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**Meeting:** Executive  
**Date:** 25 June 2013  
**Subject:** Heath and Reach Traffic Calming  
**Report of:** Cllr Young , Executive Member for Sustainable Communities – Strategic Planning and Economic Development

**Summary:** This report seeks the approval for the installation of a zebra crossing on a raised table and amendments of the existing waiting restrictions on Bird's Hill, Heath and Reach following the receipt of objections.

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**Advising Officer:** Jane Moakes, Assistant Director, Environmental Services  
**Contact Officer:** Nick Chapman, Transportation Manager, Amey  
**Public/Exempt:** Public  
**Wards Affected:** Heath and Reach  
**Function of:** Council  
**Key Decision** No  
**Reason for urgency/  
exemption from call-in  
(if appropriate)** Unable to be determined at Traffic Management Committee due to personal interest of Executive Member.

## **CORPORATE IMPLICATIONS**

### **Council Priorities:**

The proposal will improve road safety by reducing vehicle speeds and providing pedestrian crossing points at four locations throughout the village.

### **Financial:**

1. The cost of implementing this scheme in total will be approximately £71,000, including a Parish Council contribution of approximately £29,000.

### **Legal:**

2. None from this report.

### **Management:**

3. None from this report.

### **Staffing (including Trades Unions):**

4. Not applicable.

**Equalities/Human Rights:**

5. None from this report.

**Public Health**

6. None from this report.

**Community Safety:**

7. Not applicable.

**Sustainability:**

8. Not applicable.

**Procurement:**

9. Not applicable.

**Overview and Scrutiny:**

10. This matter has not been considered by Overview and Scrutiny.

**RECOMMENDATION:**

- 1. that the proposed zebra crossing on a raised table and proposed amendments to the existing waiting restrictions on Bird's Hill, Heath and Reach are implemented as advertised.**

*Reason for Recommendation:* To enable the process to implement the waiting restrictions to be progressed.

**Executive Summary**

This scheme is part Local Area Transport Plan funded with an additional Parish contribution. The scheme has been led by the Parish Council and the CBC ward member with four separate traffic calming / crossing facilities being proposed. Objections have been received for one of the proposed features – a raised zebra crossing on Bird's Hill.

The aim of implementing a raised zebra crossing at this location is to improve pedestrian access to and from the local shops situated on Bird's Hill. The most suitable location has been chosen which is on the pedestrian desire line.

There is a heavy demand for on-street parking on Bird's Hill which is used by people stopping for short periods of time to visit the local shops; there is also the necessity for delivery vehicles to stop and unload to the shops and two bus stops all within the vicinity of the local shops. To be able to implement a zebra crossing on Bird's Hill it will be necessary to reduce the amount of parking available whatever location is chosen to ensure that the zebra crossing can operate safely and there is adequate visibility.

## Background and Information

11. The scheme focuses on four key areas of the village:
  - a) Woburn Road where a raised table is proposed to reduce vehicle speeds on this approach to the village (from the A5) and to create an uncontrolled crossing point to the bus stop.
  - b) Linslade Road where a zebra crossing on a raised table is proposed to improve the pedestrian crossing facilities particularly for children attending St Leonard's VA Lower School on Thrift Road.
  - c) Leighton Road where a raised table is proposed to reduce vehicle speeds on this approach to the village (from Leighton Buzzard) and to create an uncontrolled crossing point at this location.
  - d) Bird's Hill where a zebra crossing on a raised table is proposed to improve the pedestrian crossing facilities in the vicinity of the local shops with associated amendments to the waiting restrictions and timed parking bays.
12. The scheme has been very much led by Heath and Reach Parish Council with long standing aspirations in their Parish Plan to review traffic calming measures, explore new on-street and off-street parking options and to endorse a Safer Routes to School scheme in the Parish.
13. The proposals were formally advertised by public notice during April and May of 2013. Consultations were carried out with the Emergency Services and other statutory bodies, relevant Parish Councils and Elected Members. Residents expected to be directly affected by the proposals were consulted individually by letter.
14. Seven objections have been received; all of which relate to the proposed zebra crossing on a raised table and amendments to the waiting and parking restrictions on Bird's Hill. Copies of all objections and representations are included in Appendix H and are summarised below.
  - a) The proposal to extend the parking bays further up Bird's Hill from outside number 18 as far as number 14 will be an inconvenience for two of the families whose house this will be outside as both families have disabled children. Currently the double yellow lines outside of their properties mean that vehicles can wait and load / unload the children in and out of vehicles as and when necessary – this includes transport to and from school - which may not be possible if parking bays are introduced and other vehicles are parked here.
  - b) One of the objectors currently uses the full width of their drive to park their four vehicles although they only have a dropped kerb for half of the width. Putting parking bays outside of their property will mean that they won't be able to park two of their cars on the driveway.

- c) The zebra crossing on Bird's Hill means that some of the existing parking bays will be lost. This will mean that people won't stop to use the shops which will severely damage the village should these businesses become unsustainable.
- d) Delivery lorries serving the shops on Bird's Hill will have nowhere to stop.
- e) The zebra crossing on Bird's Hill is not necessary as local people suggest that they have never heard of an incident where a pedestrian has been hurt by a vehicle.
- f) It is very dangerous to put a zebra crossing on a hill, and will be a problem in winter when the weather is bad.

15. Bedfordshire Police has no objection to any of the proposals.

### **Responses and Conclusion**

16. Bedfordshire Highways' response to the specific points listed in 14 above are as follows: -
- a) This issue raised by the families of the disabled children are certainly acknowledged. The existing double yellow lines outside their homes effectively provide a clear area immediately outside their homes for short duration stops for picking up and setting down passengers. The double yellow lines also permit blue badge holders to park for up to 3 hours, so are also useful in that respect. However, the provision of 30 minutes limited waiting would also be helpful to the families because blue badge holders would be able to park there without time limit. These parking spaces are some distance from the shops, therefore increasing the likelihood that spaces would be available for the families to use. As the proposed zebra crossing will be taking away parking spaces outside the shops it is essential that additional spaces are found to compensate. This length of road is the only one suitable.
  - b) The householders should not be driving over full height kerbs in vehicles to access their property to park. The property owner has been advised of this and has been sent an application pack to apply to widen their vehicle crossover.
  - c) Approximately 28 metres of existing parking bays will need to be removed to fit in the zebra crossing and associated zig-zag markings to ensure adequate visibility to the crossing on both approaches. A further 24 metres of parking bays are proposed further up Bird's Hill outside numbers 14-18 Bird's Hill. Although the shops are used frequently by through traffic they are also used by local people within the village; installing a zebra crossing here will make it safer and easier for pedestrians to access the shops, including those that are parking in the parking bays on the opposite side of the road from the shops.

- d) The zebra crossing and associated zig-zag markings would prohibit loading and unloading outside the shops, whereas the existing double yellow lines do not. However, vehicles delivering to the Co-op store appear to at least partly use that length of Bird's Hill immediately to the north of the store. Although a bus stop is located on that length of road, it has double yellow lines, so would still be available for loading / unloading.
- e) Having checked the accident data for Bird's Hill no reported collisions involving a pedestrian have occurred in the vicinity of the shops since 1 October 2007. However there are a number of pedestrian movements at this location currently with pedestrians often crossing the road in between parked vehicles to access the local shops. Introducing a formal crossing at this point will improve road safety and improve pedestrian access to the local shops.
- f) The zebra crossing is proposed to be located on a raised table which will help to reduce vehicle speeds on the approaches to the crossing. The zebra crossing was designed to be sited as close as possible to the pedestrian desire line and complies with all relevant design guidance. If the crossing was to be located further away, such that pedestrians had to deviate from their walking route, then it is likely that they simply wouldn't use it. A zebra crossing with Belisha beacons and warning signs on each approach will be far safer than the existing situation where pedestrians are crossing the road in between parked vehicles.

17. The concerns expressed by the families of the disabled children are certainly understandable. However, it is felt that the modifications to the waiting restrictions are essential to ensure the safe operation of the zebra crossing and provide sufficient on-street parking to satisfy the needs of the businesses on Bird's Hill. Hence, if it is decided that the crossing should be installed the waiting restriction changes also need to be introduced.

**Appendices:**

Appendix A - Drawing No. 604362-001-003A: Bird's Hill, raised zebra crossing

Appendix B - Drawing No. 604362-001-004A Woburn Road, raised table with uncontrolled crossing point

Appendix C - Drawing No. 604362-001-005A Leighton Road, raised table with uncontrolled crossing point

Appendix D - Drawing No. 604362-001-008A Linslade Road raised zebra crossing

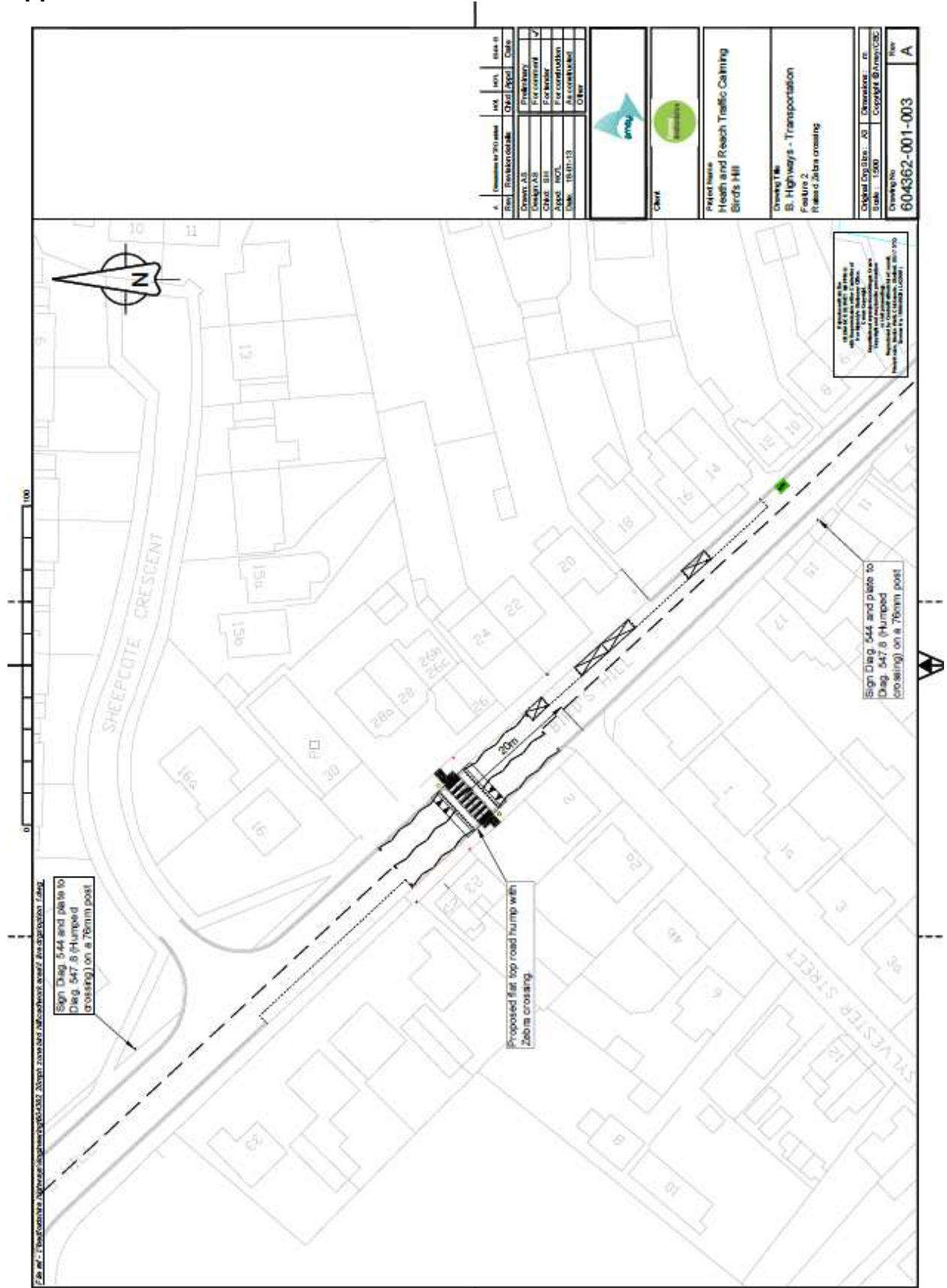
Appendix E - Drawing No. 604362-001-010 Bird's Hill and Reach Lane proposed waiting restriction amendments

Appendix F - Public Notice: Proposed raised tables and zebra crossings

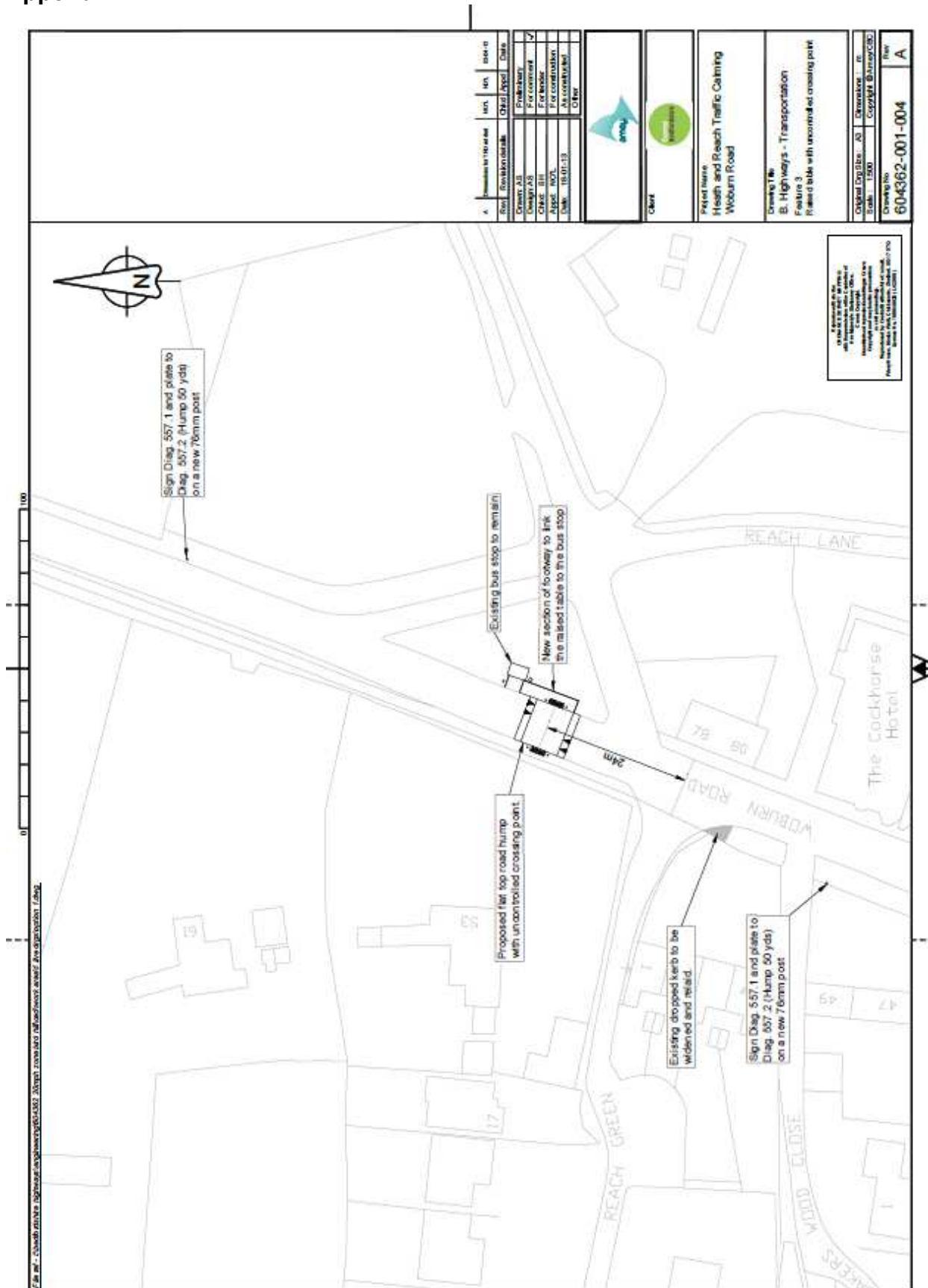
Appendix G - Public Notice: Proposed amendments to waiting restrictions

Appendix H - Objections and representations

# Appendix A



## Appendix B



P.01 - 1:200 - 20240128 - 1:200 - 20240128 - 1:200 - 20240128

Rev	Description	Date	By	Check
01	Issue for information	10/01/24	AW	AW
02	Issue for information	10/01/24	AW	AW
03	Issue for information	10/01/24	AW	AW
04	Issue for information	10/01/24	AW	AW

Client

Project Name  
Heath and Reach Traffic Calming  
Woburn Road

Drawing Title  
B. Highways - Transportation  
Feature 3  
Raised table with uncontrolled crossing point

Client

Client Name	Heath and Reach Traffic Calming
Client Address	Woburn Road
Client Contact	John Smith
Client Phone	01234 567890

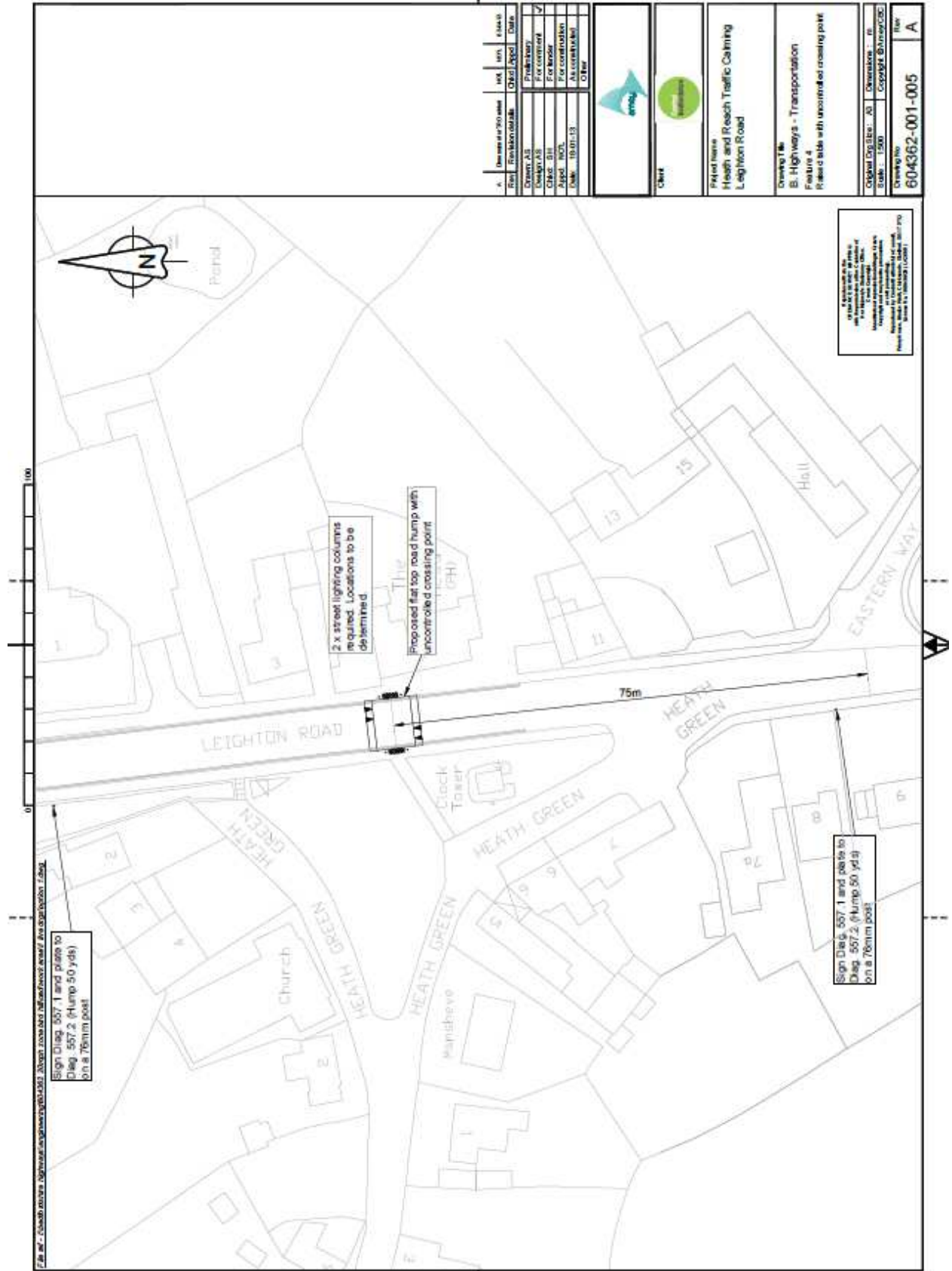
Drawn	Checked	Scale	Projection	Rev
AW	AW	1:200	Geographic (British Grid)	A

Drawing No  
604362-001-004

Rev  
A

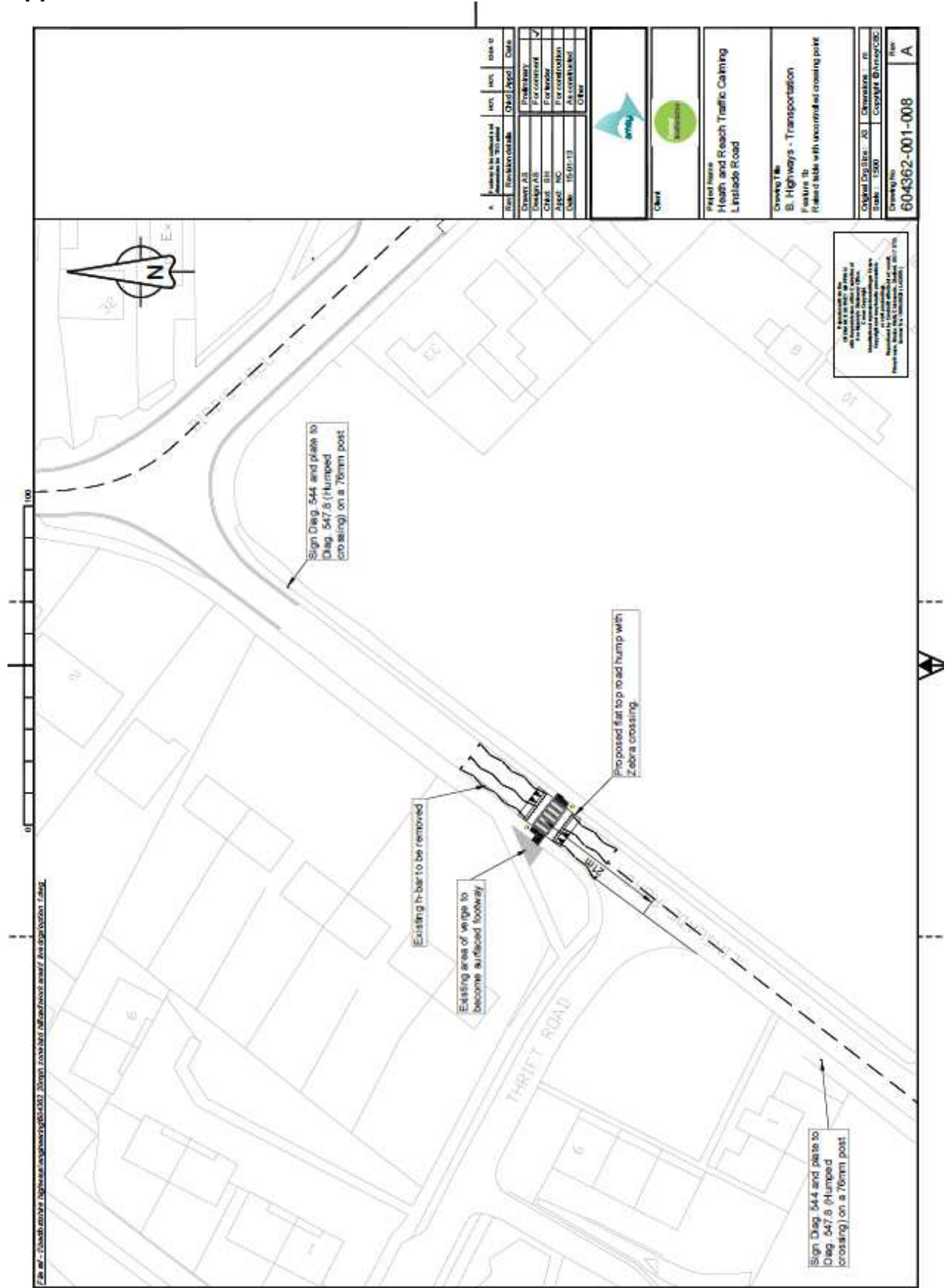
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# Appendix C





# Appendix D

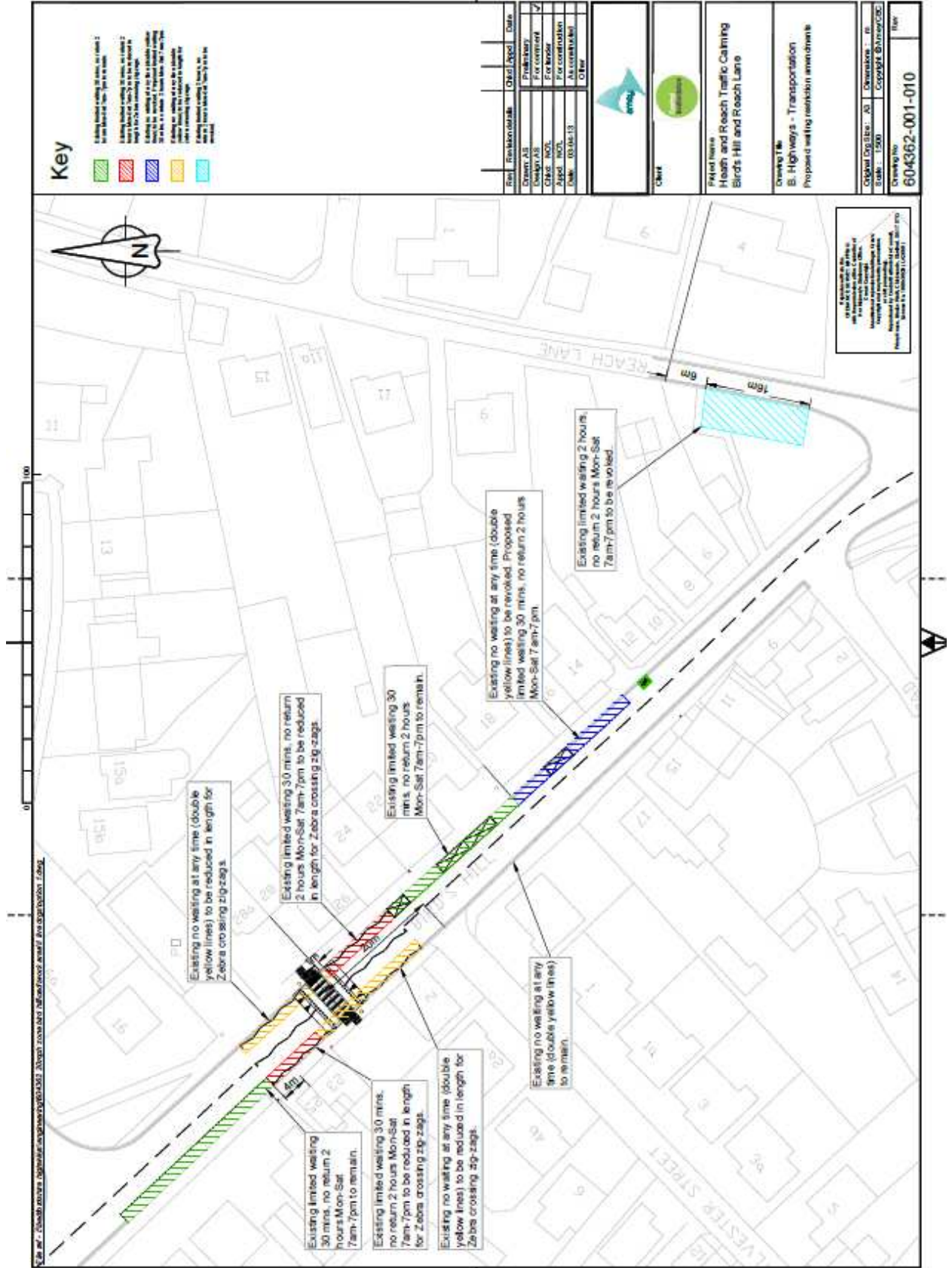


A. Drawing to be issued as:		REV.	DATE
Issue	Revised/As Issued		
Design	As Issued		
Check	As Issued		
Appr.	As Issued		
Other	As Issued		

Client	amity
Client	amity
Project Name	Health and Reach Traffic Calming Linstead Road
Drawing Title	B. Highways - Transportation Features to Provide side with uncontrolled crossing post
Checked/Drawn By:	AS / AS
Scale	1:500
Drawing No.	604362-001-008
Rev.	A

# Appendix E



# PUBLIC NOTICE



## ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

### **PROPOSED ZEBRA CROSSINGS – LINSLADE ROAD AND BIRD'S HILL, HEATH AND REACH**

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 23 of the Road Traffic Regulation Act, 1984 and all other enabling powers, proposes to establish zebra crossings, including their associated zig-zag markings, in Linslade Road and Bird's Hill, Heath and Reach. These proposals have been designed to improve the safety of pedestrians and vulnerable road users. The proposal to upgrade the uncontrolled crossing point on Linslade Road to a zebra crossing is to improve the existing route for pupils to get to and from St Leonards Lower School, Heath and Reach. The proposal to install a zebra crossing on Bird's Hill is to improve pedestrian access to the local shops.

#### **A Zebra Crossing is proposed to be sited at the following locations in Heath and Reach:-**

1. Linslade Road: at a point approximately 22 metres north east of Thrift Road
2. Bird's Hill: at a point approximately 20 metres north west of Sylvester Street

## HIGHWAYS ACT 1980 – SECTION 90A-I

### **PROPOSED RAISED CROSSINGS AND TABLES – VARIOUS LOCATIONS, HEATH AND REACH**

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct Raised Crossings and Tables under Section 90 A-I of the Highways Act 1980 and all other enabling powers at various locations in Heath and Reach. The proposed raised features are designed to reduce vehicle speeds and create a safer environment for all road users.

#### **Raised Zebra Crossings at a nominal height of 75mm are proposed to be sited at the following locations in Heath and Reach:-**

1. Linslade Road: at a point approximately 22 metres north east of Thrift Road.
2. Bird's Hill: at a point approximately 20 metres north west of Sylvester Street.

#### **Raised Tables at a nominal height of 75mm and approximately 6 metres long (excluding ramps) extending across the full width of the road are proposed to be sited at the following locations in Heath and Reach:-**

1. Woburn Road, at a point approximately 24 metres north east of Reach Green.
2. Leighton Road, at a point approximately 75 metres north-west of Eastern Way.

Further Details of the proposals and a plan may be examined during normal opening hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard, Bedfordshire LU7 1RX or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices). For more information please contact Amanda Stopp, tel. 0845 365 6109 or e-mail [amanda.stopp@amey.co.uk](mailto:amanda.stopp@amey.co.uk).

Objections should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) stating the grounds on which they are made by 10th May 2013.

Technology House  
239 Ampthill Road  
Bedford MK42 9BD

Gary Alderson  
Director of Sustainable Communities

16th April 2013



# PUBLIC NOTICE

## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO AMEND THE WAITING RESTRICTIONS IN BIRD'S HILL, HEATH AND REACH**

**Reason for proposal:** The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road and for preventing the likelihood of any such danger arising. More specifically, the changes to the waiting restrictions are required to enable a new zebra crossing to be built in Bird's Hill. Some of the existing time-limited parking bays will need to be shortened to accommodate the crossing, but additional parking spaces will be provided to compensate for those that will be lost.

**Effect of the Order:**

**Revoke the existing No Waiting at any time restriction and Introduce 30 minute Limited Waiting, no return within 2 hours, Mon-Sat 7am-7pm on the following lengths of road in Heath and Reach:-**

Bird's Hill, north-east side, from the property boundary of nos.18 and 20 Bird's Hill in a south-easterly direction for a distance of approximately 24 metres.

**Revoke the existing 30 minute Limited Waiting, no return within 2 hours, Mon-Sat 7am-7pm on the following lengths of road in Heath and Reach:-**

Bird's Hill, north-east side, from a point approximately 1 metre south-east of the property boundary of nos.28 and 28a Bird's Hill in a south-easterly direction for a distance of approximately 14 metres.

Bird's Hill, south-west side, from a point approximately 4 metres north-west of the property boundary of nos.23 and 25 Bird's Hill in a south-easterly direction for a distance of approximately 10 metres.

**Revoke the existing 2 hours Limited Waiting, no return within 2 hours Mon-Sat 7am-7pm on the following length of road in Heath and Reach:-**

Reach Lane, north-west side, from a point approximately 6 metres south-west of the north east flank wall of no.4 Reach Lane, in a south-westerly direction for a distance of approximately 16 metres.

**Further Details:** of the proposed Order and a plan may be examined during normal office hours at Leighton Buzzard Library, Lake Street, Leighton Buzzard LU7 1XR or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices). These details will be placed on deposit until 6 weeks after the Order is made or until it is decided not to continue with the proposal. Please contact Amanda Stopp, Tel 0845 3656109 or e-mail [amanda.stopp@amey.co.uk](mailto:amanda.stopp@amey.co.uk) for further advise on this proposal.

**Objections:** should be sent in writing to the Transportation Manager, Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) stating the grounds on which they are made by 10th May 2013.

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

Technology House  
Amphill Road  
Bedford MK42 9BD

Gary Alderson  
Director of Sustainable Communities

16th April 2013

## Appendix H

**From:**

**Sent:** 21 April 2013 13:43

**To:** Central Beds Consultation

**Cc:**

**Subject:** Waiting Restrictions in Birds Hill, Heath and Reach

Dear Sir or Madam

I write with reference to the proposed Central Bedfordshire Council (Bedfordshire County Council, District of South Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008 (Variation) Order 201. Our personal circumstances force me to object in the strongest possible terms to the intention to revoke the existing no waiting at any time restriction outside numbers 14, 16 and 18 Birds Hill. My objections are as follows:

- I have lived at XX Birds Hill since July 2004. I have two disabled sons, the eldest, aged 11, has severe cerebral palsy which confines him to a wheelchair and means he cannot bear his own weight or walk. Our younger child, aged 9, has severe autism meaning that he cannot be trusted anywhere near a busy road without strict supervision as he has a tendency to run in any direction without warning. My neighbours at XX Birds Hill also have two severely autistic boys, aged 11 whose behaviours are similar to my own son's. Central Bedfordshire Council has issued blue badges to both families - the blue badge of my eldest child, XXXXXX, is numbered XXXXXX.
- The four boys are collected by school transport each morning and delivered home each evening. My neighbours' sons and my own younger son, XXXXXX, are taken to Chiltern School in Dunstable. My eldest son is taken to Ridgeway School in Kempston. This means that two minibuses need to park outside our premises each morning and evening. From September this year there will be three minibuses needing to park outside as my neighbours' two sons will move to the senior department (formerly Hillcrest) of Chiltern School whilst my son will still attend the junior department (formerly Glenwood).
- In addition, during school holidays, both my sons are in receipt of respite care provided by Care Forum and organised by our social worker, XXXXXX. Again, this requires them to be transported by minibus, which picks up from outside our house and delivers them back to the same location.
- As it stands the minibuses can park outside to pick up and drop off our children, despite the no waiting order, because they have a blue badge.
- In addition to the minibuses, we have to park our car outside our house in order to transfer the boys from and to the house whenever we take them out. This was acknowledged by our Occupational Therapist, XXXXXX, who organised a disabled facilities grant which installed sloped paving from the pavement to our front door to allow us to wheel my eldest son from the house to transport. It is impossible to take him through the house and up the garden to our car parking area at the back because of steps in the garden, which is why the work at the front of our premises was paid for by the grant.
- Neither our neighbours nor ourselves have any intention of moving. In particular, we were in receipt of another disabled facilities grant this January and so will incur financial penalty if we move. Therefore, if this proposal goes ahead it will cause huge problems when our children are picked up and returned from school and when we try to take my eldest son anywhere via motor transport. My eldest son, and our neighbours' boys will be at school for at least the next seven years and my younger son for at least nine years. If current proposals to extend school provision for disabled children to age twenty five are carried out, this will mean up to fourteen and sixteen years respectively. In addition it is likely that any movement of the boys anywhere, at whatever age, will require cars or minibuses to be parked as close to the house as possible, particularly as I age (I am fifty this year) and cannot push my son very far, particularly uphill.
- Our next car will have to be a wheelchair accessible vehicle which will involve loading my eldest son at the back via a ramp which will extend several metres from the rear of the vehicle making it, in effect, close to minibus length.

All these reasons force me to request, as strongly as possible, that the proposals to allow general parking outside 14 to 18 Birds Hill are either dropped completely or extensively modified to take account of the special needs of the disabled children at numbers 14 and 16.

Please acknowledge receipt of this e-mail.

Yours sincerely

XXXXXX

**From:**  
**Sent:** 22 April 2013 11:59  
**To:** Central Beds Consultation  
**Subject:** Consultation - Heath and Reach

Dear Sir/Madam

Re: Proposed and Raised Zebra crossing and amendments to waiting restrictions, Birds Hill, Heath and Reach

I write with reference to the above and my personal circumstances have forced me to object in the strongest possible terms to the plan for the existing no waiting at any time (double yellow lines) to be revoked outside 14, 16 and 18 Birds Hill.

I have lived at XX Birds Hill, Heath and Reach since June 2002 and have no plans to move. I have three children, with twin boys aged 11 who have a diagnosis of low functioning autism, severe learning difficulties, ADHD and multi sensory impairments. They are functioning mentally at 2 years of age and require constant 24 hour supervision. They are extremely vulnerable and both have no sense or awareness of danger. Both children are in receipt of higher rate disability living allowance and have blue badges to support their needs.

My neighbour at No XX Birds Hill also has two children with disabilities. One has a diagnosis of autism and the other of cerebral palsy which has left him wheelchair bound. All four children attend special schools within Bedfordshire and are transported by mini buses to and from school. Currently there are two buses morning and afternoon, however, with effect from September 2013 there will be three as my children transition to upper school in Houghton Regis. All of the children are likely to be in school until at least 19 years old and should the new laws be passed then that could be extended to 25. In the half terms and longer holidays there are also buses constantly collecting the children to attend various activities across the county. My family also use carers with their own vehicles to assist with looking after and transporting my children.

All of these vehicles park outside the house on the no waiting yellow lines as they have blue badges. We also use our own vehicle occasionally to park outside the front of the house, particularly if the boys are distressed and need to be transported into the house quickly and safely or if we are transitioning onwards in a short period of time. These vehicles must be allowed complete and unfettered access to our properties as the safety of our children and the other children on the buses would be severely compromised should they be forced to park further up the hill. Should these plans proceed they will have a massive impact on our families' quality of life.

Had I thought that parking on the road permanently outside my house would be a safe option then I would have applied for a disabled bay a long time ago. However, even parking half on the pavement reduces the carriage way to one lane and there are safety concerns with traffic coming down the hill and not slowing sufficiently especially in the morning traffic.

I am very very concerned about these plans and ask for your full consideration of the above prior to you making your decision. I can also produce other evidence should this be necessary from my social worker and the transport service.

In respect of the other plans, I am very pleased that traffic calming measures are being installed around the village. However, in the 10 years of living on this road, I have never heard of an incident where a pedestrian has been hurt by a vehicle. In fact the only child I know of that has caused a disturbance on the road was one of mine when he escaped some years ago! Birds Hill is a busy road at certain times in the working week, but with reduced speed and traffic calming then I don't believe that a full crossing, which will likely damage the viability of businesses in the village because of the reduced parking, is necessary. Could a pinch point or traffic island not be considered? Parking in this village for residents is horrendous at the moment but should there be less parking available by the local shop, people are unlikely to stop and use the facilities and I think this will severely damage the village should these businesses become unsustainable. Also people are inherently lazy and won't stop and walk to the shop from any great distance, much easier to park in the double yellows or zigzags for ten minutes as they stop of an evening to buy their shopping. To reiterate, traffic calming is much needed, however, I'm not sure that the crossing is not overkill at the moment when it could endanger a much needed and valued community asset that is the local shop.

Thank you for your consideration and should you require any additional information then please do not hesitate to contact me on XXXXXX.

Yours faithfully

XXXXXX

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**From:**

**Sent:** 03 May 2013 10:56

**To:** Central Beds Consultation

**Cc:**

**Subject:** Objection to Heath and Reach Traffic Calming Scheme

FAO the Transportation Manager

3<sup>rd</sup> May 2013  
XXXXXXXXXX  
XX Birds Hill  
Heath and Reach  
Leighton Buzzard  
Beds  
LU& OAQ

Tel            XXXXXX  
Mobile        XXXXXX

Dear Sir,

**Objection to the proposed Zebra Crossings in Heath and Reach and the Waiting Restrictions in Bird's Hill, Heath and Reach**

Firstly we would like to say that we are in favour of some form of traffic calming in the village and the proposed raised tables on entry to the village and a reduced speed of 20mph will, we are sure, help but we cannot see that the proposed zebra crossing on Birds Hill is necessary to this end.

The obvious difficulties this will cause for parking for customers to our village shops and delivery vehicles can only be a disadvantage. We value our shops and do not want to lose them due to people being unable to park near to them.

In addition, we wish to object to the proposed traffic calming scheme for the following reasons:

- ü Lack of access to our drive that will be caused by removing the double yellow lines
- ü Removing parking spaces outside the Co op and the issues that will cause for both parking and Co op deliveries
- ü Allowing cars to park outside house 16 and 14 Birds Hill will reduce the road down to a single lane
- ü Dangers of having parked cars outside No's 16 and 14 in poor weather conditions, especially snow and ice
- ü The issues caused by a raised Zebra crossing

Houses XX and XX on Birds Hill both have disabled children that require picking up from directly in front of their houses. (This does not form part of our objection but I feel we need to bring this to your attention for consideration.)

**Lack of access to our drive that will be caused by removing the double yellow lines**

Due to the current lack of parking in Heath and Reach we are fortunate to have room on our drive to park 4 cars. We have a dropped kerb for half of our drive and have applied for planning permission to drop the kerb on the other half so we can provide off road parking for all of our own vehicles.

Outside of the property we currently have double yellow lines which you are proposing to remove. These lines are constantly ignored by people shopping at the Co op, using the hair dressers and florist. We regularly find our cars boxed in, sometimes by more than one car and for considerable lengths of time, while people visit the shops. If there is absolutely no respect for the current double yellow lines there will be even less respect for a white box outside our drive with no time restrictions on Sundays.

I am concerned that due to access issues I will no longer be able to park our cars on the drive and will have to take up other parking spaces in the area.

### **Removing parking spaces outside the Co op and the issues that will cause for both parking and Co op deliveries**

If the area outside the Co op is a no waiting zone as the plan we received suggests, I would be concerned about where the delivery lorries will park when delivering to the Co op. They will either have to park up the road in front of my house or lower down the hill. This will cause an obstruction and potentially be unsafe.

### **Allowing cars to park outside houses 18, 16 and 14 Birds Hill will reduce the road down to a single lane**

Frequently people using the Co op park outside houses 16 and 14 on the double yellow lines when using the Co op. This has the effect of turning Birds Hill into a single lane.

When this happens it appears to have little effect on the speed vehicles travel and quite quickly a queue forms. This also causes a disturbance from revving engines and people sounding their horns when drivers coming up the hill do not give way to drivers going down the hill.

If allowing cars to be parked there is intentional, I find it strange that you would want to use people's cars to create a pinch point.

Why not create a pinch point just as you enter the village where you are currently proposing to install raised tables, where there are less houses so cars queuing will not disturb anyone, out of areas where people need to access their homes and allow controlled access to the local shops?

### **Dangers of having parked cars outside No's 16 and 14 in poor weather conditions especially snow and ice**

In poor weather conditions Birds Hill can sometimes be treacherous, especially when it snows and it is not uncommon for buses and lorries to get stuck on the hill. Again by allowing cars to park outside numbers 18, 16 and 14 this will increase the risk of the road being totally blocked.

### **The issues caused by a raised Zebra crossing**

We regularly have emergency vehicles go up and down the hill en route to incidents on the A5 as well as buses etc. Is the addition of a raised Zebra crossing going to cause these vehicles issues having to slow down to negotiate the crossing?

I understand there was a traffic survey carried out in Heath and Reach. I would like to request that we see the results of the survey.

Yours faithfully,

XXXXXX



**From:**

**Sent:** 05 May 2013 21:23

**To:** Central Beds Consultation

**Cc:**

**Subject:** Heath and Reach Road Traffic calming (proposed Zebra crossing)

Dear Sir/Madam

Further to my telephone conversation with your office I am writing in connection with the above. The proposed Zebra crossing on the plans is situated in between 28 and 28a Birds Hill.

I am very concerned about this proposal and here are my concerns.

I have owned my premises and business for 17 years now XXXXXX XX Birds Hill – I understand that there is a problem with the speed at which the traffic come down the hill and in agreement to some sort of traffic calming, but in light of putting a raised Zebra crossing where you propose to put it as per your drawing plans I and other shop owners agree that this would be catastrophic not only to people crossing but to the damage to our small businesses.

75% of my treatments are carried out at the front of my salon and I can see everything that goes on with the traffic and pedestrians. (Has a survey been done to see if Birds Hill warrants a Zebra Crossing?) If so why did none of the local business know about this?

Whilst I agree that there should be something done with the traffic calming, but to put Zebra crossing on the hill is very dangerous I think, and other shop owners and local residence also think that if the proposed Zebra crossing is definitely needed this should be sited in another position on the flat of the road.

**I myself and other people I know have had problems in the winter when there is snow and ice even when the road has been gritted (it is not gritted all day long) what I am saying is that if the crossing was to be put in the position as stated even though you propose to put a raised table further up the road just North west of Eastern way, if a pedestrian was on the crossing or just about to cross and a vehicle was approaching with the bad weather even rain sometimes the vehicles would not be able to stop in time at the crossing this problem has been experienced by myself and my husband and many other people we know, we could not stop even at a very low speed it was fortunate for us that no one or no cars were parked on the left hand side going down the hill – there has also been an accident in the vicinity involving a bus in winter, over the last few winters it has been extremely bad on Birds Hill, I have observed this situation for a great number of years now and as I stated above the proposal of works would be catastrophic and therefore we can fore see many accidents or even a fatality.**

With regards to the car parking spaces being removed and zig zag lines each side of the crossing where do you propose that the delivery men stop or dustman stop for the local shops and residents? This will be such an impact to the village as it is there is very limited parking on the road and delivery days for the Co-op and other business also situated on Birds Hill. So we think that a re-think into this proposal should take place. The whole proposal will have a very bad impact on our small business in the village and also the safety aspect to pedestrians in bad weather conditions.

I think that if you are going to put a crossing on Birds Hill it should be situated on the flat and not on an incline.

I and other shop owners are very disappointed that we were not informed of this proposal I myself and the other shops owners have only just found out about this. Also on talking to some local people and residents they also did not know of this proposal and they also feel that we do not need a zebra crossing but some other means of slowing down the traffic like a lower speed limit imposed and possible installation of raised tables (sleeping policemen) – I was aware that there may be some traffic calming coming to Heath and Reach which I read in the local newspaper several months ago but that was it. The

shop owners and several residents had no letters from the Council or Parish Council with reference to this.

I would kindly ask if this proposal could be looked at with the implications that have been stated above. We (as in other business owners) do feel very strongly about this.

We just want what is best for the safety of our lovely village and our livelihood.

Eagerly awaiting your reply

Yours sincerely

XXXXXX

XXXXXX

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7<sup>th</sup> May 2013

The Transportation Manager  
Bedfordshire Highways  
Woodlands Annex  
Manton Lane  
Bedford  
MK41 7NU

Dear Sirs

**Re: Proposed Zebra Crossing Bird's Hill, Heath & Reach, Leighton Buzzard**

I currently run a XXXXXX shop at XX Birds Hill, Heath and Reach and have done so for the past 2 years. I have also been running a XXXXXX business from these premises for the past 10 years with my husband.

Whilst I agree the village does need some sort of 'traffic calming' I really don't think that putting a zebra crossing, in the position stated on the latest plan, is the right choice. If the traffic could just be slowed down, and the volume of lorries hurling through the village at 40 miles an hour reduced, then there would be no need for a crossing. Alternatively moving the crossing point either up the hill towards house no 14 or down the hill on the flat, just past the current position of the bus stop, would be a far better choice. (However this presents a hazard in the snow!)

The current proposed position of the zebra crossing shows the zig-zag lines will be directly in front of my premises and that of the Co-Op.

**My questions to you are:**

- 1) **Are delivery vehicles able to stop on zig-zag lines ?**
- 2) **Will my husband be able to park on the zig-zags to load his vans with cleaning machines ?**
- 3) **Will I be able to park on the zig-zags to load large funeral tributes into my van?**
- 4) **Where will the Co-Op lorries stop to unload?**
- 5) **Do you really think you are providing enough parking spaces to meet the demands of the businesses and residents on Birds Hill ?**
- 6) **How safe do you think a zebra crossing is going to be in it's proposed position with delivery vehicles coming and going several times during a day, refuse lorries pulling up on a Friday not to mention disgruntled customers probably parking illegally because they want to stop at one of the shops for 5 minutes?**

If the crossing is put in this proposed position it is going to severely affect the businesses on Birds Hill. We probably won't be able to survive and then there will be no requirement for a zebra crossing as there will be nothing to cross the road for!

Please re-think either the positioning of this crossing or put in place alternative traffic calming.

Yours faithfully

XXXXXX

XXXXXX  
XXXXXX

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**From:**  
**Sent:** 09 May 2013 15:30  
**To:** Central Beds Consultation  
**Subject:** Proposed Zebra Crossing - Birds Hill, Heath & Reach

Good afternoon,

I write in response to the proposed Zebra Crossing at Birds Hill – Heath & Reach.

Our customer (XXXXXX, XX Birds Hill, Heath and Reach) is situated adjacent to the proposed site. We currently deliver to her premises at least twice per week. The arrival of a Zebra Crossing will result in huge disruption to our company being able to make safe (and legal) deliveries to her premises.

Furthermore, and of greater concern, where will XXXXXX park her shop vehicle to make her outgoing deliveries AND where will HER clients park their vehicles in order to shop with her?

Some people who are unwilling or unable to walk far may decide to take their business elsewhere, which I am sure you can appreciate in this time of recession must not be allowed to happen.

We wanted to make absolutely clear that we are strongly against the implementation of a Zebra Crossing at this site, as it will harm business for both companies

*Regards*

XXXXXX

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**From:**  
**Sent:** 16 May 2013 14:51  
**To:**  
**Subject:** Proposed Zebra Crossing & Waiting Restrictions - Bird's Hill - Heath and Reach

Further to my call earlier, we are acting on behalf of the Co-op who would like to object to the above proposals.

I understand that they are concerned about the location of the crossing rather than the introduction of the crossing facility itself. As we discussed, I do not see the proposals affecting the parking directly outside the store (approx 3 vehicles) as vehicles will still be able to drive over the zig-zags onto the shop frontage. Their concern, I think relates more to how deliveries would be dealt with. Is there any scope to provide an on-street delivery bay for the store?

I appreciate that you have chosen the most appropriate location in terms of pedestrian desire lines etc but wonder if the crossing itself could be moved over to the east. Could this potentially allow a delivery bay to be incorporated into the scheme?

As you say, the concerns of the Co-op have most likely already been raised by other retailers and residents. I understand that we have now missed the deadline for formal objections but if this e-mail could also be taken into account in some way, that would be great.

As you said, if you could send me the appropriate link when your report is complete, it would be most appreciated.

Thanks very much for your help and advice.

I look forward to hearing from you in due course.

XXXXXX

Senior Transport Planner

XXXXXX