
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 15 March 2016
Subject: Various Roads, Biggleswade – 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 Biggleswade

Contact Officer: Nick Chapman
nick.chapman@amey.co.uk
Public/Exempt: Public
Wards Affected: Biggleswade North and South
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

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

Financial:

The works are being funded by the Council Traffic Management and Parking scheme budget

Legal:

None from this report

Risk Management:

None from this report

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users.

Sustainability:

None from this report

RECOMMENDATION(S):

That the proposal to introduce various published and modified waiting restrictions in the following zones in Biggleswade be approved for implementation:-

- A. Dells Lane (north), Mead End and Tennyson Drive area**
- B. Dells Lane (south) and Lincoln Crescent area**
- C. Hitchin Street, Saffron Road and adjacent streets**
- E. London Road and The Baulk**
- F. Ivel Gardens**

That the proposal to introduce no waiting in the following zone in Biggleswade be withdrawn:-

- D. Osprey Road area**

Background and Information

1. The Council has received complaints over a number of years about commuter parking in various residential areas of Biggleswade. A detailed study commissioned by the Council recommended that consideration be given to introducing on-street parking restrictions to address these concerns.
2. In May 2015 a preliminary consultation exercise was undertaken to determine residents' views on parking in their streets and to establish what form of restriction they would favour. This was carried out on a zonal basis as follows:-
 - Zone A – Dells Lane (north), Mead End, Tennyson Drive area.
 - Zone B – Dells Lane (south) and Lincoln Crescent area.
 - Zone C – Hitchin Street, Saffron Road and Empire Close area.
 - Zone D – Osprey Road area.
 - Zone E – London Road and The Baulk.
 - Zone F – Ivel Gardens (this was not part of the preliminary consultation but was added afterwards as a result of resident requests)
3. The feedback received heavily influenced the parking proposals that the Council decided to pursue. These proposals were a mixture of single yellow line am/pm type restrictions and residents permit holder zones and are shown in Appendix B.

As a general rule, the single yellow line option works best in roads where most properties have off-road parking, such as Dells Lane. Resident permit parking is more suited to those roads where most homes do not have off-road parking, such as The Baulk.

4. The proposals were formally advertised by public notice in November 2015. Consultations were carried out with the emergency services and other statutory bodies, Biggleswade Town Council and the Ward Members. Residents living in all areas where restrictions were proposed were individually consulted by letter. Public notices were displayed on street.

Residual objections and Officer Responses

5. In most areas there was general support for the published proposals, but some concerns were expressed and counter proposals put forward. There were very few outright objections. Due to the general support for the proposals and because the suggested changes were relatively minor, officers have attempted to resolve most of the issues by negotiation.

The modifications are sufficiently minor and do not propose additional restrictions, so it was deemed unnecessary to re-publish them. However, in line with procedural regulations, those people affected by the changes were all given the opportunity to comment on them.

It would appear that the majority of those affected are satisfied with the proposed changes. However, there are a small number of residual objections that it has proved impossible to resolve and it is these that are the main subject of this report. These remaining objections are included in Appendix C and the following is a summary for each zone:-

6. Zone A (Dells Lane (north), Mead End and Tennyson Road area)

The original proposals were not modified as there was little opposition to them, but one objection remains:-

Two residents remain concerned about the proposal for residents permit parking in The Dells as some obstructive parking by residents takes place and the permit scheme would not resolve that. The road is very narrow, so any on-street parking would create a problem.

Officer response – Due to the width of the road very little parking takes place on this road, so there is a case for having no restrictions at all. However, there are concerns that if The Dells was left unrestricted some non-residents might attempt to park there, so permit parking was proposed. It is felt that this would address most parking issues and would be a neater solution than double yellow lines.

7. Zone B (Dells Lane (south) and Lincoln Crescent area)

There are no unresolved issues in this zone.

8. Zone C (Hitchin Street, Saffron Road and Empire Close area)

The original proposals in this area were modified to make all parking areas shared permit holder/3 hour limit parking, thereby allowing maximum flexibility in their use and to provide more visitor parking for nearby businesses. The remaining objections are as follows:-

A resident of Ivel Mill and a resident of Teal Road want to be eligible to apply for a permit to park in nearby residents permit areas.

Officer response - All apartments in Ivel Mill have a parking space and all homes in Teal Road have a garage, so they do have some parking provision. The adjacent permit parking roads are very short and if numerous permits were issued to non-residents it would have a serious impact and is likely to be opposed by disadvantaged residents.

9. Zone D (Osprey Road area)

There was very little support from residents for the double yellow line proposals covering junctions and other critical lengths of road. Consequently, officers decided to discontinue the proposals for that zone, but parking will be monitored after implementation of any other restrictions in adjacent areas to see if there is any negative impact.

10. Zone E (London Road and The Baulk)

The original proposals in this area were modified to make all parking areas in London Road shared permit holder/4 hour limit parking, as concerns were expressed by residents who have no off road parking. The remaining objections are as follows:-

A resident of The Baulk who wishes to be able to apply for multiple permits for family members and objects to the cost.

Another resident, whilst supporting the overall scheme, wants the permit scheme to operate on a 24/7 basis or at least 7am to 7pm.

A resident of London Road remains concerned that there will be insufficient parking capacity in the road for everyone that needs to park there.

A further resident of London Road considers that the Council should look at its planning decisions and consider wider parking provision, rather than simply focusing on on-street parking controls.

Officer response – The Council generally allows a household to purchase up to 3 resident permits. This on the basis that parking is normally heavy in areas that have permit parking and space is limited, so it is unrealistic for residents to expect to be able to apply for an excessive number of permits.

It is expected that most of the parking that takes place overnight and at weekends in The Baulk is residential, so it is expected that if the times of the permit scheme were extended to cover those times it would have limited impact on actual parking levels.

The removal of non-residents should free-up space and most properties in London Road have off-road parking, so hopefully there will be enough space. It should be stressed that indications are that most residents of these roads, particularly The Baulk, support the Council's proposals.

The Council is aware of parking pressure and does all it can to accommodate the needs of all, including residents, businesses and visitors. However, it is apparent that on-street parking restrictions are needed to address commuter parking in a number of streets and this approach has the general support of the Town Council and most residents.

11. Zone F (Ivel Gardens)

The original proposals were modified to replace some of the proposed no waiting at any time to no waiting Monday to Friday 10am to 11am in response to resident requests. The remaining objections are as follows:-

A resident whose driveway is not covered by yellow lines is concerned that their driveway will be obstructed more frequently after any restrictions are implemented than is currently the case.

A resident living in the northern spur road adjacent to nos.2-8 wants the original proposals retained, i.e. now waiting at any time on the east side to ensure that the turning head on that side is not obstructed.

A business owner in Shortmead Street has expressed concerns that his staff will be prevented from parking in Ivel Gardens and it will be difficult to find alternative parking.

Officer response – Given the fact that this will be the only length of road in Ivel Gardens that is unrestricted the residents' concerns are acknowledged. However, if the Council wishes to promote additional restrictions these would need to be published afresh. It is recommended that these additional restrictions be published at a suitable opportunity in conjunction with similar proposals in this general area.

It is felt that the amended restrictions in the northern spur road will resolve the majority of issues with non-resident parking. As this is a short cul-de-sac, occasional parking in the turning head should not create a problem.

It is recommended that this be considered at the earliest opportunity in conjunction with similar work in the general area. Regrettably, the staff of the nearby business will have to identify alternative parking in the town.

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

Conclusion

13. Officers have made every attempt to accommodate the concerns expressed by residents and businesses affected by the proposed parking restrictions. In most cases any objections and other issues have been satisfactorily resolved. However, there remain a small number of residual objections all of which are relatively minor and localised. It is recommended that the modified proposals proceed and that the restrictions are implemented.

14. If approved, the works are expected to take place within the 2016/17 financial year.

Appendices:

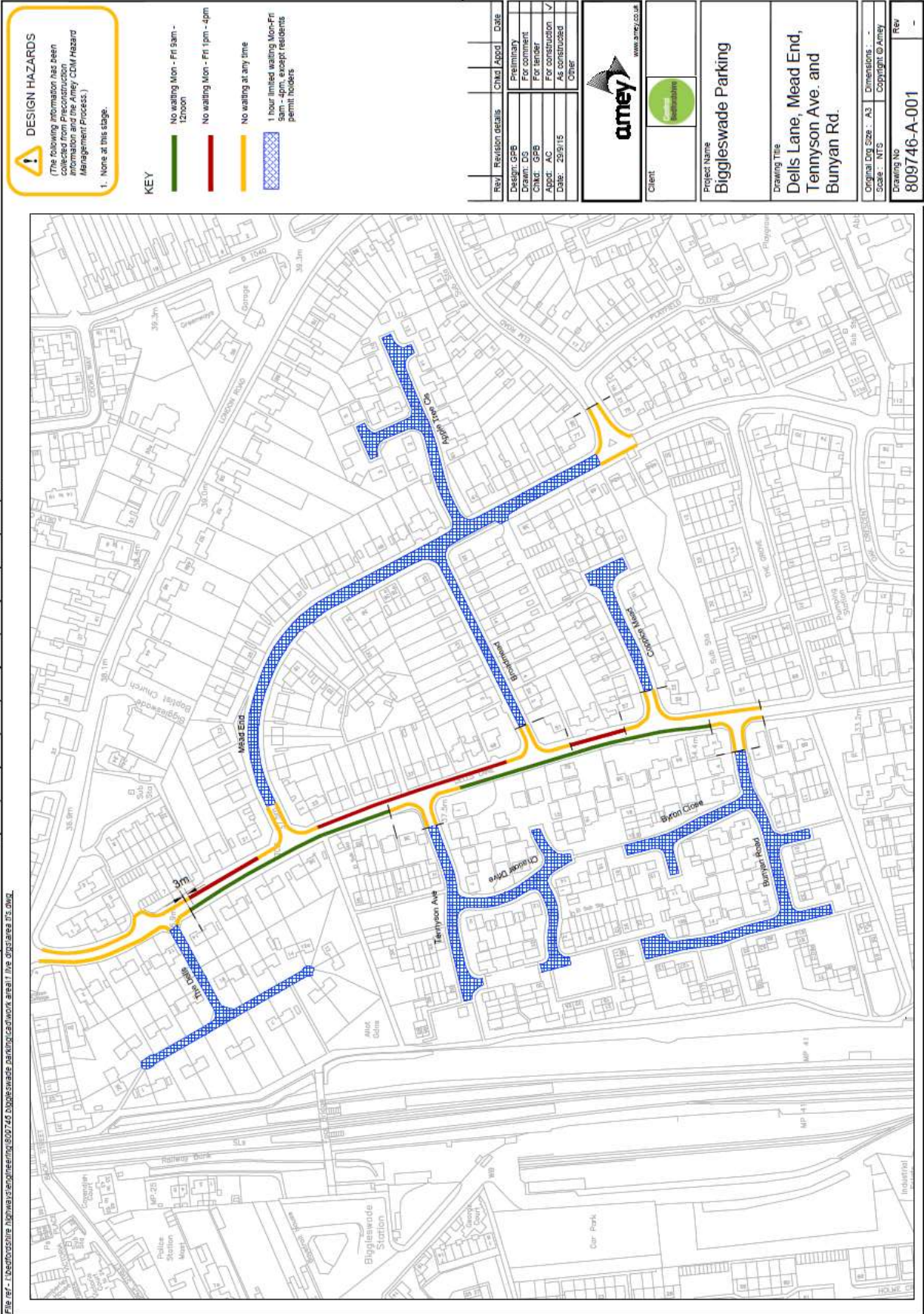
- Appendix A – Location plan showing zones
- Appendix B – Drawings of Original Proposals
- Appendix C – Residual Objections

Appendix A



Appendix B

ZONE A



File ref.: U:\bedfordshire_highways\engineering\809746 Biggleswade parking\dwg\work area\11 line complete.rvt.dwg

DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and the Arney CDM Hazard Management Process.)

1. None at this stage.

KEY

- No waiting Mon - Fri 9am - 12noon
- No waiting Mon - Fri 1pm - 4pm
- No waiting at any time
- 1 hour limited waiting Mon-Fri 9am-12noon except residents permit holders

Rev	Revision details	Chkd	Appd	Date
Design	GPB			Preliminary
Drawn	DG			For comment
Chkd	GPB			For tender
Appd	AC			For construction
Date	29/9/15			As constructed
				Other

arney
www.arney.co.uk

Client:

Project Name
Biggleswade Parking

Drawing Title
Dells Lane, Mead End, Tennyson Ave. and Bunyan Rd.

Original Dwg Size: A3	Dimensions: -
Scale: NTS	Copyright © Arney
Drawing No 809746-A-001	Rev -

ZONE B

DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and the Amey COM Hazard Management Process.)

1. None at this stage.

KEY

- No waiting Mon - Fri 8am - 12noon
- No waiting Mon - Fri 1pm - 4pm
- No waiting at any time
- 1 hour limited waiting Mon-Fri 8am - 4pm, except residents permit holders

Rev	Revision details	Chkd	Appd	Date
	Design: GRB			Preliminary
	Drawn: DS			For comment
	Chkd: GRB			For tender
	Appd: AC			For construction
	Date: 29/01/15			As constructed
				Other

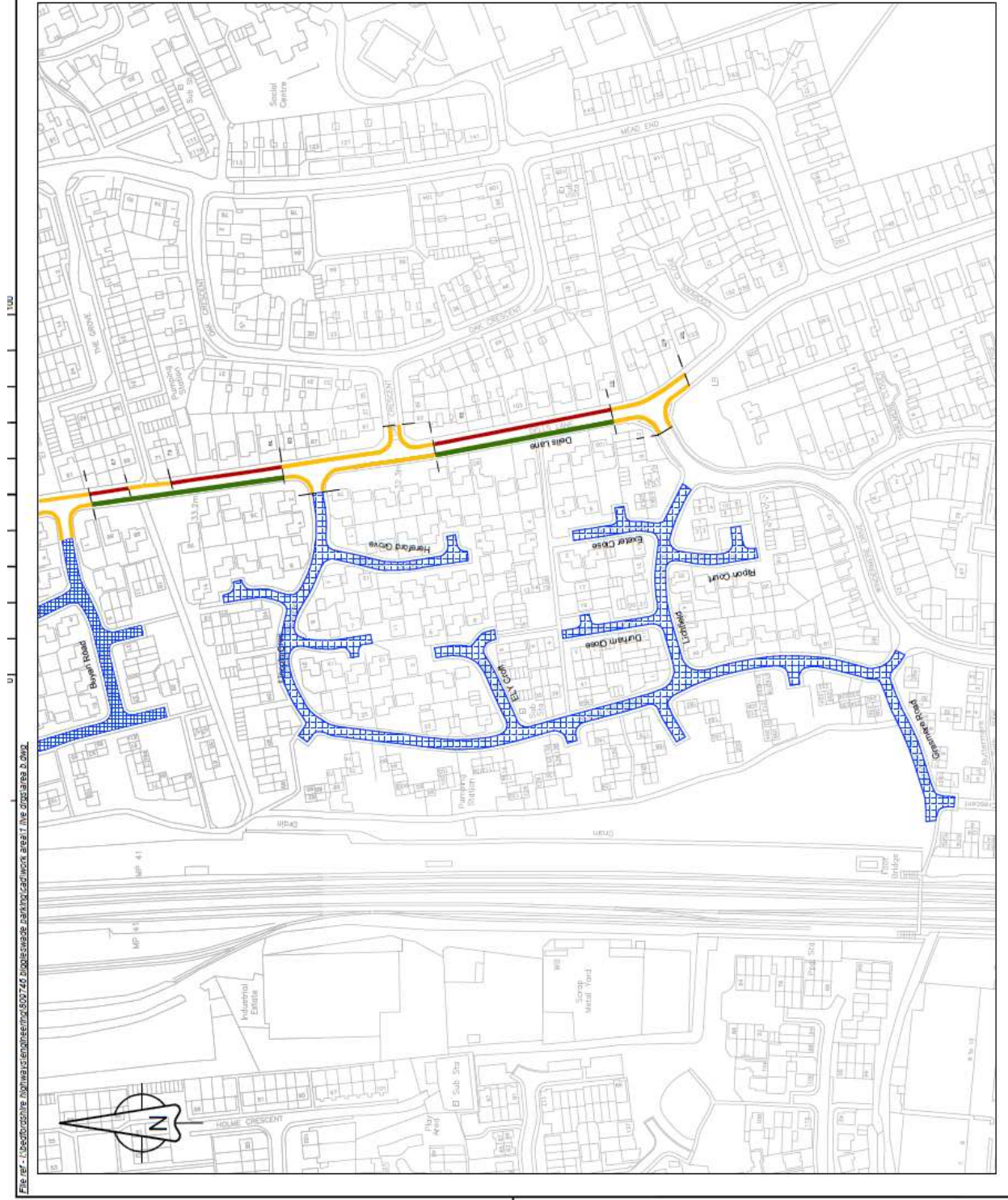
amey
 www.amey.co.uk

Client: 

Project Name
Biggleswade Parking

Drawing Title
**Dells Lane (South),
 Lincoln Crs and Grasmere Rd.**

Original Dwg Size: A3	Dimensions: -
Scale: NTS	Copyright © Amey
Drawing No	REV
809746-B-001	-



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ZONE C

DESIGN HAZARDS
 (The following information has been included for information only and is not intended to be used for the design of the proposed scheme. It is the responsibility of the Designer to ensure that the proposed scheme is safe and that all necessary design hazards are identified and mitigated.)

1. None at this stage.

KEY

- Existing residents permit parking
- Residents permit parking only
- No waiting at any time
- 3 Hour limited waiting Mon-Sat 8am - 6pm

Rev	Revision details	Chkd	Appd	Date
	Design: GPB			Preliminary
	Drawn: DS			For comment
	Chkd: GPB			For tender
	Appd: AC			For construction
	Date: 29/9/15			AS constructed
				Other

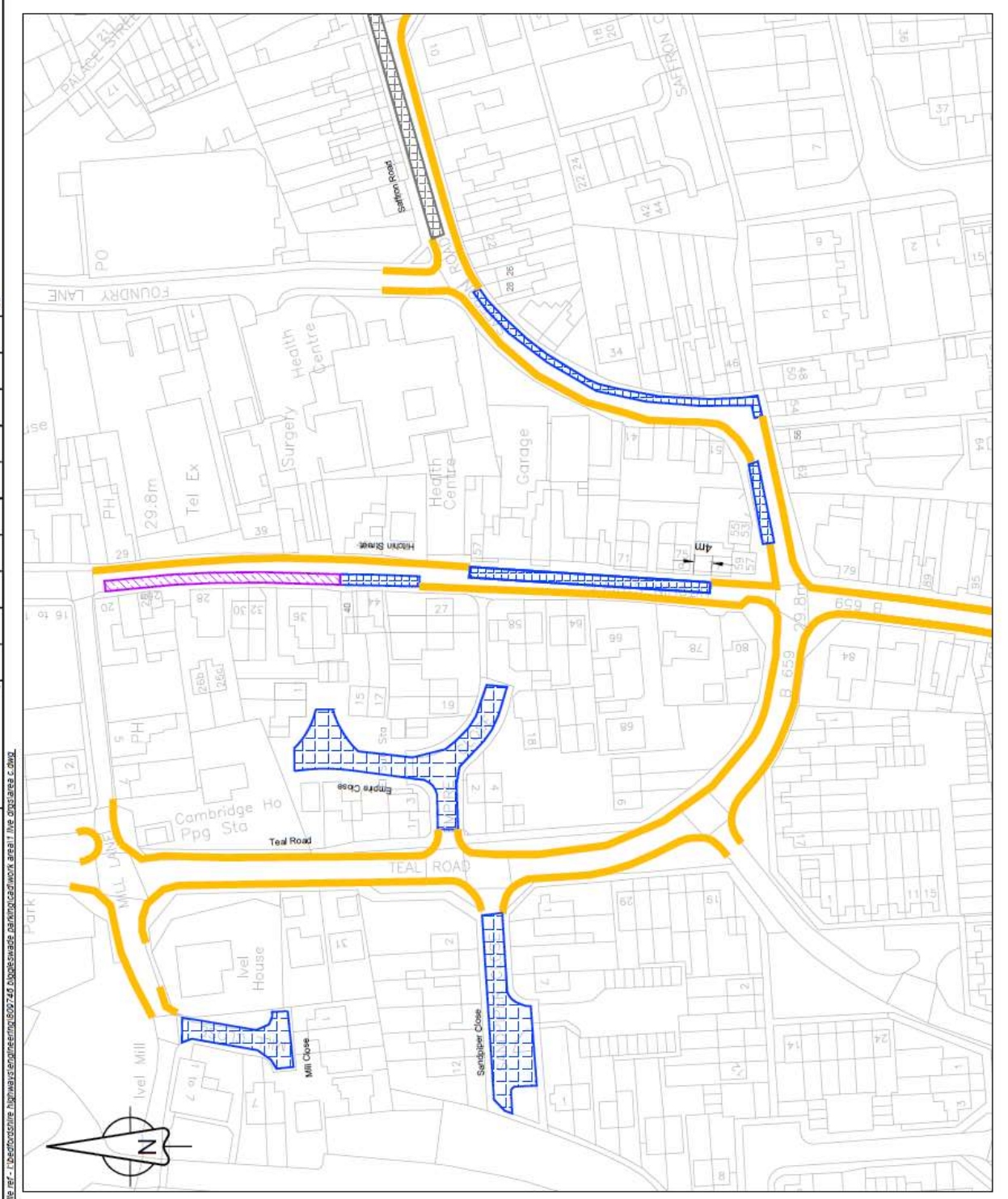
amey
www.amey.co.uk

Client:

Project Name
Biggleswade Parking

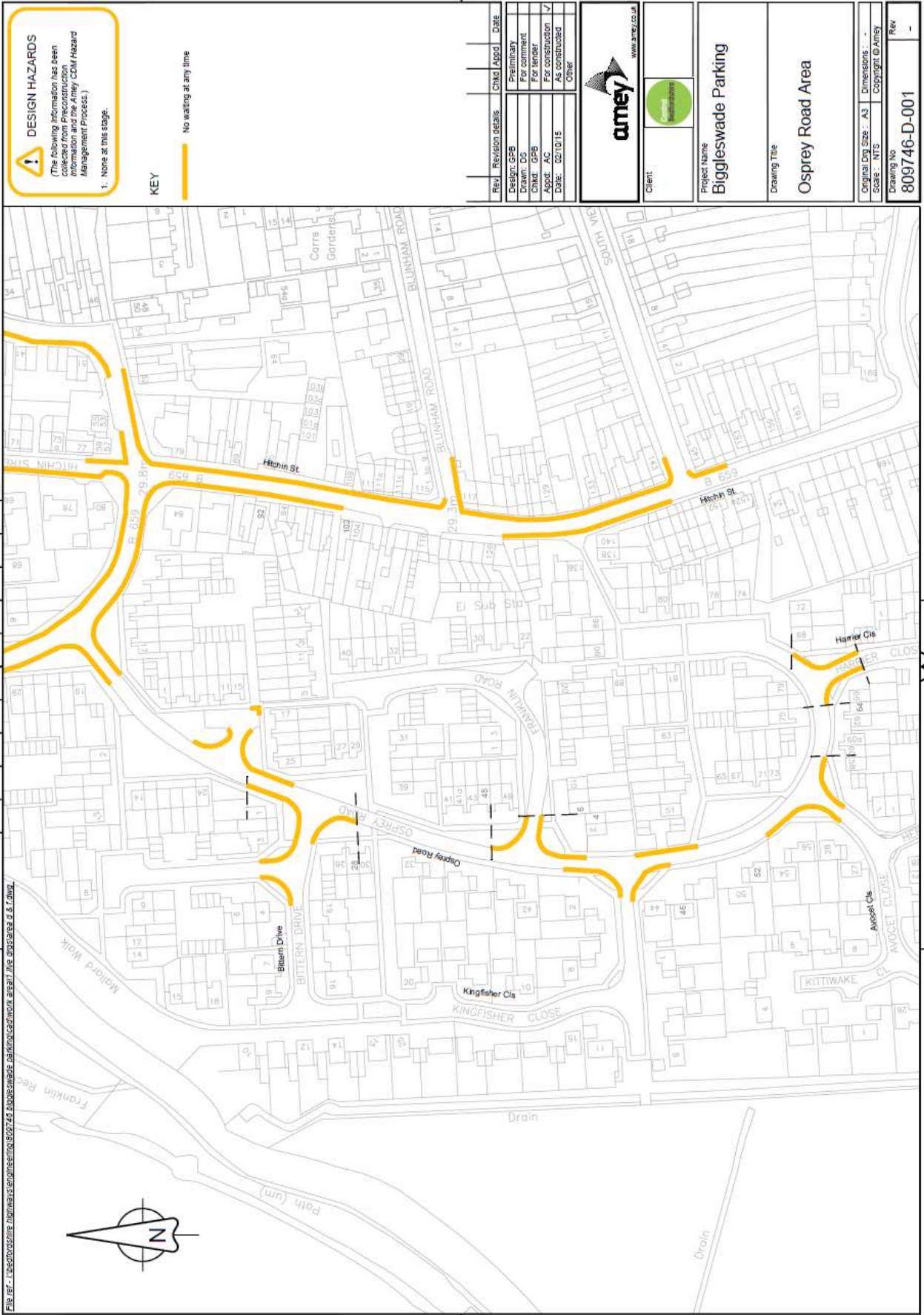
Drawing Title
Hitchin Street, Saffron Road, Empire CIs, Sandpiper CIs & Mill CIs.

Original Dwg Size: A3	Dimensions: -
Scale: NTS	Copyright © Amey
Drawing No	Rev
809746-C-001	-



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ZONE D



DESIGN HAZARDS
 The following information has been
 provided for the purpose of
 information and the Amey CDM Hazard
 Management Process.
 1. None at this stage.

KEY
 No waiting at any time

Rev	Revision details	Chkd	Appd	Date
	Design G5B			
	Drawn: GS			
	Chkd: G5B			
	Appd: AC			
	Date: 02/10/15			
	As constructed			
	Other			



Client:

Project Name
Biggleswade Parking

Drawing Title
Osprey Road Area

Original Dwg Size: A3 Dimensions: -
 Scale: NTS Copyright © Amey

Drawing No
809746-D-001

File ref.: I:\projects\online_highways\engineering\809746 Biggleswade parking\dwg\work_area\zone_d\Zone D.dwg

ZONE E

DESIGN HAZARDS
(The following information has been collected from Pre-construction Information and the Arney CDM Hazard Management Process.)

1. None at this stage.

KEY

- 4 hours limited waiting Mon - Fri 9am-4pm
No return within 2 hours
- No waiting at any time
- 1 hour limited waiting Mon - Fri 9am-4pm, except residents permit holders

Rev.	Revision details	CHM	Appd	Date
	Drawn: GPB			Preliminary
	Design: DS			For comment
	Chkd: GPB			For tender
	Appd: AC			For construction <input checked="" type="checkbox"/>
	Date: 29/9/15			As constructed
				Other



Client
Biggleswade

Project Name
Biggleswade Parking

Drawing Title
London Road and The Baulk

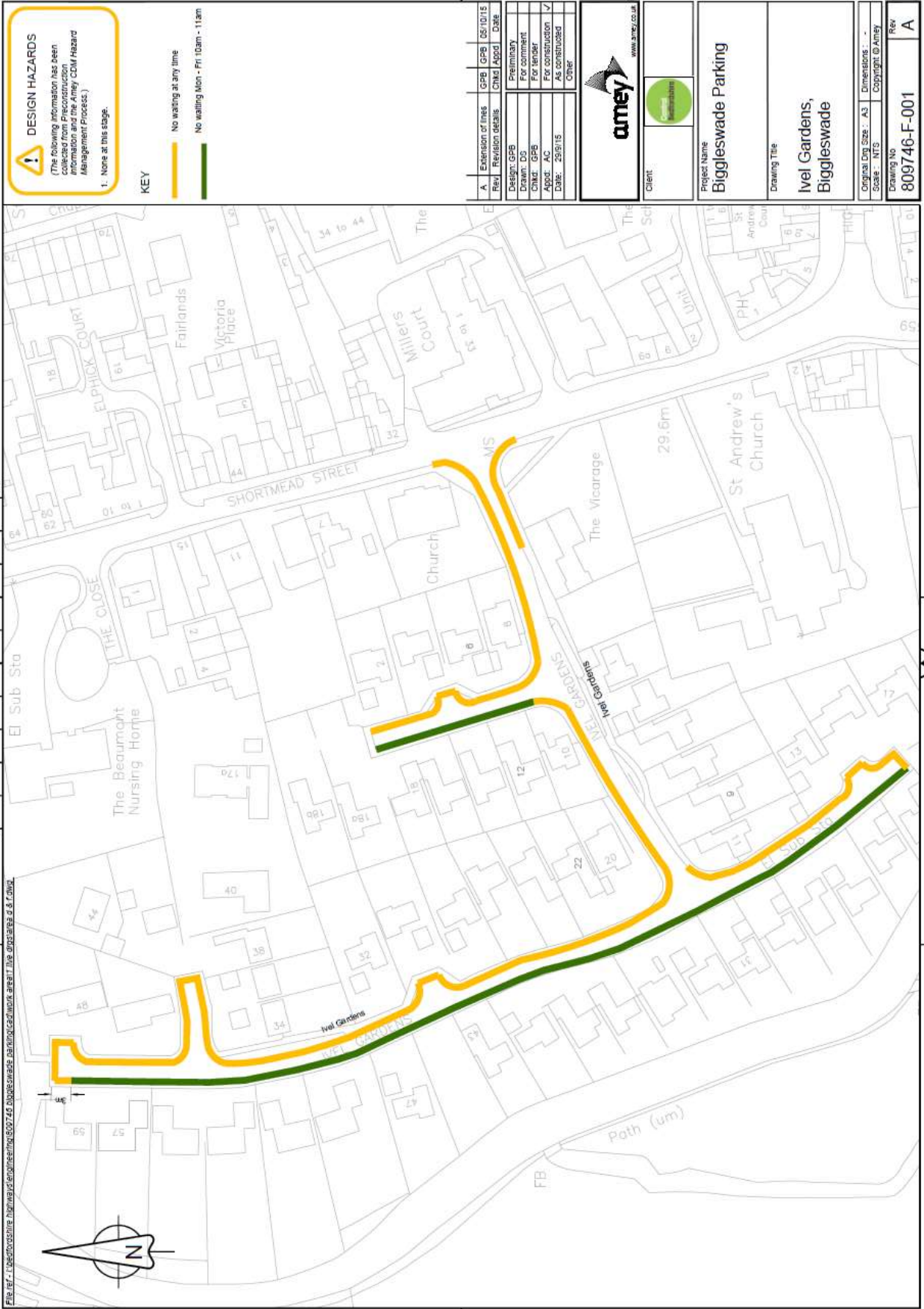
Original Dig Size: A3	Dimensions: m
Scale: 1:2000	Copyright © Arney
Drawing No 809746-E-001	Rev -



File ref.: I:\2015\20150929\20150929 20150929 Biggleswade parking\work area 1 line.dwg area 8.dwg

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ZONE F



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DESIGN HAZARDS
 (The following information has been collected from Pre-construction Information and the Amey CDM Hazard Management Process.)
 1. None at this stage.

KEY

No waiting at any time
 No waiting Mon - Fri 10am - 11am

Rev	Extension of lines	GPB	GPB	DS/ID/IS
Rev	Revision details	Chkd	Appd	Date
	Design: GPB			Preliminary
	Drawn: DS			For comment
	Chkd: GPB			For tender
	Appd: AC			For construction
	Date: 29/9/15			As constructed
				Other



Client:

Project Name
Biggleswade Parking

Drawing Title
**Ivel Gardens,
 Biggleswade**

Original Dwg Size: A3	Dimensions: -
Scale: NTS	Copyright: © Amey
Drawing No 809746-F-001	Rev A

Appendix C

Zone A

1.

Thank you for the information.

I totally disagree with these findings. Has anyone from the council visited The Dells to assess the width of road.

Any parking will be a hindrance and danger to the residents particularly if access is required for larger vehicles, Delivery vehicles, waste collection and emergency services.

A few years ago I had to call the police to have a car removed due to nobody being able to pass...

I note you mention this may be reviewed after the commencement date but I believe it should be reviewed again before this.

I look forward to your reply.

RECEIVED 11 FEB 2016
PROPOSED PARKING RESTRICTIONS
THE DELLS, BIGglesWADE [C10 400]
Thank you for your response of
29.01.16
YOU SAY ANY PARKING WOULD
OBSTRUCT THE ROAD, SO IS DNACCEPT-
ABLE ✓ THEN YOU ALLOW PERMIT
PARKING! IS IT BECAUSE INSTALL
ATION OF A SIGN IS SIMPLER?
ANY PARKING PREVENTS ACCESS
TO SERVICE & EMERGENCY VEHICLES
AER

I ASSUME YOU ACCEPT
RESPONSIBILITY FOR THE
RESULTS OF PERMIT PARKING.
IS THIS CORRECT?

Zone C

1.

Thank you for your reply to the above. I wish to continue to object to the proposed parking permits on mill close and the proposed plan not to extend this to the residents of Ivel Mill on Mill Lane.

I understand they will be a council meeting at central beds council and I wish to attend a public meeting to express my views and get the views of the residents in Ivel mill across.

2.

I am sure there will be many complaints and hope the issues / responses are not final and can be resolved.

On point 5 we were assured that permits would be available to Teal Road residents who have no opportunity for parking off road and otherwise will have difficulty in receiving visitors / health visitors etc.

We can understand some approach is required to limit parking by eg rail users but this must surely not be detrimental to residents.

If there is another format for complaints resolution please email me

Zone E

1.

As discussed with yourself this morning I am writing to you again to strongly object to the new proposed parking restrictions in the Baulk, Biggleswade. While again I see in principle the reason you are suggesting this I strongly object again due to the ridiculous way you are implementing the restrictions.

I wrote to you originally in November 2015 and my only real response, other than an initial letter acknowledging my letter, was a letter this morning suggesting they will go ahead anyway with a little detail covering 1 of my initial 3 points.

I spoke this morning with Gary Baldwin and have summarised below what I took from the conversation:

- a) **Original point** was I have one of the larger 4 bed houses in the Baulk and currently have 3 grown up daughters living with me 2 of which have boyfriends who have moved in. My initial point/question was why are we limited to 3 permits.

Current response: Yes the solution will make your life harder than the current problem, but tough luck as everybody else will be better off.

- b) **Original point** why are the 2nd and 3rd permits so expensive, surely the admin cost is no more.

Current response The council reduced the price of the initial permit as it accepted with most of the application process done online the cost of issuing was small, however to discourage **Car Ownership** it decided to leave the costs of the second and third permits higher.

New Question I have a daughter who lives at home who is training to be a teacher, I have a daughter who lives at home who is a community midwife and also works shifts, I have a daughter who works in Bedford in recruitment, I have a daughter's boyfriend who works in Milton Keynes as a junior project manager, I have a daughter's boyfriend who works in Luton as an IT Technician. Which of these should I suggest gives up their job and lets the state look after them so that Beds council can promote lower rates of car ownership?

- c) **Original point** the hour long restriction is too short for visitors.

Current response some people seem to disagree with my perspective and would like no visitors. I still disagree, but can accept this.

Please can I ask somebody takes this seriously and does not just ignore the points raised. All I really want is the ability to buy more permits at a more reasonable price. Why is this so hard?

2.

Thank you for your very prompt reply - it is much appreciated. I am really pleased to note that road markings will be painted in the new residents parking areas. I only queried this as the representative of CBC/highways who attended the public exhibition in Biggleswade at the town hall regarding the proposals had said to me that there were no plans to paint such markings. I am very glad that this is not the case and a very sensible decision.

I thank you for your offer of raising a formal objection to the proposed timings of the restrictions (Mon-Fri, 9am-4pm). I find it very odd that I need to take this course as I am so very strongly supportive of this whole proposal. I welcome the support of CB Highways for their positive approach in taking this project through to implementation. So I am on your side!

But I do find CBH's decision regarding the timings perplexing, given the results of the residents survey which I have reproduced below. I reluctantly accept your position that Sat/Sun and 24/7 restrictions will not be proceeded with and have no intention of objecting to that even though, as a resident who has lived in the area for 10 years, I can state categorically that imposing such a level of restriction would be entirely proportionate.

But I simply cannot see CBH's rationale for starting at 9 and finishing at 4, given the survey results - what is the evidence-base for these timings? The only evidence I can see (within the survey) makes a compelling case for increasing the length of that window. The fact you published the notices with these timings on does not appear to me to be an evidence-base for taking this position.

Surely there is an opportunity for a compromise here - you are already providing the 1 hour window for non-residents to visit without the need of using a visitors permit - something again I think is disproportionate but will not challenge. . And that 1 hour period would apply no matter what start/finish time window was. But the pressure on parking clearly continues both prior to and after the proposed window (as confirmed by my own eyes as a resident and also the survey results) so would CBH re-consider their position and extend the window to 7am-7pm, Mon-Fri? That would at least enable CBH to go a little way further in addressing residents' concerns, would it not? A scheme like this needs to be "fit for purpose" otherwise it will simply fail.

I welcome your response as I really am very reluctant to formally object to any aspect of this proposal but I feel I will have no choice if CBH continue to take this position.

3.

We received yesterday the parking restrictions details for London Road which will be implemented in the next few months.

We are incredibly disappointed, confused and angry that you have dismissed everyone's concerns regarding the proposed enforcements. You are providing parking bays on one side of London Road with parking time restrictions of 4 hours unless a resident and then we can apply for a permit. Could you please tell us how many bays there will be? On our side of London Road we are a row of 12 terraced houses with no parking apart from that of London Road (as previously explained). That's twelve houses just on our part!!! How do you expect us to get a

space when there's all the flats on the other side of London Road with no parking?!? Also, how many families only have one car? When we brought this property 18 years ago we knew there was no 'drive' to park our car on but it was fine as we could park on London Road and so could family, friends, delivery drivers etc.... That part of London Road is wide enough to accommodate 2 lanes of parked cars and two lanes of traffic! With the new restrictions and limited space where do you suggest we park when we get home from work and all the bays have been taken? There is nowhere else to park anywhere near our property! We are sure that if you lived here these restrictions would not progress. Why not make South and North London Road (at our end) residents parking only? At least then we get to park near our own property which we have paid for. A lot of us have owned our property for many years and been very happy but your proposals will change that when we have to park at the other end of town because we can't get one of the few bays! Also, with the bays on the other side of the road you are making us cross a very busy road with shopping / children etc.... On another point, where do you propose friends and family park when they visit? Rose Lane car park?!?!? It would appear that will be the closest they'll get to our property! If you can suggest an alternative of where we can park when these restrictions come into force we would be very happy to hear them as we believe the demand for the spaces will outweigh the availability substantially.

Could you please take these points on board. We feel desperately unhappy that our lives and home will be affected just because the commuters have blocked the roads up and you haven't actually listened to our concerns, the people who live here.

4.

The parking issues within Biggleswade will not be resolved by punishing residents with parking restrictions.

You and your planning department are directly responsible for the current condition of the parking on road at the northern end of London Road. This is the only part of London Road adversely affected by parking.

Your planning department gave planning permission for the houses/ flats which now occupy the land previously used for council premises. It is abundantly obvious that the council did not consider the the parking consequences of such a development.

Combining the lack of foresight in the council planning department together with commuters who, rather than pay for parking, would rather leave their cars dotted around the streets of Biggleswade and you have the perfect conditions for road congestion.

Surely, the obvious answer is to provide more parking places for commuters and not grant planning permission to schemes that would adversely affect the roads.

There must be enough money raised by council tax in Biggleswade to afford a car park for the commuters near to the station. Hundreds of houses have been built in Biggleswade raising tens of thousands in income. There is no evidence of any additional expenditure in Biggleswade. Relocate the scrapyard. It will stop heavy vehicles clogging up the town centre and ensure plenty of space for the commuters. Level the area near to Aldi, it has been a wreck for at least twenty years, this may have the added benefit of additional parking for the weekend shoppers which in turn may rejuvenate the town centre and Christ knows it needs it

Without resolving the parking issue for commuters you will end up double yellow lining the whole of Biggleswade and, judging by your current action, half of the surrounding villages as well.

Please reconsider your draconian attempts at parking control and maybe think outside the box.

I look forward to receiving your comments in due course.

Zone F

1.

We refer to (Mr Day)'s telephone conversation this morning with Gary Baldwin.

We have recently received a copy of CBC's Summary of Biggleswade Parking Statutory Consultation Feedback, forwarded to us by Town Councillor Madeline Russell. During today's conversation you told Mr Day that you had asked for comments from Ward Members and the Town Council. Following these you will consult again with residents for any further views on your recommendations. You will then report to the Council for a decision.

CBC's summary of the statutory feedback does not properly represent the comments we made within the consultation period in respect of the stretch of road outside 1-3 Ivel Gardens. We reattach a copy of our letter dated 29th October 2015 and would respectfully ask you reread this. In the letter you will note we proposed that at the very least some form of parking restraint – double yellow lines or 10-11am waiting restriction should occur at least outside number 1-3 Ivel Gardens (not just across the driveway entrance). Refreshing the H Bar will not fully address our concerns because parking encroachment will not be enforced and also it does not preserve and improve the amenity of our part of Ivel Gardens – see reason 3 below.

In summary our letter of the 29th October 2015 sets out the reasons in threefold:

1. Dangerous access and particularly egress from the shared driveway between 1-3 because of obstructive parked cars nearby and therefore restricted vision and sight lines arising.
2. Several near accidents have occurred previously arising from such parking.
3. To preserve and improve the amenity of this part of Ivel Gardens as well as the rest of Ivel Gardens which after all is the reason given for the Public Notice as it stands at present. (Zone F)

CBC's summary of residents' comments in respect of 1-3 Ivel Gardens suggests the reason for not changing the initial proposal is to avoid "additional work of publishing further statutory notices." During your conversation with Mr Day you stated that "with hindsight" perhaps the initial proposals in the order that went out to residents' consultation should have included this stretch of the road. You further acknowledged in this conversation that parking and traffic is much more of a problem at this end of the road because of its proximity to the junction with Shortmead Street, hence attracting more traffic and car parking. This end of Ivel Gardens is also narrower than the rest of the road further exacerbating the problems.

Within Ivel Gardens the problems of parking, access, safety and loss of amenity are at their greatest outside numbers 1-3. Just because the Council failed to include this stretch of the road within the statutory consultation the omission should not be compound by taking a flawed decision based on the grounds of avoiding "additional work." Otherwise what is the point of public consultation?

We therefore conclude by requesting your Council properly take into account the concerns we have raised in our letter of the 29th October 2015.

Please acknowledge receipt of this letter and confirm you will contact us prior to any final decisions being taken by CBC in respect of parking restriction for Ivel Gardens.

2.

Living at xx Ivel Gardens, at the end of the northern spur and adjacent to no.2, we are surprised by the comment that residents in the area prefer limited waiting. We, and several of our neighbours, frequently have difficulty accessing our property in private cars, and at times it would not be possible for emergency vehicles to access the top of the spur. The turning head in front of no.4 is also frequently obstructed.

We would urge the council to adopt the original proposal of extending the double double yellow lines already in place at the corner near no.8 along the relatively short section on the eastern side in front of numbers 2-6.

3.

I would appear the council have no interest in where business people can park their cars.

There is currently no parking in the vicinity of Shortmead Street and stopping the parking along Ivel Gardens will push the problem to another area which will become even more congested than it currently is. Could you please advise where the staff in our office will now be able to park ?

As previously pointed out we will have to think about the relocation of your office to one out of town leaving another empty shop, could I please have your comments regarding this.

It would appear the residents of Ivel Gardens are the only ones concerned about legally parked cars parked along a dead end road.

The whole scheme appears also to be a waste of money which Central Beds could put to a better use.

I look forward to receiving your further comments with interest.