting onto the Arlesey by pass. I also commute prior to local bus services commencing.

3) The majority of houses in St Peters Avenue, Stotfold Rd and House Lane have ample off road parking . I note several of the ATC members addresses within the proposed area? What about other Arlesey residents who will impacted by this displacement? Does anybody honestly think these commuter vehicles will just disappear? Parking South of the Memorial will become even more congested on the High St in particular. The access for Emergency Service vehicles, Waste collection vehicles and buses is already impeded. This will continue to increase, restricting road width and increasing incidence of pavement parking, with consequent danger to pedestrians. This will be exacerbated once proposed residential building commences to the West side of the High St behind the White Horse PH,

4) Finally, contrary to the Statement of Reasons I and many other rail station commuters park considerately in St Johns Rd in particular to ensure that we can do so safely, not to avoid car park charges. As stated the two car parks are either crime ridden or dangerous in terms of exiting.

I am writing in response to the 'consultation' on the Parking proposals for Arlesey.

Looking at the mix of schemes proposed, and from my knowledge of the size and scale of the problem, my concerns are that this 'mix' of solutions will actually make matters much worse for Arlesey Residents and commuters alike.

My concerns are -

1. The number of 'commuter' cars that will be displaced by these restrictions is more than the capacity available in the two car parks available. Rendering the solution ineffective as there will be insufficient parking for anyone.
2. Residents currently rely on on road parking, making the proposal unworkable for those living where the 'No waiting' regime is being proposed. Either you have to move your car around during the day, or if you are not at home - you face a parking fine!

3. The prices for permits for residents in the 'Resident Parking' zones is way too high, and why do the 2nd and 3rd cars cost more? Its not meant to be a tax, or a deterrent on car ownership?

4. The problem requires a considerably more comprehensive solution. Its unavoidable that more parking needs to be made available in and around the Station. Any solutions or restrictions that do not include extra capacity can only leave Arlesey residents and commuters in considerably worse situation, than they face now...

I've recently seen the new parking restrictions proposal for my road, here is my feedback

The problem I have is the whole reason I live in Arlesey is to use the train station but given that my road will be time restricted how will I be able to get the train and return to move my car? This proposal will penalise residents just as much.

Please can I formally object to the proposals to change the areas of parking available on road to Arlesey residents and commuters. These proposed changes will have a dramatic effect, and not in a good way. Its expensive to park at the station, but not only that - to park there means an exit only via the roundabout at Henlow and back again causing even more expense. These new proposals will strangle hold Arlesey. It needs to be a village that gives easy access to the station for daily commuters, visitors to properties in the proposed areas as well as easy parking for care professional. If not, it takes away from the desirability of the village to live in and with that its financial prosperity. In these economic times it seems madness to actively disable a place through extensive no parking or restricted parking areas.

I urge you to reconsider, considering the views of the residents of Arlesey, those people that will have to deal with the proposed changes every day.

High Street (additional location)

We live at xxx High Street, Arlesey, SG15 6SN and have read your proposal for no waiting times outside our home with great interest. We are for the waiting times being implemented however we fear that the waiting restrictions will drive traffic through the access road at the side of our home where we park our cars.

As you should see from the land registry there is room for 4 cars here for the residences of 134-130A to the rear of 128. The access road for this parking area is already in a bad way due to traffic passing through here at high speeds without a care for the residents that park their cars here. From our understanding this road is not meant to be used as a cut through to the playing fields, or for parents to use as a round robin on the school run. However this is increasingly the case and we often find our spaces taken by others. We fear that if the waiting restrictions are implemented on the high street the new “waiting zone” will become the access road, preventing us access to and from our parking spaces, whilst worsening the condition of the road.

We therefore request that if the waiting restrictions are to be implemented that you may resurface the access road and replace the signs, making it clear it is for residents and emergency vehicles only. If possible we would also request a gate or bollard system at the top of the road by the field, preventing vehicles from using the youth centre road to our access road becoming a loop of traffic. This will hopefully prevent the access road from being made the new waiting area.

We look forward to hearing from you and your proposals,