

Comments on Draft Parking Standards for New Developments (Version 1, Sept 2022)

About the commenter:

██████ moved to ████████████████████ with ██████ partner ██████ in ██████ having previously lived in ████████████████████ and ██████. In ██████ ██████ became ill, necessitating ██████ use of an aided wheelchair and then a rollator for over a year. During this time ██████ became very aware of the problems faced by less mobile people when getting around, especially in the streets around Biggleswade.

█████ is ██████ years old, and a member of Living Streets and Biggleswade Streetwatch; ██████ was a member of the Central Bedfordshire Council Physical Disability Forum in 2018 - 2019. ██████ no longer works except as a carer for ██████ but prior to that did enjoy a successful career in management and IT, following ten years at the CEGB as a statistical and environmental data consultant. ██████ has a B. Sc. degree in Statistics, has qualified as a Prince II Project Manager, and is a Member of the British Computer Society.

Page / para	Comment
2 Revision History	This does not show what form of internal review process the document was subject to before becoming a 'final draft'.
7 / 1.0	Is 'climate change' the best justification available to improve the standards of parking provision in Central Beds? Surely, the problems on existing developments are better, as is, perhaps, the need to improve air quality - encouraging less vehicle use. ('Net Zero' will not necessarily achieve this, it focuses on CO2, rather than a broad spectrum of pollutants - microplastics, particulates, and NOx all have a very negative effect on people in Central Beds.)
7 / 1.2	<i>'Developments are expected to meet'</i> - how will this be enforced? Will planning permission be refused if the standards are not met?
8	There appears to be nothing in the document about the process by which these standards will come into effect - review process then implementation - or the expected timeline. If this is part of the drive for net zero by 2030 shouldn't this be included?
8 / 2.0 2nd para	I disagree with 'good transport links'. There is a fundamental problem in Central Beds that public transport provision is generally poor (except for trips radially in and out of London). The towns are generally small, and the main areas of employment and business are London (both central and outer suburbs), Stevenage, Cambridge, Peterborough, Luton and Milton Keynes, all of which lie outside the authority's area, and transport to which - except London and possibly Peterborough and Stevenage, in the case of Biggleswade and Sandy - is poor. Residents therefore need cars.

8 / 2.0 3rd para	Not sure if it is relevant but surely something can be done to reduce the number and length of journeys - provision of more services (hospitals, schools, employment, shops) local to new developments, for instance? The tendency for people to shop, work, etc distant from their homes has driven the requirements for more people to have cars. If CBC are serious about net zero shouldn't they be encouraging people to live close to their work, and shop close to their homes?
11 / Visitor cycle parking	What measures will there be to stop a property owner from turning this type of cycle storage area into, for example, additional car parking or garden space?
11 / 3.2	How will cyclists be educated to use these stands correctly - so that the cycle does not obstruct adjacent footways, for example? Cambridge city centre has many of these and they are a nightmare because cycles are attached just to an end, they fall over blocking the pavement.
12 / 1st para	It's not clear from this, or the appendices, what width a garage or its entrance must be... is it the same as a driveway (2.5m for the car plus 1m for the cycle...?) Garages and driveways on King's Reach at Biggleswade are not wide enough. (Does the 2.5m width allow for 4WD cars ... Range Rover is about 2.2m over the mirrors, plus bikes, plus space to get out....?)
19 / 1st para	I wholeheartedly agree with the last sentence. Reducing provided parking spaces is likely to cause an increase in on-street problem parking - as seen at King's Reach, Biggleswade, where there are significant problems with on-street, and on-pavement, parking.
19 / 4.3.1 4th bullet	Another example of poorly designed off-street parking spaces are those in a back garden accessed via a drive-through garage, common on King's Reach, Biggleswade; these become additional patio space, with vehicles being parked on street.
22 / 4.4.3	This should include consideration as to where the bins will be placed for collection on collection day so that they do not obstruct the pavement.
28 / 4.8	What is meant by older people? Many in their sixties and seventies expect to, and do, own a car to maintain their independence. I have lived opposite a McCarthy Stone development and can confirm that it caused significant on street parking issues.
29 / 4.9 first bullet under 'car free developments'	What is meant by 'discouraged'? On King's Reach, Biggleswade, we have restrictive covenants regarding vehicle ownership and parking and these are widely ignored - as are the double yellow lines, where there are any. Those wishing to own vehicles seem to do as they please.

30 / 4.10 first para	<p><i>'The parking bay layouts and dimensions particularly for driveway parking have considered the needs of disabled people,...'</i> - it is therefore important that the developers do not develop other than to the standards proposed.</p> <p>Final sentence in this para re Equality Act - Building developers are seemingly exempt from the Equality Act. It is not possible to require developments to meet the needs of the disabled under the Equality Act.</p>
31 / 5.0	Motorcycle parking should be provided so that it is unlikely that any part of a motorcycle - of whatever size - is unlikely to obstruct the footpath.
33 / 6.1 3rd bullet	This should state 'when cycles are using the stands'. Sheffield stands are provided at the A1 Retail Park, Biggleswade, which partially block a footpath (in front of Matalan). When a cycle is parked in them it will wholly block the footpath! 1.5m clear space should be left when the stands are in use.
35 / 6.5.2	What about e-scooters? Secondary school children are likely to use these surely?
36 / 6.9 lower left photo	Note the cycles laid on their sides forming a trip hazard: provision of facilities is not enough. How will CBC educate cyclists not to leave their cycles like this?
46 / 7.0 Second para	This needs to include vehicles involved in maintenance of the development itself - such as landscapers and street maintenance vehicles. It should not be the case that these should park on (and partially block, as is the case with landscapers at King's Reach) the adoptable streets with LWB transits and long trailers.
47 / 7.1.2	Missing <i>'that'</i> in first bullet I think?
51 table entry F2(c)	Spaces required for maintenance vehicles around open spaces - such as vans associated with lawn mowing, etc. On King's Reach Biggleswade this work involves a LWB transit and a trailer combo, which has to be parked on street.
53 / 8.0	What is meant by disabled parking? Is this for blue badge holders only? What about those disabled but not able to get a BB? What about enforcement of use only by the disabled? Disabled spaces on King's Reach Biggleswade are often used by non BB holders - whether they are disabled or not I am not sure; it must also be remembered that it takes many months for someone who is disabled to get a BB.
54 / 9.0	Motorcycle parking should not be accessed via a footpath - it should be on the 'road' side of the kerb - should this be made clear? This is to prevent motorcycles obstructing pedestrians on the footpath.
55 Car Clubs	I'm not aware of any car clubs around Biggleswade. A search on Google located only one in Central Beds, at Houghton Regis. Shouldn't CBC do more to promote and publicise car clubs?

56 Swept Path Analysis	Is something like 'Swept Path Analysis' available to analyse the flow for pedestrians, including those with limited mobility, to highlight the areas of pavements etc that should be kept clear of obstructions? If not, shouldn't something like this be done - simulation of walked journeys - to highlight potential problems (missing dropped kerbs, badly placed cycle stands, missing footpaths between parked cars, etc) ?
60	<p>The diagrams do not say whether the stands are on the footpath or in the road. If they are on the footpath they should show the amount of space required for pedestrians to freely pass (perhaps 1.5m?) when the stand is in use.</p> <p>Further, the diagrams don't give any minimum distance between a sheffield stand and adjacent building, so that pedestrians can get around them when they have cycles attached. There should be enough space to easily get a wheelchair, or a twin buggy, along any footway even when the stand is in use.</p>
73 Appendix 16	If the driveway is gated surely there needs to be enough space road-side to open the gates?
79 Appendix 22	Is there any option for parallel parking in front of a property? (This does require some design of access over the footpath.) Some houses on King's Reach, Biggleswade have set up their front gardens to allow this.
83	Footways (bottom left) are to be provided at 'regular' intervals. What does that mean? 1 every 100 parking spaces would still be regular!
93	There are no designs for spaces for vans (larger than a normal car). There are many LWB transits and similar stored around King's Reach, Biggleswade, overflowing a parking space (onto the footway, often). How will parking of large commercial vehicles be managed, or will it be banned? If the latter, how will it be enforced?



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