

Sandy Town Council

To: Cllrs N Aldis, J Ali, T Cole, A M Hill, T Knagg, G Leach, C Osborne,
M Scott, J Sparrow, S Sutton (Chairman)
c.c. Cllrs P Blaine, W Jackson, M Pettitt, D Sharman, P Sharman

You are hereby summoned to attend a meeting of the Community Services and Environment Committee of Sandy Town Council to be held in the Council Chamber at 10, Cambridge Road, Sandy, Bedfordshire on Monday 24 April 2017 commencing at 7.30pm.

Chris Robson
Town Clerk
10 Cambridge Road
Sandy, SG19 1JE
01767 681491
18 April 2017

A G E N D A

1 Apologies for absence

2 Declarations of Interest

Under the Localism Act 2011 members of Council are not required to make oral declarations of interest at meetings but may not participate in discussion or voting on any items of business in which they have a Declarable Pecuniary Interest (DPI) and under Sandy Town Council's Standing Orders must leave the room for the duration of all discussion on such items. (All members' register of interests are available on the Sandy Town Council website or on application to the Clerk.)

*This item is included on the agenda to enable members to declare new DPIs and also **those who wish to do so** may draw attention to their stated DPIs and also any non-declarable personal interests which they have declared under Sandy Town Council's adopted Code of Conduct and which may be relevant to items on the agenda.*

- i) Disclosable Pecuniary Interests*
- ii) Non-disclosable Interests*
- iii) Dispensations*

3 Minutes of Previous Meeting

To consider the minutes of the Community Services and Environment Committee held on Monday 13 March 2017 and to approve them as a correct record of proceedings.

Previously
circulated

4 Public Participation Session

Members of the public may ask questions or make representations to the committee about items of business which are on the agenda.

Sandy Town Council

- 5 Action List**
To receive the Action Report and any updates. Appendix I
- 6 Town Centre Clock**
To consider a request from a member of the public that the Council consider installing a clock in Sandy town centre. Appendix II
- 7 Story in Stone – Mosaics Project**
To receive an update on the Story in Stone Mosaics Project. Appendix III
- 8 Sandy Green Wheel**
To receive a report from Cllr Aldis on the progress of the Sandy Green Wheel. Appendix IV
- 9 Tree work**
To consider prioritising and approving further tree work. Appendix V
- 10 Parking in Central Bedfordshire**
To receive and consider Central Bedfordshire Council's parking consultation. Appendix VI
- 11 Glass Recycling**
To note that Central Bedfordshire Council will be placing an additional 1100L glass recycling bin in the town car park following requests from the Town Council.
- 12 Chairman's Items**
- 13 Date of Next meeting: 5 June 2017**

Agenda item 5 - Community Services and Environment Committee - Action list

APPENDIX I

Subject	Action to be taken		Response /Status
	Minute	Action	
Meeting 1/6/15			
Engayne Avenue Estate	(6-15/16)	Cllrs Aldis and Ali research and gather information about the area and report back to the Council in six to nine months' time.	Awaiting confirmation of site meeting with CBC Cllr P Smith, Aragon, Cllr M Scott and Ward Councillors. P Smith organising meeting.
Bus Shelter in Fallowfield	(15-15/16)	Defer this item until the bus route is decided.	On going. Order made by CBC to Ringway Jacobs. Realtime Screen installation at Market Square, Tesco, Rail Station & Engayne Avenue expected by Summer 2017.
Meeting 5/10/15			
Beeston Green	(44-15/16)	The Town Clerk prepare a draft Management Plan. The Town Clerk to contact CBC about the possibility of a Community Orchard project.	Ongoing. Plan to be consulted on with residents of Beeston. Awaiting CBC planning application for affordable housing and community space (orchard/allotments) As of 18 April 2017 no further update from CBC. Verbal update to be provided at meeting.
Meeting 22/2/16			
Fingerpost Signs	(89-15/16)	Investigations proceed to have a finger post in the Town Centre and that this could be included in the bid for Market Town Regeneration funding.	On going To form part of CBC Match funding project. Awaiting further Highways work and report/costing. Clerk held review meeting with CBC on 10/4/17.

Full Council Meeting 20/4/16			
Allotments	(22-2016/17)	Progress and update reports to go to the Community Services and Environment Committee	<p>On going.</p> <p>Initial orchard/allotment management plan completed by BRCC.</p> <p>Awaiting completion of planning application for affordable housing and proposed allotments/orchard by CBC. As of 18 April 2017 no further update from CBC. Verbal update to be provided at meeting.</p>
Meeting 19/12/16			
Parking Restrictions	(77-2016/17)	Clerk contact Central Bedfordshire Council to request that a parking study be carried out for Sandy Town Council and that the 1 hour parking restriction be considered within this study.	<p>Clerk contacted CBC and requested a parking review.</p> <p>CBC have commissioned some parking studies for certain areas of Sandy. Awaiting results from CBC.</p> <p>CBC parking consultation on Agenda.</p>

Clerk

From: Sue ~~suecrowther@gmail.com~~
Sent: 02 April 2017
To: Clerk
Subject: Request for consideration

Good evening

I read in the Chronicle that Sandy Town Council is hosting a meeting on Monday and that residents are invited to have their say.

I am unable to attend the meeting, but would like to ask if we could have a Clock in the Town Centre, such as the one that Biggleswade has.

I respectfully request that Town Council Members consider this request, as it would be an asset for the Towns residents and visitors.

Thank you

Sue Crowther

Sandy

APPENDIX III

AGENDA ITEM: 7

SANDY TOWN COUNCIL

COMMITTEE: Community Services & Environment

DATE: 24 April 2017

AUTHOR: Town Clerk

SUBJECT: Story in Stone

1. SUMMARY

1.1 On the 22 February 2016 Sandy Town Council agreed to support the Story in Stone Mosaics project and to include this in the Town Council's application to Central Bedfordshire Council for funding under the Market Town Regeneration Scheme. The project was approved for funding and the Town Clerk has been working with CBC's overall Project Manager and the mosaics Project Manager, Carolyn Blake, to progress the project.

1.2 The project aims to produce a series of historical themed mosaics in Sandy, Potton and Biggleswade as part of a trail.

1.3 This report is meant as a brief update on the first stage of the projects roll out.

2. STORY IN STONE THREE PHASE ROLL OUT MAY 2017 – FEBRUARY 2018




2.1 Story in Stone will be rolled out in three stages, which will see mosaics completed and displayed in each of the towns in May 2017, September 2017 and February 2018.

2.2 PHASE 1 - May 2017

Three mosaics will be rolled out for the first phase of the project. The table on the next page details the first mosaic in each of the three towns.

2.3 Phase 1 of the project concentrated its workshops on local schools and Aragon housing association. Phase 2, which will start in June 2017, will concentrate on workshops in public spaces and public involvement. This will include workshops in libraries and Town Council spaces. Members will be made aware of workshop dates when they are agreed and invited to attend a session.

2.4 Discussions are ongoing with CBC and private landlords on securing several locations and it is hoped that three locations (one in each town) will be secured by the project manager by the end of April 2017, ahead of an installation at the end of May 2017.

<p>BIGGLESWADE (market square) SAXON TO MEDIEVAL (0.800m x 2.600m) Workshops: 2 roundels both coin sides (completed) Oliver Budd: all except coins (completed)</p>	<p>Workshops: Aragon Copelands & Northfield</p>	
<p>POTTON (library wall) MOSAIC TONDO (1.6m diameter) Workshops: The Great Fire The 4 Manors Oliver Budd: Top right & Bottom left & right (completed)</p>	<p>Workshops: Potton Federation School & Aragon Jake's Court</p>	
<p>SANDY (market square) FROM ROMAN ORIGINS (0.580m x 1.800m) Workshops: Roundel vegetables & camp Roundel Mill & wheels Oliver Budd: All except Vegetables, Mill & wheels (completed)</p>	<p>Workshops: St Swithun's School NOTE: changes: Central roundel text taken out of Caesar's Camp, Vegetables to be Onions, carrots & cabbages. Right hand Roundel: 1 Mill</p>	

AGENDA ITEM 8

SANDY TOWN COUNCIL

COMMITTEE: Community Services and Environment

DATE: 24 April 2017

AUTHOR: Cllr Nigel Aldis

SUBJECT: Sandy Green Wheel Update

Summary

This report is meant as an update for Members following a meeting of the steering group, attended by Cllrs David Sharman and Nigel Aldis, on Wednesday 22nd March 2017.

Information

The following activities have been undertaken since the last meeting to take the project forward:

1. 600 metres of hedging is to be planted alongside the railway as a border to the track which runs from Brickhill Road Crossing to the Cattle Creep under the railway line.
2. Negotiations were continuing with D S Smith (formerly Abbey Corrugated) to complete the route to the north-west corner of the site near to the junction with NCN route 51.
3. BRCC and CBC were working together to take the Community Orchard / Allotments Scheme forward as a feature in the SGW.
4. A route had been agreed to across Chapel Meadows (the field previously owned by Mrs Bull near the A1 bridge at Beeston). This would be at right angles to the road and then turn left to continue to the Baulk. This was not on the desired line. When this is completed the remainder of the land will be offered for horticultural use by Cancer Research, the current owners of the land.
5. Bridleway 22 between the Fallowfield Estate and Prince George's Close / Sandy Upper School had been cleared of vegetation and surfaced.
6. A safer crossing point on the A603 would be created by having an island refuge in the middle of the road near to the Holiday Inn.

APPENDIX IV

7. Funding from the Green Infrastructure Planning Obligations Fund (S106) was being maximised to fund the project. £59,000 had been obtained from the former Mellor Beauty site.
8. There could be a "soft launch" of the SGW in September 2017 but this would concentrate on the walking route.

SANDY TOWN COUNCIL

COMMITTEE: Community Services & Environment

DATE: 24 April 2017

AUTHOR: Town Clerk

SUBJECT: Tree Works

1. Summary

- 1.1 In January 2017 the Council's appointed tree contractor carried out a survey of Town Council owned trees in Bedford Road Recreation Ground, The Church Yard, the Cemetery and Beeston Green.
- 1.2 A report identifying work needed and priority levels was received by Community Services and Environment Committee on 30 January 2017.
- 1.3 The committee resolved to recommend that work with a priority 1,2 or 3 level be carried out immediately and that other work be reviewed in the 2017/18 financial year. This was approved by Council on 13th February 2017.
- 1.4 This report is asking Members to approve further tree works, under the increased horticultural budget, subject to costs.

2. Recommendation

- 2.1 That the committee approve work to six trees in Bedford Road recreation ground subject to cost. That the contractor provides costs for the works to the Policy, Finance and Resources committee.
- 2.2 That the contractor provides estimated costs for work to all level 4 trees in Bedford Road to allow the Council to schedule future works for the area.

3. Information

- 3.1 The schedule of trees produced by the contractor is attached for information. Trees highlighted in yellow indicate completed works.
- 3.2 Members are asked to consider addressing level 4 priority trees in Bedford Road recreation ground as a second stage to tree works. Six trees have been identified for initial works and are highlighted in green on the schedule. The office has received requests that trees in Bedford Road recreation ground bordering Albion Court have work carried out. It should be noted that only work as recommended by the survey will be carried out.
- 3.4 The Town Council's outdoor team are unable to carry out the recommended work and it will need to be completed by the contractor.

SITE: BEESTON GREEN

Date:		18/01/2017				Page 1 of 3	
TAG	Species	Age/Class	Height (m)	Diameter (mm)	Comments & Management Recommendations	Priority	Re-inspect Month's
465	Oak	S/M	6	300	Co-dominate leader with weak fork	6	12
466	Oak	S/M	5	250	Low limbs, bark damage at base	6	12
467	Red Oak	M	15	1004	Main branch union at 2M, wide open form, low limbs, deadwood	4	12
468	Lime	S/M	5	120	N/A	6	12
469	Field Maple	S/M	7	300	Minor deadwood	4	12
470	Beech	M	15	1000+	Included main branch union, deadwood in crown, low limbs over road	4	12
471	Beech	S/M	10	460	Minor deadwood, low limbs over road	4	12
472	Maple	M	10	600	Unbalanced crown with decay on northern side, reduce crown by 3M	4	12
473	Field Maple	S/M	10	420	Low limbs over road	4	12
474	Maple	S/M	12	410	Deadwood in crown, low limbs over road	4	12
475	Lime	M	15	530	Dead and hanging limbs in crown, low limbs, crown clean	4	12
476	Horse Chestnut		15	1000+	Reduce over extended heavy laterals by 3M	4	12
477	Maple	M	14	450	Remove deadwood and shorten laterals over road by 1M	4	12
479	Oak	S/M	7	300	Minor deadwood/low branches	4	12
480	Maple	M	13	460	Remove deadwood and raise to 3.5M	4	12
481	Horse Chestnut	M	12	1000+	Minor deadwood and crossing branches	4	12
482	Hawthorn	M	5	290	Remove suckers and sever ivy	4	12
483	Silver Birch	S/M	10	280	Low branches	4	12
484	Silver Birch	S/M	10	280	Low branches	4	12
485	Silver Birch	S/M	10	310	Low branches	4	12
486	Oak	S/M	4	260	N/A	4	12
487	Oak	S/M	6	420	Raise crown to 3.5M	6	12
488	Lime	M	10	490	Dense crown with deadwood	4	12
489	Oak	S/M	9	330	Unbalanced crown, minor deadwood, low limbs	4	12
490	Oak	S/M	5	310	Minor deadwood	4	12
491	Lime	S/M	13	700	Dead hanging branches, dense crown, crown clean	4	12
492	Sycamore	M	15	550	Deadwood in crown	4	12
493	Ash	M	10	350	Thin crown, lift to 5M over road, deadwood	4	12
494	Sycamore	M	13	600	Remove deadwood	4	12

SITE: BEESTON GREEN

	Species	Age/Class	Height (m)	Diameter (mm)	Comments & Management Recommendations	Priority	Re-inspect Month's
495	Lime	M	12	650	Crown clean to remove epicormic growth and deadwood	4	12
496	Sorbus	M	6	400	Dense crown with deadwood	6	12
497	Beech	M	12	1000+	Prolific sucker growth within crown, crown clean and selectively reduce lower laterals by 1.5/2M	4	12
498	Bech	M	14	1000+	Raise crown to 5M over road	4	12
499	Beech	M	14	1000+	Multi stemmed from 1M, raise crown over road	4	12
500	Silver Maple	S/M	12	340	Raise crown to 5M over road and remove hanging limb	4	12
501	Sycamore	S/M	13	500	Minor deadwood, low limb over road	4	12
502	Maple	S/M	12	370	Minor deadwood, low limbs over road	4	12
503	Sycamore	M	14	960	Deadwood in crown, reduce weight on limb over road by 2M	4	12
504	Hawthorn	S/M	6	300	Selectively prune to clear road	4	12
506	Hawthorn	S/M	5	240	N/A	4	12
507	Maple	M	12	570	Minor deadwood, low limb over road	6	12
508	Maple	M	12	600	Lightly prune to clear road	4	12
509	Maple	S/M	12	340	Lightly prune to clear road	4	12
510	Maple	M	12	710	Remove deadwood and reduce lateral spread by 2M	4	12
511	Oak	S/M	7	240	N/A	4	12
512	Maple	S/M	10	300	In decline, remove deadwood and prune to re-form crown	6	12
513	Beech	M	15	1000+	Remove deadwood and raise to 5M over road	4	12
514	Maple	S/M	10	530	N/A	4	12
515	Ash	M	17	900	Raise to 5M, thin by 25%, deadwood and reduce low lateral by 2M	6	12
516	Maple	M	13	480	Remove deadwood	4	12
517	Sycamore	M	12	470	Minor deadwood, low limbs over road	4	12
518	Ash	M	14	1000	Remove deadwood and reduce lateral spread by 2/3M	4	12
519	Maple	M	14	920	Raise to 5M over road	4	12
520	Lime	M	15	900	Thin and deadwood	4	12
521	Lime	M	15	920	Thin and deadwood	4	12
522	Hawthorn	M	7	430	N/A	4	12
523	Field Maple	S/M	10	370	N/A	6	12
524	Beech	M	13	620	Minor deadwood	6	12

SITE: Sandy Cemetery

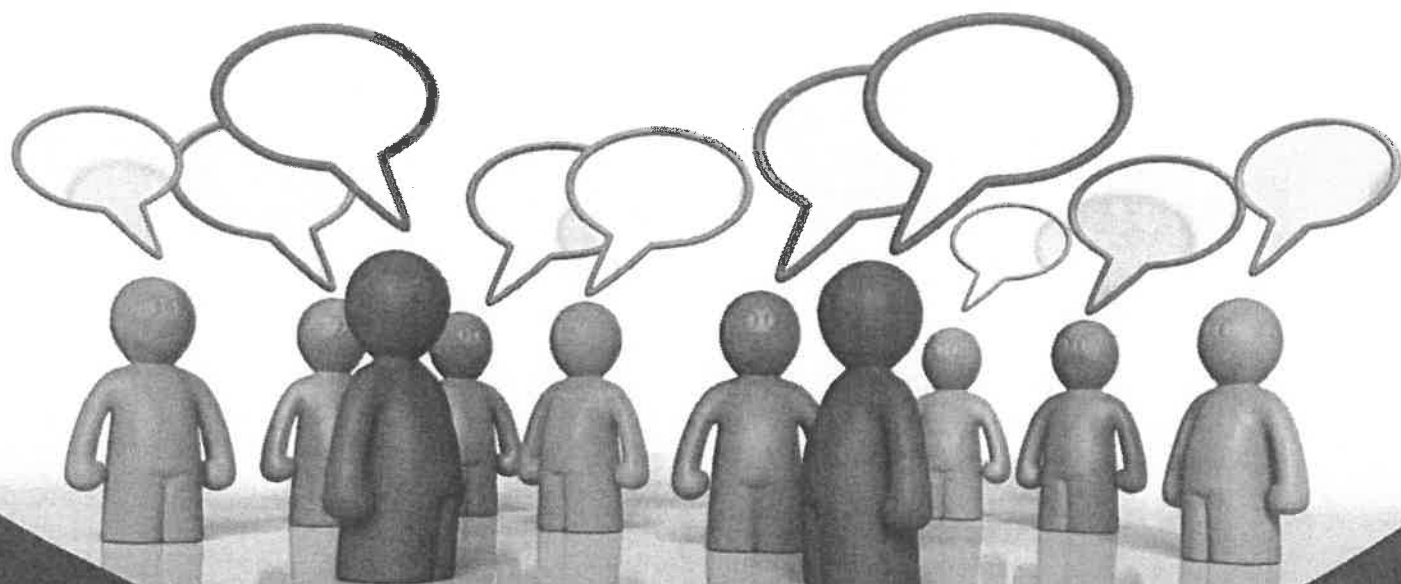
Date: 18/01/2017		Page 1 of 2					
TAG	Species	Age/Class	Height (m)	Diameter (mm)	Comments & Management Recommendations	Priority	Re-inspect Month's
400	Beexh	M	9	700	Remove dead & hanging branches, lift to 5M over road	4	12
401	Cherry	M	3.5	380	Grafted at 2M, die back in crown, remove deadwood and prune to reshape	4	12
402	Cypress	M	4	370	Forks typical of species	4	12
403	Cypress	M	4	270/230	Forks typical of species, open crown	4	12
404	Lime	M	9	520	Pollard at 3M, decay visible from ground level in pollard head, - re pollard	4	12
405	Lime	M	10	660	Old Pollard, extensive large diameter deadwood in crown, reduce crown by 4M & remove deadwood	3	12
406	Lime	M	14	600	Minor deadwood in crown	5	12
407	Maple	M	14	720	Minor deadwood in crown	5	12
408	Lime	M	17	800	Deadwood in crown, reduce lower lateral spread by 2-3 M and remove deadwood	4	12
409	Maple	M	12	600	Dense crown, thin by 30%	5	12
410	Red Chestnut	6	6	420	Contorted form, monitor	6	12
411	Maple	S/M	8	340	Minor deadwood in crown	6	12
412	Maple	M	10	900	Low limbs, stubs and deadwood in crown, raise crown to 3.5M, crown clean and inspect main branch union for decay	4	12
413	Maple	S/M	8	420	Branch stubs and deadwood in crown	5	12
414	Hawthorn	M	6	300	Failed limb on eastern side, tree in decline, pollard to 2M or remove	2	12
415	Cherry	S/M	5	270	Remove branch stubs, report on condition when in leaf	6	12
416	Maple	M	13	900	Crown clean	5	12
417	Maple	M	6	320	Minor deadwood in crown	6	12
418	Cherry	M	7	350	Decay fungal bracket ganoderma at base on eastern side, remove	2	12
419	Oak	S/M	6	320	N/A		
420	Rowan	M	S	250	Minor deadwood and crossing branches	6	12
421	Apple	M	4	190	Reduce lateral limb by 2M and prune to balance	5	12
422	APPLE	M	3.5	230	Reduce lateral spread by 2M	5	12
423	Thuja	M	7	M/S	In decline, remove major deadwood	4	12
424	Acacia	M	3	250	Extensive trunk decay and die back in crown, pollard or remove	4	12
425	Maple	M	10	600	Open spreading crown, reduce low lateral over road by 2M, remove deadwood	4	12
426	Lime	M	10	400	Pollard, raise crown to 4M	5	12

SITE: Sandy Cemetery

TAG	Species	Age/Class	Height (m)	Diameter (mm)	Comments & Management Recommendations	Re-inspect Month's
427	Lime	M	10	520	Pollard, raise crown to 4M	5
428	Lime	S/M	13	510	Minor deadwood and branch stubs	4
429	Red Chestnut	S/M	10		Dangerous main branch union, reduce overall crown by 2.5 - 3M	4
430	Maple	M	12	450	Crown clean	
431	Lime	M	12	500	Dense crown, thin by 20%	5
432	Thuja	S/M	8	310	Minor deadwood	5
433	Rowan	S/M	4	190	Leans	5
434	Oak	S/M	4	150	N/A	6
435	Oak	S/M	7	320	Major limb loss at 2M, minor deadwood - Monitor	6
436	Maple	S/M	5	280	Decay in main branch union - Reduce by 25%	6
437	Thuja	M	6	M/S	Open crown, minor deadwood	4
438	Thuja	M	6	M/S	Open crown, minor deadwood	6
439	Thuja	M	6	M/S	Open crown, minor deadwood	6
440	Thuja	M	S	270	Open crown, minor deadwood	6
441	Cherry	S/M	4	320	Low limbs	6

SITE: Sandy Church Yard

Date:	18/01/2017	Page 1 of 1					
TAG	Species	Age/Class	Height (m)	Diameter (mm)	Comments & Management Recommendations	Priority	Re-inspect Month's
442	Sorbus	M	4.5	320	Decay on naub sten at 1.5m, dense crown typical of species Remove deadwood and inspect main branch union	6	12
443	Tree of Heaven	M	12	600			
444	Yew	M	10	490/520	Twin stemmed, minor deadwood	4	12
445	Sorbus	S/M	6	200	Minor Deadwood in crown	6	12
446	Sorbus	S/M	6	210	Minor Deadwood in crown	5	12
447	Yew	M	10	555/570	Twin stemmed, upper crown is sparse, monitor	5	12
448	Thuja	M	15	1000+	Multi stemmed, open crown	6	12
449	Cypress	M	12	300/290	Stem failed at 3.5m, reduce over extended re growth	3	12
450	Yew	M	111	1000+	Large spreading crown	6	12
451	Holly	M	7	320/280	Twin stemmed, heavy lean	6	12
452	Yew	S/M	7	M/S	Sever ivy at base	6	12
453	Yew	M	5	450	N/A	5	12
454	Holly	S/M	7	300	N/A	6	12
455	Holly	S/M	10	M/s	Prune to clear Church	6	12
456	Holly	S/M	10	M/S	Remove decayed limb	4	12
457	Tree of Heaven	M	13	750	Remove deadwood	4	12
458	Cherry	M	7	320	Branch stubs, deadwood in crown	5	12
459	Cherry	M	6	390	Branch stubs, deadwood in crown	5	12
460	Cherry	M	7	460	Branch stubs, deadwood in crown	5	12
461	Cherry	M	7	400	Branch stubs, deadwood in crown	5	12
462	Sorbus	S/M	7	390	N/A	5	12
463	Sorbus	S/M	6.5	350	N/A	6	12
464	Sorbus	S/M	7	320	N/A	6	12



have
your
say...

...on the future of Parking in Central Bedfordshire

www.centralbedfordshire.gov.uk/parkingstrategy

Find Central Bedfordshire Council online at

 www.centralbedfordshire.gov.uk/consultations

**Central
Bedfordshire**

Parking in Central Bedfordshire

1. Overview

The majority of Central Bedfordshire residents use their cars as their main way of getting about. Cars and other vehicles are essential to many of us, for both our home lives and for work.

Central Bedfordshire households have a higher than average number of cars or vans, which is why parking is such an important issue. There were 157,000 cars or vans in Central Bedfordshire at the time of the 2011 Census, and 47% of households owned two or more vehicles (compared to 32% nationally).

So, the council has been considering the current need for parking and looking ahead to understand what we will need in the future.

We are aiming to develop a comprehensive plan for:

- How to manage on and off street parking
- The future provision of car parks
- Our approach to enforcing the rules that control parking.

This document explains the types of things we could consider introducing that might improve parking for our residents and visitors, while providing an affordable and cost-effective approach.

2. Why produce a new Parking Strategy?

A well planned and managed approach to parking can help make our towns and local communities better places to live, work and visit.

As a transport authority we have a legal obligation to manage the road network appropriately, and parking is part of this.

Parking is an issue of significant concern for local residents and Councillors and members of the public often raise issues about this topic.

Unrestricted parking leads to congestion, obstruction, pollution and a lack of suitable parking spaces for those who need them the most. This causes frustration to local people who often then raise their concern with the council. It can also have a negative impact on our local economy, particularly for businesses in our towns.

Better management of parking can have a positive impact by ensuring that spaces are used efficiently and effectively. This can help make towns more attractive to

visitors, and so help boost their economic income. Furthermore, having a consistent Parking Strategy can also ensure that parking in local areas can be dealt with in a fair and consistent way. Good parking decisions can also improve safety and quality of life for our residents.

3. Our ambition

We want to contribute to the Council's ambition to make Central Bedfordshire a great place to live and work, and create sustainable economic growth. Central Bedfordshire is a high growth area — we are close to London, with good transport links and it's a great place to live.

This means that new people naturally wish to live here and work here, and our children also wish to stay here. We will need more housing and more employment to fulfil this demand. More houses and more employment usually means more roads and more cars, so we also need to consider parking that will meet this future growth and helps our town centres to thrive.

4. How will we deliver our ambition

There are nine objectives that will guide the development of the Parking Strategy. These objectives have been created to reflect the issues which have been identified as being important locally, while at the same time ensuring the delivery of wider national and local policy.

These nine objectives are:

1	Make Central Bedfordshire and its town centres as accessible to residents, businesses and visitors as possible to ensure growth and prosperity
2	Ensure that parking schemes for residents, businesses and visitors are well managed
3	Promote the safety of all road users
4	Ensure that there is sufficient and appropriate parking for new developments
5	Fulfil our statutory requirements for the parking we provide
6	Help ensure that our roads are well managed
7	Provide alternative travel choices that are sustainable
8	Provide effective enforcement of parking restrictions
9	Work in partnership with other parking providers (such as railway stations, retail parks etc) so that we can provide the best service possible

5. How will we deliver our ambition

Alongside this questionnaire, we are also undertaking a number of area assessments where we will look at the existing parking pressures across key towns in the region. We will focus these assessments on towns where parking is already under pressure, or where it is likely to be in the future. We will consider parking issues linked to busy town centres, train stations, schools, and workplaces (as appropriate to the particular town).

A comprehensive parking assessment has previously been conducted in Biggleswade and following local consultation the recommendations are now being implemented. A similar assessment has been carried out in Leighton Buzzard.

The assessments looked at the specific local parking issues and proposed options that would help to address the parking problems in those towns. We intend to use these examples as best practice for other locations within Central Bedfordshire.

We intend to conduct some further parking assessments in Dunstable; Flitwick; and Sandy. Because their train stations create a large proportion of their traffic, there will also be smaller assessments made at Harlington and Arlesey.

Along with the information from the parking assessments we will also use the policies and actions set out in appendix A to guide decisions about changes to parking that we might make.

When looking at these we will consider three distinct factors, which are:

- a. **Quantity** - how well does the number of parking spaces meet the level and type of demand in an area, both currently and in the future.
- b. **Quality** - relating to location, level of service and the design of parking facilities
- c. **Parking control and pricing** - who has access to parking spaces and when.

The public and other stakeholders will have an opportunity to have their say on proposed local changes to parking before those changes are made.

6. How to have your say

The draft Parking Strategy consultation is open until 16th June 2017.

You can have your say by answering a questionnaire on our website at www.centralbedfordshire.gov.uk/consultations

No	Objective	Policy area	Actions	How we will deliver this
A. Quantity - One of the most important considerations is to determine how well the supply of parking spaces relates to the level and demand in an area, both at present and in the future and to decide whether more or less space should be provided.				
1.1	1.	Car Parking Provision: Town Centres	In town centres, we will work with our partners to provide and manage capacity to cater for the needs of shopper and visitor parking.	<p>Area assessments, including consideration of the following:</p> <ul style="list-style-type: none"> • Short stay shopper and visitor parking • Required turnover of spaces throughout the day • Making better use of existing capacity • Commuter parking should be located in more peripheral areas where it will not impact upon availability for shoppers and visitors • Current and future traffic levels and associated targets split in the LTP • Capacity and environmental sensitivity of the roads within and leading to the area • Planned future activity growth for the area • Growth in car ownership • Planned housing and commercial growth in Central Bedfordshire • Ensuring that parking from new developments does not worsen on-street conditions.
1.2	1	Car Parking Provision: Train Stations	At stations, we will work with partners, to try to ensure parking capacity meets current and future demand. Additional provision will be supported where evidence highlights.	Area assessments will enable specific detail to develop in geographical areas to demonstrate problems.
1.3	1	Car Park Provision: Interchanges	At appropriate locations we will advocate and support, where appropriate, the development of Interchange facilities to enable parking provision for all modes of transport.	<p>Area assessments, including consideration of the following:</p> <ul style="list-style-type: none"> • Specifically looking at train stations and other multi transport areas • Improvements to cycle parking and public transport facilities • Appropriate level and type of car parking

No	Objective	Policy area	Actions	How we will deliver this
1.4	4	Car Parking Standards: New Residential Developments	Parking Standards as stipulated in our Design Guide will be implemented and reviewed as appropriate.	Our Design Guide sets out the key principles and standards to ensure all new development is of the highest quality. The council's design guide can be found at www.centralbedfordshire.gov.uk/planning/design/info.aspx
1.5	4	Car Parking Standards: New Commercial Developments	Parking Standards will be developed in line with the emerging Local Plan and Local Transport Plan 4.	Policy to follow in the final strategy and is likely to cover: <ul style="list-style-type: none"> Any non- residential development other than schools i.e. <ul style="list-style-type: none"> Retail, restaurants, warehousing and logistics. The design guide for Central Bedfordshire details all other requirements
1.6	4.	Parking Standards and Capacity: Schools	New schools or schools which are expanding will be expected to demonstrate how parking will be accommodated so as to minimise any detrimental affect upon the surrounding neighbourhood or safety of the pupils.	Policy likely to include the following considerations: <ul style="list-style-type: none"> Development of a minimum standard which would see a recommendation for refusal if not adhered to. School travel plan Drop off points (where deemed necessary). Appropriate facilitation at peak times
1.7	1,7	Parking Provision: Park & Ride (Strategic)	We will support the provision of both bus-based and rail-based Park and Ride facilities where it can be proven that there is a demonstrable need.	Policy with criteria to include the following considerations: <ul style="list-style-type: none"> The facility is commercially viable It can be supported by bus priority measures Wanting to provide additional access for car users to a centre or location i.e. train station without increasing parking in the centre. To allow for the reduction in parking within the centre i.e. allowing for a different land use or retail/commercial expansion To provide for car users not using the centre for recreational or shopping i.e. commuters. To reduce traffic on roads leading to the centre, specifically at peak times.

No	Objective	Policy area	Actions	How we will deliver this
1.8	1,7	Parking Provision: Park and Ride (Local)	<p>We will aim to support the provision of "pocket" Park and Ride sites which use existing car parking provision.</p> <p>A Pocket Park & Ride allows the public to park (usually for free) in an already existing car park, such as a pub car park, and then pay to take existing public transport to local centres or popular destinations such as town centres</p>	<p>Policy with criteria to include:</p> <ul style="list-style-type: none"> • The car park owners are in agreement • It would not adversely affect the safe and efficient operation of the road network • It complies with planning requirements.
1.9	1,6	Parking Provision: Freight (Lorry Parks)	<p>We will assess the requirement for the provision of overnight lorry parking facilities within Central Bedfordshire.</p>	<p>Area assessments and Freight Strategy. This will be explored as part of the emerging Local Transport Plan 4.</p>
1.10	4	Parking Provision: Freight (in new developments)	<p>New developments should ensure that sufficient space is allocated for the accommodation of vehicles, with the movement of freight associated with the operation of the site.</p>	<p>A planning policy is being developed that will be used in association with the Design Guide</p>

B. Quality - issues relate to location, level of service and design of parking facilities.

2.1	1	Location: On and off street provision	<p>We will aim to ensure parking provision will be appropriate to the journey purpose within our Town and District Centres.</p>	<p>Area assessments with recommendations for on-street and policy for new off-street car parks i.e. short stay parking in the centre of towns and long stay on the outskirts.</p>
2.2	1	Accessibility and Choice: Public off street parking	<p>We will seek to improve the overall quality and standard of the car parking provision where practical and affordable.</p>	<p>Assessment with car park improvement plan, to including consideration of the following:</p> <ul style="list-style-type: none"> • Smarter and electronic payment methods • Lighting and security controls • Information provision

No	Objective	Policy area	Actions	How we will deliver this
				<ul style="list-style-type: none"> • Directional signage • Provision of motorcycle parking • Secure cycle provision • Electric Vehicle charging points • Parking bays for people with disabilities • Parent and child bays • Car club bay provision.
2.3	1, 7	Accessibility and choice: Bicycles	We will seek to improve the provision and security of cycle parking in towns, schools, local centres, health centres and key public transport stops in support of the emerging cycling strategy.	We will develop a cycling and walking strategy in conjunction with the development of the Local Transport Plan 4.
2.4	1,7	Accessibility and Choice: Taxi ranks	We will consider the periodic monitoring of demand for taxi bays and spaces that are under used and that could be reallocated for other uses.	Area assessments and future policy, to include consideration of: <ul style="list-style-type: none"> • Responding appropriately where there is evidence of over/under demand.
2.5	1,4,7	Accessibility and Choice: On Street Car clubs	We will support the use of car clubs by working to enable the provision and enforcement of on-street car club bays where there is evidenced demand.	Policy to include consideration of: <ul style="list-style-type: none"> • Specified locations and linked to new developments. • Accommodating bays in centres and train stations financed through the developer.
2.6	5	Social Inclusion and Equality: Mobility Impaired	We will support the introduction of shop mobility facilities where appropriate and where there is evidenced demand.	Car park improvement plan to be developed, including an assessment of facilities.
2.7	5	Social Inclusion and Equality: Disabled Bays Town and District	We will ensure that on-street parking bays for people with disabilities are located as close to facilities as possible so as to enable mobility-impaired people to reach these areas.	Area assessments and policy with the following considerations: <ul style="list-style-type: none"> • Whether the creation of the space would promote or enhance access for a disabled person.

No	Objective	Policy area	Actions	How we will deliver this
2.8	6	Centres Environment and Street design	We will periodically review the effectiveness of existing 'lines, signs and bays' with a view to minimising street clutter and ineffective restrictions.	<p>Policy to include the following considerations:</p> <ul style="list-style-type: none"> • Within conservation areas • That are traffic sensitive • That form part of our resilient network • We will review traffic regulation orders and associated lines and signs on a five-year cycle, making changes as appropriate following a process of consultation. <p>For all other roads, we will review Traffic Regulation Orders (TROs) when:</p> <ul style="list-style-type: none"> • There is a structural maintenance scheme that requires the lining to be replaced • A petition has been received that has the support of the ward member and town/parish council • Where there is evidence of obstructive verge/footway parking • Where additional parking has been provided/will be provided in the vicinity that will affect demand levels.
2.9	6	Environment and Street Design	When designing and revising any parking equipment (lines, signs or machines) they will be designed and installed with the aim of minimising any negative impact to the existing streetscape.	<p>Policy to include:</p> <ul style="list-style-type: none"> • Applying conservation area guidelines when installing or replacing lines/signs.
2.10	1,4	Environment and Street Design	We will aim to ensure that any new parking provision minimises any negative impact on the local environment.	<p>Policy to include:</p> <ul style="list-style-type: none"> • All new parked areas will be constructed in line with guidance on Sustainable Urban Drainages systems (SUDs) • Using the most sympathetic type of construction and materials where appropriate.
2.11	1,4	Environment and Street Design:	We will take into account the wider considerations when assessing applications	<p>Policy to include:</p> <ul style="list-style-type: none"> • The conversion does not unreasonably reduce parking on the highways available for public use

No	Objective	Policy area	Actions	How we will deliver this
		Conversion of front gardens for parking spaces	for the conversion of gardens into off-street parking areas.	<p>and where possible increases the net parking capacity.</p> <ul style="list-style-type: none"> • The conversion does not adversely impact the street scape and context of the area. • There is no unreasonable risk to any surrounding wildlife. • Appropriate measures are in place to reduce security implications. • The creation of a crossover does not pose a risk to pedestrians.
2.1 2	1	Environment and Street Design: Footway and verge parking	We will apply a graduated approach in each instance where a verge or pavement issue is reported.	<p>Policy to include the following graduated approach:</p> <ul style="list-style-type: none"> • Distribution of letters to offending vehicles • Installing lining as appropriate • Installing physical barriers as appropriate i.e. raised kerbs, bollards, bunds or rocks etc. • Erect signs and apply enforcement. <p>Monitoring will take place at each stage.</p>

C. Parking control and pricing - Policies and mechanisms are required so they can be used for influencing who has access to parking space and when.

3.1	1	Tariffs and Pricing: On and Off Street	Any future charges for parking will be developed to ensure there is a reasonable balance between the demand for parking and the supply, while also ensuring that parking revenues cover costs.	<p>Policy to include consideration of: Methodology based upon the following factors:</p> <ul style="list-style-type: none"> • The service role of the area • The use of existing parking spaces • Traffic conditions on the local highway network • The availability of sustainable transport modes • The need to avoid 'searching' traffic • Parking charges in neighbouring areas • The convenience and quality of parking locations • Local environmental conditions • The requirement to provide an efficient Council parking service • Relevant LTP objectives and targets, including support for council transport services.
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To reflect its greater convenience, charges for on-street parking will be set at a

No	Objective	Policy area	Actions	How we will deliver this
				<p>premium over the equivalent off-street parking charge.</p> <p>Sunday parking charges will be considered where there is an identified traffic congestion or air quality issue, or where there is a strong and established parking demand from shoppers or visitors. We will set the actual parking charges following consultation with the public, stakeholders and partnership boards.</p>
3.2	2	Tariffs and Prices : Permit schemes (General rule for all i.e. business permits)	<p>We will ensure all permit schemes are priced to cover their whole-life costs and set at a level that covers all associated costs incurred.</p>	<p>Policy to include consideration of:</p> <ul style="list-style-type: none"> • Costs include administration, enforcement and maintenance. • Modelled over a 10 year period and reviewed on the anniversary and 5 years thereafter.
3.3	1	Tariffs and Pricing: Off street (Free Parking)	<p>In the case of 'Special Events' we will consider only operating/endorsing free parking in those car parks owned and operated by the council or by town/parish councils, where specific criteria are met.</p>	<p>Policy to cover the following considerations:</p> <ul style="list-style-type: none"> • Christmas holidays and special events • It is clearly evidenced that there is local economical benefit • If the administration of operating a pay system is disproportionately costly to the council.
3.4	1	Tariffs and Pricing: On street	<p>We will consider introducing pay and display for on-street parking where appropriate.</p>	<p>Policy and area assessments, to include the following considerations:</p> <ul style="list-style-type: none"> • Demand for short-duration parking is high and spaces are being taken by long-stay vehicles • Peak time congestion or inappropriate parking adversely impacts the local community • Policy delivered as an area-wide scheme and not in isolation.
3.5	1,3	Restricting and managing parking: Freight (laybys)	<p>Restrictions will be applied to limit long-stay parking in laybys across Central Bedfordshire where there is a demonstrated need.</p>	<p>Policy to cover the following considerations:</p> <ul style="list-style-type: none"> • Lorry parking resulting in safety concerns • Public order offences are being committed • There is sufficient dedicated parking within a reasonable distance.

No	Objective	Policy area	Actions	How we will deliver this
3.6	2,3	Restricting and managing parking: Road Safety and traffic flow (Schools)	We will apply a graduated approach in each instance where issues are received about school-related parking problems.	<p>Policy criteria to include the following considerations:</p> <ul style="list-style-type: none"> • Yellow zig-zag 'school keep clear' markings outside the school entrances, supported by appropriate signage • Communication with the school to promote awareness amongst parents • Use of bollards, barriers and other physical restrictions to 'design out' abuse.
3.7	2,3	Restricting and Managing Parking: Disabled Bays (On-Street)	We will assess requests for parking bays for people with disabilities on an individual basis to ensure that the most suitable and cost effective solution is achieved. Interventions will thereafter be reviewed on a five year basis.	<p>Policy criteria to include the following considerations:</p> <ul style="list-style-type: none"> • Policy for disabled persons parking place, personalised bays for people with disabilities and advisory signs for disabled drivers. • Advisory or H bars are demonstrated to be ineffectual • Cost met by the applicant • Reviewed every year/5 years as appropriate.
3.8	2	Restricting and managing parking: New Residents parking scheme requests	We will only consider petitions requesting a residential parking zone where a specific criterion has been met and the full costs of the scheme can be met by the residents.	<p>Policy to include considerations of the following:</p> <ul style="list-style-type: none"> • It has the support of the ward member and town/parish council • That a minimum of 66% of residents are in favour, following a process of consultation • The full cost of implementing a scheme can be met by the residents. • Consideration and mitigation is in place to manage the movement of vehicles • The scheme is considered as part of an area-wide issue and the impacts on the wider are assessed.
3.9	2	Restricting and managing parking: Residents parking	We will carry out periodic reviews of existing schemes and seek to rectify any schemes that are ineffectual.	<p>Policy and area assessments.</p> <p>In general residents parking schemes will be reviewed on a 10 year and subsequent 5 year timeframe.</p>
3.10	6	Restricting and	We will apply for Traffic Regulation	Policy and area assessment will consider the criteria, which are likely to include:

No	Objective	Policy area	Actions	How we will deliver this
		Managing parking New Restrictions (Yellow lines, Loading Bays, Bans)	Orders (TRO's) to restrict parking or loading at locations such as junctions or where parking would cause safety or congestion problems. Requests will be assessed on an individual basis and prioritised based on Cost/Impact/Congestion/Safety ratio.	<ul style="list-style-type: none"> • Urban areas where the flow of traffic is required. • Signaled junctions – length of restrictions roundabout and priority junctions • Requests for new regulations will be assessed and prioritised based on a cost/impact/congestion safety ratio. • Zig zag markings, double yellow lines predominantly at pedestrian crossings. • Working with the Emergency Services to ensure inconsiderate parking does not create obstructions.
3.1 1 2		Restrictions and managing parking: Advisory lines (parking cages, h-bars)	We will consider requests for installing non enforceable advisory lines where the full cost can be met by the resident. We will also review periodically and remove any ineffectual or redundant markings as deemed appropriate.	<p>Policy to include consideration of:</p> <ul style="list-style-type: none"> • There must be a demonstrable need for the resident • At cost to resident and reviewed periodically.
3.1 5 3		Restricting and managing parking : Town centre new residential developments	We will consider permitting residents of new residential properties, or conversions in town centres to purchase a resident's permit for use within the town centre long-stay car parks, where feasible.	<p>Policy criteria to include consideration of the following:</p> <ul style="list-style-type: none"> • They do not have access to off street parking • The car park operates 24/7 • The car park has spare capacity • Annual review • Costs of associated maintenance and capacity linked to development.
3.1 9 4		Partnerships	We will work in partnership with other parking providers and stakeholder partners with the aim of ensuring that the best service is being delivered for our customers.	Through the creation of a Parking Related Working Group that will meet to discuss issues and potential solutions. The membership criteria will be determined as part of the consideration of the Parking Related Working Group.



A great place to live and work

Contact us...

By telephone: 0300 300 8000

by email: customer.services@centralbedfordshire.gov.uk

on the web: www.centralbedfordshire.gov.uk/consultations

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



Parking in Central Bedfordshire



The Council has been considering the current need for parking, and is looking ahead to understand what we will need in the future.

We are aiming to develop a comprehensive plan for:

- How to manage on and off street parking
- Future parking provision
- Our approach to enforcing the rules that control parking

The Council would like to hear your views to help us develop our draft parking strategy.

Details of the proposed approach and objectives can be found in the consultation document, and short explanations of them are included within this questionnaire.

There will be other opportunities to have your say on parking in Central Bedfordshire.

When the Parking Strategy is adopted, feedback from local assessments will help us to understand if there are any areas in Central Bedfordshire where local parking needs to be improved.

If there are any plans for your area, you will have the opportunity to have your say as part of a further consultation before any changes are introduced.

Aims

Q1 The Council's vision is that 'Our approach to parking aims to support the effective and safe operation of the current road network, as well as delivering solutions which help our town centres to grow and enables residents and businesses to access local services.' To what extent do you agree or disagree with this proposal? (please select one)

- Strongly agree Agree Neither Disagree Strongly disagree

Q2 Do you have any further comments about the proposed vision?

Objectives

The Council is proposing the following objectives for the draft Parking Strategy and is seeking your views on these.

- Q3** The Council's approach to parking aims to make Central Bedfordshire and its town centres as accessible to residents, businesses and visitors as possible to ensure growth and prosperity. To what extent do you agree or disagree with this objective? (please select one)
Examples of our approach to making town centres accessible could include working with our partners to try to ensure that parking in town centres meets the needs of shoppers and visitors. Another example would be ensuring that parking bays for people with disabilities are located close to facilities.
- Strongly agree Agree Neither Disagree Strongly disagree
- Q4** The Council's approach to parking aims to ensure that parking schemes for residents, businesses and visitors are well managed. To what extent do you agree or disagree with this objective? (please select one)
Examples could include working with our partners to try to ensure that parking at railway stations meets the current and future demand. A further example could be the introduction of Park and Ride facilities where these are commercially viable and there is evidence of demand.
- Strongly agree Agree Neither Disagree Strongly disagree
- Q5** The Council's approach to parking aims to promote the safety of all road users. To what extent do you agree or disagree with this objective? (please select one)
Examples could include encouraging schools to raise awareness of road safety amongst parents. Another example could be considering the introduction of pay and display on-street parking charges where inappropriate parking, for example around train stations, adversely affects the community.
- Strongly agree Agree Neither Disagree Strongly disagree
- Q6** The Council is proposing to ensure there is sufficient and appropriate parking for new developments. To what extent do you agree or disagree with this proposal? (please select one)
Our approach to ensuring there is sufficient parking for new residential and commercial developments is set-out in the Council's Design Guide www.centralbedfordshire.gov.uk/planning/design/info.aspx. An example could be permitting residents of new properties or conversions in town centres to purchase a permit for long-stay car parks if there isn't sufficient parking provision otherwise.
- Strongly agree Agree Neither Disagree Strongly disagree
- Q7** The Council's approach to parking aims to help ensure our roads are well managed. To what extent do you agree or disagree with this proposal? (please select one)
Examples could include considering yellow lines and zig-zag 'school keep clear' markings to reduce congestion at school entrances. Another example could be periodically reviewing existing resident parking schemes to ensure they still help reduce congestion.
- Strongly agree Agree Neither Disagree Strongly disagree

Q8 The Council's approach to parking aims to provide alternative travel choices that are sustainable. To what extent do you agree or disagree with this proposal? (please select one)
Examples could include installing electronic vehicle charging points, secure cycle provision, and parking bays for parents & children, and car sharing clubs where commercially viable and there is evidence of demand.

- Strongly agree Agree Neither Disagree Strongly disagree

Q9 The Council's approach to parking aims to provide effective enforcement of parking restrictions. To what extent do you agree or disagree with this proposal? (please select one)
Examples of our approach to promoting the safety of road users could include restricting parking or loading at locations such as junctions where parking would cause safety or congestion problems.

- Strongly agree Agree Neither Disagree Strongly disagree

Q10 The Council proposes to work in partnership with other off-street parking providers so that we can provide the best service possible. To what extent do you agree or disagree with this proposal? (please select one)
Examples could include establishing a Working Group with partners and stakeholders including other parking service providers, to discuss parking issues and potential solutions.

- Strongly agree Agree Neither Disagree Strongly disagree

Q11 Do you have any further comments about our parking approach?

About You

This section of the survey is about you. The following information will help us when considering your opinions and to make sure that we're getting the views of all members of the community. The answers will not be used to identify any individual. You can read more about why we ask these questions on our website.

Q12 Are you responding as: (please select one)

If you are not responding as a resident or commuter, you may skip Questions 13-16.

- Resident Local Business
 Commuter Voluntary or Community Organisation
 Town and Parish Council Other

Please specify which Town and Parish Council:

Please specify the name of your organisation:

If other, please state:

Q13 Are you: (please select one)

- Male Female

Q14 What is your age? (please select one)

Under 16 yrs

16-19 yrs

20-29 yrs

30-44 yrs

45-59 yrs

60-64 yrs

65-74 yrs

75 yrs +

Q15 Do you consider yourself to be disabled? (please select one)

Under the Equality Act 2010 a person is considered to have a disability if he/she has a physical or mental impairment which has a sustained and long-term adverse effect on his/her ability to carry out normal day to day activities.

Yes

No

Q16 To which of these groups do you consider you belong? (please select one)

White

Mixed

Asian or Asian British

Black or Black British

Other ethnic group

If other, please specify: _____

Q17 What is your home or organisation's postcode?

This will only be used for analysis purposes and will not be used to identify you in any way.

Q18 If you would like to receive alerts for any new consultations, please provide your email address below to be added to the list:

Thank you.

**Please return your completed form to:
FREEPOST RSJS GBBZ SRZT (you do not need a stamp)**

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

Closing date is Friday 16 June 2017.

**The results of this consultation will be made available to the public on
www.centralbedfordshire.gov.uk/consultation-results by the end of August 2017.**

Data Protection Act 1998

Please note that your personal details supplied on this form will be held and/or computerised by Central Bedfordshire Council for the purpose of the Parking Strategy consultation. The information collected may be disclosed to officers and members of the Council and its' partners involved in this consultation. Summarised information from the forms may be published, but no individual details will be disclosed under these circumstances. Your personal details will be safeguarded and will not be divulged to any other individuals or organisations for any other purposes.