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

**RECOMMENDATION(S):-**

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 That the proposed scheme for Bedford Street be withdrawn to allow for the further options to be considered and for the planning appeal related to the Dandara car park to be decided.

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

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

**CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal supports the following Local Transport Plan objectives:

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

**Financial:**

Funded by monies secured through the Integrated Transport Budget.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report.

**Equalities/Human Rights:**

None from this report.

**Community Safety:**

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

**Sustainability:**

None from this report.

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

**Background and Information**

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

## **The Scheme Proposal**

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

## **Statutory Consultation**

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

## **Representations**

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

### Bedford Road

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

Close Residents' Parking Zone (RPZ).

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

#### Park Hill

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

#### Station Road

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

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

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

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

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

#### Brinsmade Road / Lea Road

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

## **Officer Response**

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

## **Conclusion**

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

**Appendices:**

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

Appendix B - Public notices of proposals and consultation drawing

Appendix c – Representations

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

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

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

# PUBLIC NOTICE



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

Reason for proposal:

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

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

Effect of the Order:

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

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

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

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

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

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

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

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

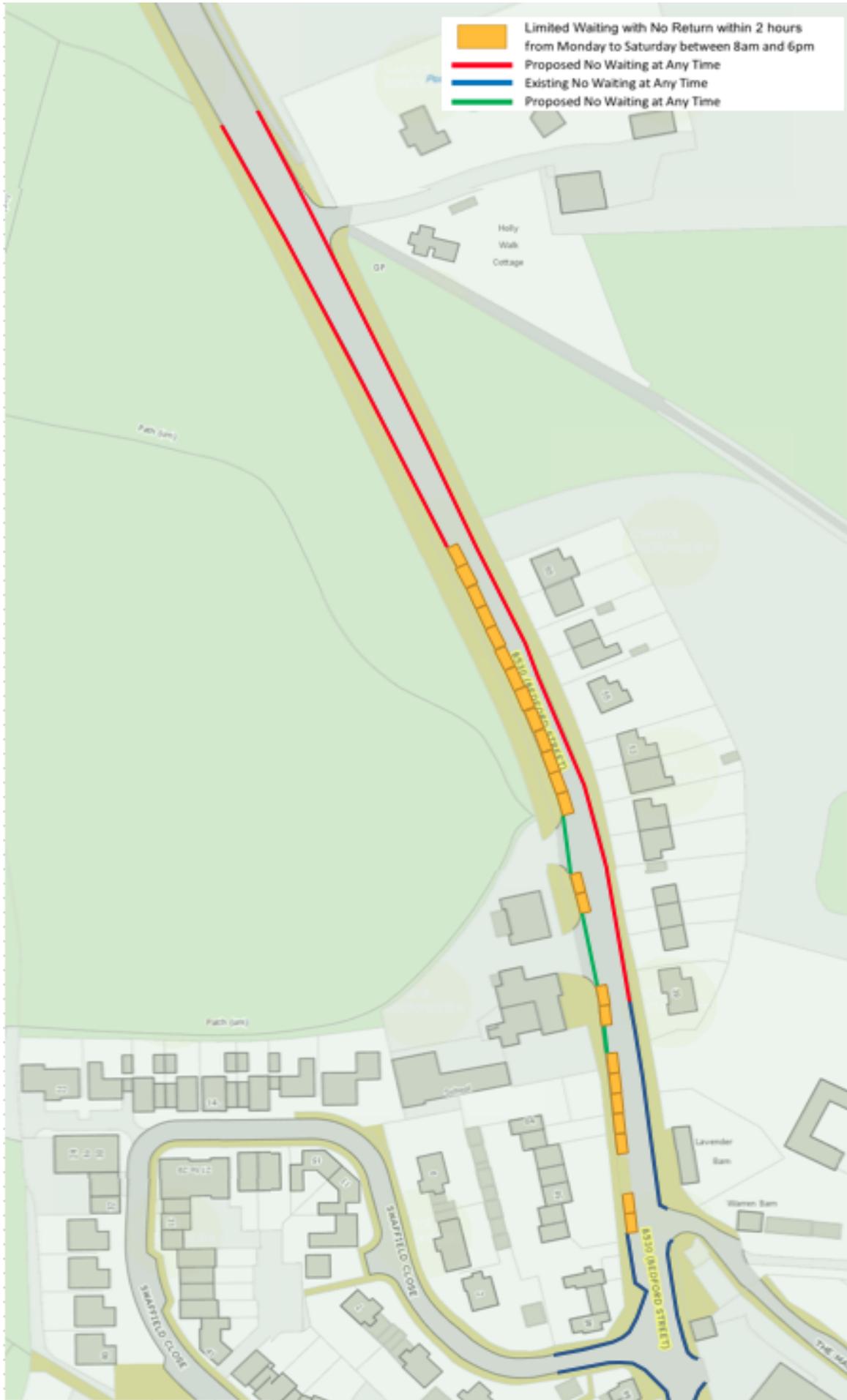
Comments should be sent in writing to the Traffic Management team at the address below or e-mail [traffic.consultation@centralbedfordshire.gov.uk](mailto:traffic.consultation@centralbedfordshire.gov.uk) by 15<sup>th</sup> June 2018. Any objections must state the grounds on which they are made.

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

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

24<sup>th</sup> May 2018



# PUBLIC NOTICE

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

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

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

Effect of the Order:

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

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

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

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

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Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

10<sup>th</sup> May 2018



# PUBLIC NOTICE

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

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

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

Effect of the Order:

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

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

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

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

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

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

5<sup>th</sup> May 2018



# PUBLIC NOTICE

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

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

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

### Effect of the Order:

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

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

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

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

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

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

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

Marcel Coiffait  
Director of Community Services



# PUBLIC NOTICE

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

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

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

Effect of the Order:

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

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

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

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

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

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Director of Community Services

10<sup>th</sup> May 2018



# PUBLIC NOTICE

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

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

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

Effect of the Order:

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

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

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

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Director of Community Services

10<sup>th</sup> May 2018



 Proposed No Waiting at Any Time

## Appendix C

1

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

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

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

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

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2

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

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

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

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

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

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3

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

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

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

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

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4

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

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

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

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5

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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6

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

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

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

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7

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

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

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

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

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

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8

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

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

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

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

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9

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

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

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

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10

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

Yours faithfully ,

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11

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

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

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12

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

Please implement the restrictions asap." Lea Road

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13

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

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14

"Good evening

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

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

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

Accordingly I query whether these notices are in fact valid?

Please comment by return.

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

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

Please see a copy of the first erroneous notice below.

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

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

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15

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

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16

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

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

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17

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

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18

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

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

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

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

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

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

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

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

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

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

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19

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

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

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

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

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

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20

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

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21

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

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22

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

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23

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

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24

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

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25

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

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

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26

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

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

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

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

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

27

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

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

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28

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

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

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29

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

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

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

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

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

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30

To whom it may concern,

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

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

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

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

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

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

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31

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

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

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

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

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

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32

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

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

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

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33

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

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

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

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34

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

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

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

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

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

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

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

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

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

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

Summary of comments, challenge and questions.

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

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

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

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

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

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

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

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37

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

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

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

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

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

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

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

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

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

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

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

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

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

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38

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

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

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

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39

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

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

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

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40

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

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

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

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41

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

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

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