
Meeting: Traffic Management Meeting
Date: 29 January 2014
Subject: Flitwick Road, Ampthill – To Consider Objections to a Proposed Raised Zebra Crossing and associated Waiting Restrictions
Report of: Jane Moakes, Assistant Director Environmental Services
Summary: This further report seeks the approval of the Executive Member for Sustainable Communities - Services for the installation of a raised zebra crossing and related parking controls in Flitwick Road, Ampthill.

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

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve pedestrian facilities in the vicinity of the school.

Financial:

The overall cost of the scheme will be approximately £40,000.

The budget for this comes from a Section 106 contribution of £36,000 (Land West of Ampthill (05/00275/OUT)) and the balance of £4,000 from the Ampthill and Flitwick Local Area Transport Plan budget.

Legal:

A Section 106 contribution was originally secured from Bellway Homes Ltd and JS Bloor Ltd for a Puffin crossing on Flitwick Road. This was formally changed to allow the funding to be used to deliver a raised zebra crossing instead through correspondence between the CBC legal team and both developers.

Risk Management:

Should the zebra crossing not be delivered the developers would be entitled to a refund of the amount contributed towards this scheme. This would potentially include money which we have already spent on design and consultation which would then leave us with a budgetary liability.

Staffing (including Trades Unions):

None from this report

Equalities/Human Rights:

None from this report

Community Safety:

The proposal will improve road safety for all road users, but in particular pedestrians on route to/from Redborne Upper School.

Sustainability:

The proposal will support and encourage walking and cycling in line with approved CBC policy.

RECOMMENDATION(S):

That the proposals to install a Raised Zebra Crossing and related Parking Controls be implemented as published.

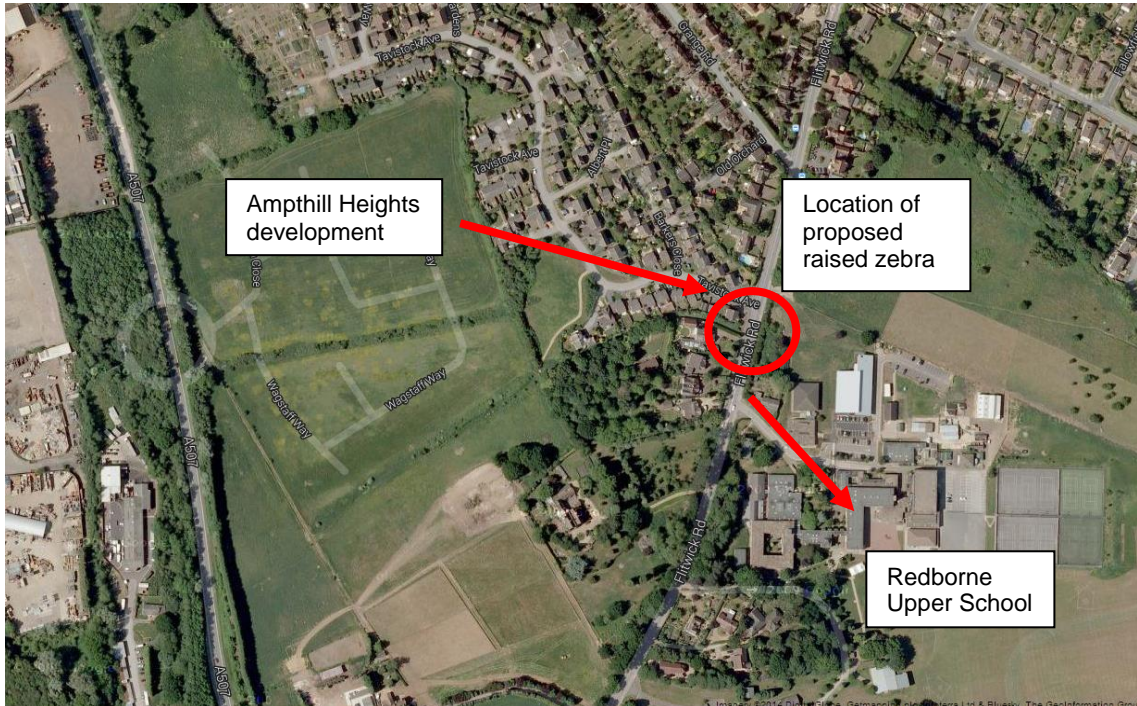
CBC Transport and Planning Policy

1. This scheme had been developed in line and in accord with Central Bedfordshire Council policies and priorities as outlined in:-
 1. Local Transport Plan 2011 – 2026 (*Adopted April 1st, 2011*)
 - a. Appendix E Walking Strategy
 - b. Appendix F Cycling Strategy
 - c. Appendix C Sustainable Modes of Travel to Schools and Colleges Strategy
 2. Ampthill and Flitwick Local Area Transport Plan (*Adopted April 1st, 2012*)
 3. Mitigation Measures for Land West of Ampthill (*05/00275/OUT*)

All of these documents were fully consulted upon as part of their development process. All of these documents and the policies within them were formally adopted by CBC.

Background and Information

2. The raised zebra crossing proposal forms an essential part of the S106 legal agreement to ensure the viability of the 210 dwelling development at Ampthill Heights and forms part the planning obligations for trips to/from the development.
3. The crossing facility has been developed to address road safety concerns for a potentially large number of pupils crossing Flitwick Road. This proposal has been developed to alleviate pedestrian congestion in the area that may occur whilst waiting for a safe gap in through traffic in order to cross the road.
4. The crossing location has been developed on the desire line of pedestrians on route to the Land West of Ampthill development (Ampthill Heights) to the north pedestrian entrance to Redborne Upper School as shown overleaf.



5. Redborne Upper School and Community College generate a significant amount of pedestrian activity and is the single largest trip attractor in Ampthill. Currently there are:

- 1,472 pupils currently on roll (435 in 6th form). This number is expected to increase to 1,649 pupils in the near future.
- 765 pupils arrive and depart by foot each day (*May 2013*)
- 28 pupils cycle to school each day (*March 2013*)
- 195 staff (*March 2013*)

Redborne has a comprehensive travel plan (*a condition of planning approval CB/12/02186FULL – single storey extension to the design and technology block*) which seeks to encourage an increase in walking and cycling to the school. This infrastructure is fundamental to them delivering on this.

6. The purpose of the scheme intends to deliver the following improvements in the vicinity of Redborne Upper School:

- a) Provision of a raised zebra crossing facility in the vicinity of the northern school access/Tavistock Avenue (in accordance with the Section 106 agreement for the Land West of Ampthill development);
- b) Drainage improvements at the Tavistock Avenue/Flitwick Road junction.

7. The proposal was originally advertised by public notice in June 2013. Consultations were carried out with the emergency services and other statutory bodies, Ampthill Town Council relevant Elected Members. Residents likely to be directly affected by the proposals were informed and notices were displayed on street.

8. At this time there was one objection received to the proposals. This was reported to the Traffic Management Meeting on 24 July 2013 for consideration. The decision at that meeting was that the proposals for a raised zebra crossing and related parking controls not be implemented and that the crossing be relocated to a more appropriate location.
9. An alternative location for the crossing was identified and the revised proposals were published in November 2013 and the required consultations were undertaken.
10. One objection and a further four representations have been received. Copies of the correspondence are included in Appendix D. The main points raised are summarised below:-
 - a) The revised location for the zebra crossing is immediately outside a residential property resulting in significant visual intrusion and noise/fumes associated with vehicles starting and stopping. A location further south would be better because the properties there are set back further from the road behind hedges and walls. The revised location is close to a junction, which will result in more vehicular conflict and congestion. A further suggestion is that the crossing should be re-located north of Tavistock Avenue.
 - b) Concerns about the choice of a raised zebra on this road and suggestions that a signalised crossing would be more appropriate.
 - c) Additional road humps should be installed to lower vehicle speeds near to the proposed zebra crossing.
 - d) The proposed parking restrictions in Flitwick Road will force more vehicles to park in Tavistock Avenue. The restrictions should extend further into Tavistock Avenue to counter this.
 - e) The zig-zag markings should be shortened to allow essential stopping outside residential premises, but could be replaced by a single yellow line.
11. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

Responses and Conclusion

12. The Highways Team response to the points raised above are as follows:-
 - a) Various options for an alternative location for the crossing have been considered following a number of site visits and making observations as to pedestrian movement and desire lines. The crossing has been developed on the desire line from the Land West of Ampthill development (Ampthill Heights) to the pedestrian entrance to Redborne School. Should the crossing be moved to an alternative location it is likely that it would not be widely used and hence provide much poorer value for money. In addition, an alternative location may cause local residents further issues as increased pedestrian congestion whilst waiting for a gap in traffic would restrict access to and from their properties.

- b) When developing controlled road crossings it is the preference of CBC to implement raised zebra crossings wherever possible. They give more control to pedestrians and the raised feature reduces vehicle speeds with obvious road safety benefits. Signalised crossings are not generally installed on raised platforms. Signalised crossings are significantly more expensive and there would be insufficient budget available for this.
 - c) The funding is available for improved pedestrian facilities, not for wider traffic calming works. It is felt that the raised zebra crossing will operate safely in isolation without the need for additional raised features.
 - d) The proposed parking restrictions have been designed to keep the area of Flitwick Road outside the school clear of parked cars and they have been extended into Tavistock Avenue to keep the junction clear. There is little justification on road safety grounds for extending the yellow lines into Tavistock Avenue.
 - e) The zig-zag markings have already been shortened on this approach to the crossing and a further reduction would not be acceptable on road safety grounds. It is critical that the area on the immediate approach to the zebra crossing remains clear at all times as a parked vehicle could mask a pedestrian waiting to cross. Hence, any shortening of the zig-zag markings cannot be recommended. Vehicles would be permitted to wait on the proposed double yellow lines for the purposes of loading/unloading.
13. In summary, there is a clear need for a formal crossing of Flitwick Road in this area and the proposed location has been identified as the most suitable when considering all relevant factors. Consequently, it is recommended that the proposed raised zebra crossing and related parking controls be implemented as published.
14. If approved, it is anticipated that the works will be undertaken in the current financial year.

Appendices:

- Appendix A – Drawing of Proposed Raised Zebra Crossing and Waiting Restrictions
- Appendix B – Public Notice for Proposed Raised Zebra Crossing
- Appendix C – Public Notice for Proposed No Waiting and No Stopping
- Appendix D – Representations
- Appendix E – Drawing of Original Raised Zebra Crossing and Waiting Restrictions

Appendix A

DESIGN HAZARDS
(The following information has been collected from Preconstruction Information and Arney Process FLC-HAS-207 - Hazard Management for Designers.)

- None identified at this stage.

Proposed no stopping Mon-Fri 8am - 4:30pm on school entrance

Proposed no waiting at any time

Rev	Revision details	Chkd	Appd	Date
B	Relocation of Zebra Crossing	GPB	NOL	15.11.13
A	Relocation of Zebra Crossing	AC	NOL	5.8.13

Drawn: AM	Preliminary
Design: AM	For comment
Check: AC	For tender
Appd: NOL	For construction
Date: 31-05-13	As constructed
	Consultation

www.arney.co.uk

Central Bedfordshire

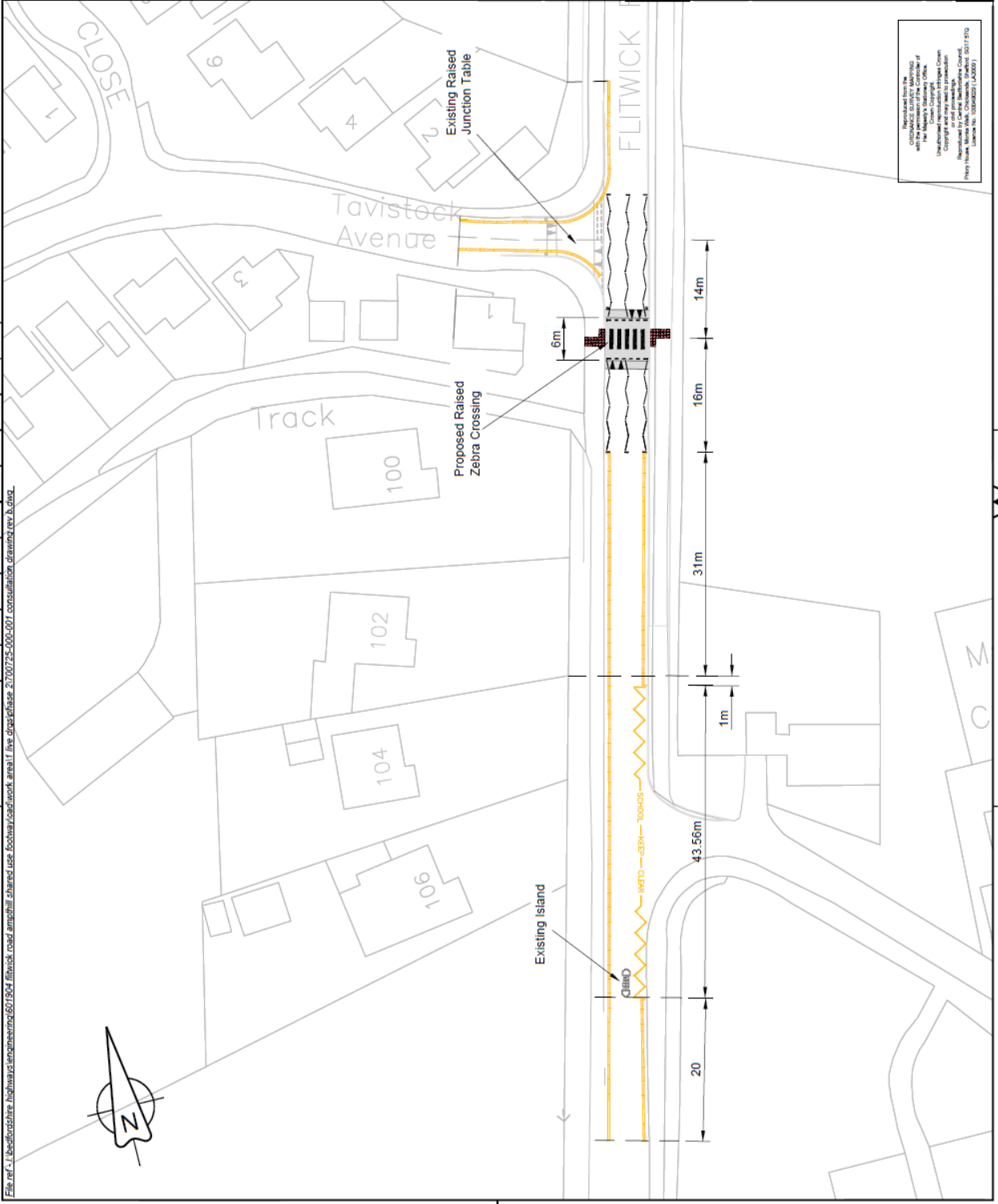
Client: _____

Project Name: **Flitwick Road, Ampthill**

Drawing Title: **Bedfordshire Highways - Transportation Consultation Drawing**

Original Dwg Size: A3 | Dimensions: M |
Scale: 1:500 | Copyright © Arney

Drawing No: **700725-000-001** | Rev: **B**



PUBLIC NOTICE



Please note that this notice supersedes the one that was published on 13th June 2013

ROAD TRAFFIC REGULATION ACT 1984 – SECTION 23

PROPOSED PEDESTRIAN CROSSING – FLITWICK ROAD, AMPHILL

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 a pedestrian crossing, including their associated zig-zag markings, in Flitwick Road, Ampthill. These works are part of a wider initiative to improve pedestrian and cycling facilities on routes to and from Redborne Upper School.

A Zebra Crossing is proposed to be sited at the following location in Ampthill:-

Flitwick Road at a point approximately 14 metres south of its junction with Tavistock Avenue.

HIGHWAYS ACT 1980 – SECTION 90A-I

PROPOSED RAISED CROSSING – FLITWICK ROAD, AMPHILL

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL proposes to construct a Raised Crossing under Section 90 A-I of the Highways Act 1980 and all other enabling powers in Flitwick Road, Ampthill. These works are part of a wider initiative to improve pedestrian and cycling facilities on routes to and from Redborne Upper School. In addition, the proposed raised table is designed to reduce vehicle speeds and create a safer environment for all road users.

A Raised Zebra Crossing at a nominal height of 75mm and approximately 8 metres long, including ramps, is proposed to be sited at the following location in Ampthill:-

Flitwick Road, at a point approximately 14 metres south of its junction with Tavistock Avenue.

Further Details a drawing may be examined during normal opening hours at Ampthill Library, 1 Dunstable Street, Ampthill MK45 2NL or online at 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.

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 stating the grounds on which they are made by 20 December 2013.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 November 2013

PUBLIC NOTICE

Please note that this notice supersedes the one that was published on 13th June 2013

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME AND NO STOPPING ON SCHOOL ENTRANCE MARKINGS ON FLITWICK ROAD, AMPHILL

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road and for facilitating the passage of traffic on the road. The restrictions are intended to keep lengths of Flitwick Road and the Tavistock Avenue junction clear of parked vehicles and are being considered as part of a zebra crossing scheme. These proposals are part of a wider initiative to improve walking and cycling facilities, particularly for those travelling to and from school.

Effect of the Order:

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

1. Flitwick Road, west side, from a point in line with the boundary of no.84 Flitwick Road and no.2 Tavistock Avenue extending in a southerly direction to a point approximately 65 metres south of the boundary of nos.102 and 104 Flitwick Road.
2. Flitwick Road, east side, from a point approximately 1 metre south of the boundary of nos.102 and 104 Flitwick Road extending in a northerly direction for a distance of approximately 32 metres.
3. Flitwick Road, east side, from a point approximately 45 metres south of the boundary of nos.102 and 104 Flitwick Road extending in a southerly direction for a distance of approximately 20 metres.
4. Tavistock Avenue, both sides, from its junction with Flitwick Road extending in a westerly direction to the rear wall of no.1 Tavistock Avenue.

To introduce No Stopping Monday to Friday between 8.00am and 4.30pm on School Entrance Markings on the following lengths of road in Ampthill:-

1. Flitwick Road, east side, from a point approximately 1 metre south of the boundary of nos.102 and 104 Flitwick Road extending in a southerly direction for a distance of approximately 44 metres.

Further Details of the proposal and a plan may be examined during normal opening hours at Ampthill Library, 1 Dunstable Street, Ampthill MK45 2NL or online at 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.

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 stating the grounds on which they are made by 20 December 2013.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 2013"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG1917 5TQ

Marcel Coiffait
Director of Community Services

28 November 2013

Appendix D

On behalf of:
Mrs X Xxxxxx
x Tavistock Avenue
Amphill
MK45 2RN

5 December 2013

TO WHOM IT MAY CONCERN – proposed raised zebra crossing, Flitwick Road, Amphill

Ref: GPB/56093/601904/3.12

Dear Sir or Madam

I am writing on behalf of my mother who lives at the above address, and who received a notification last week that the location for the above crossing has been revised and is now scheduled to be located 14 metres south of the junction with Tavistock Avenue. Consequently, we write to object on a number of grounds.

The new position for the crossing is now directly in front of x Tavistock Avenue. Mrs Xxx Xxxxxx is an elderly lady who lives on her own and with limited mobility spends most of her time indoors. A raised crossing in this location would result in a significant visual intrusion directly into her living space, in particular as the sitting room is at the front of the house and looks out to Flitwick Road.

We would like it noted that x Tavistock Avenue is the only property along that particular stretch of road which effectively fronts up to the pavement; the other properties to the south – no's 102, 104 and 106 - are all well set back from the road and with either hedged, walled or gated boundaries and where any such crossing would cause significantly less visual intrusion.

Clearly there will also be additional traffic noise and fumes with the continual stopping and starting of vehicles at this location, both of which will cause further intrusion for Mrs Bartlett.

The proposed location would also cause a potentially dangerous traffic situation should vehicles attempt to turn right turn onto Flitwick Road out of Tavistock Avenue while traffic is queuing at the new crossing. There is no doubt it will cause further delays for cars trying to exit Tavistock Avenue at what is an already busy junction, which would become particularly congested at peak times.

I would like to propose that the council consider locating the crossing further south where the properties on Flitwick Road are situated further back from the pavement and therefore would not suffer any intrusion either from the crossing itself or the additional traffic, and where a crossing would not be an impediment to any junctions.

Indeed as the council will be aware, there is already an existing island in place; this island is not close to any domestic properties and is a safe distance away from the Tavistock Avenue junction. Traffic travelling in either direction on Flitwick Road would have good sight of it and plenty of time to react if pedestrians are waiting to cross the road.

I trust the council will take due notice and consideration of the objections outlined in the above when making their final decision.

Dear Sirs

Re: Proposed works to Flitwick Road and Tavistock Avenue, Ampthill

We are residents of Tavistock Avenue and would be very happy to see these works proceed.

At present, vehicles are reaching dangerously high speeds in Flitwick Road. There is one camera near Grange Road, for traffic heading south, and as soon as traffic has passed this point, the speeds instantly increase! There is no camera in the opposite direction to deter any speeding.

We feel that there should also be some extra "speed bumps" installed just before and after the proposed zebra crossing. As the crossing would be used by children walking to Redborne School, this would force the traffic to slow down on approach to the crossing, in the event of a child stepping out before a vehicle had stopped to let them across.

Another issue is the parking in Tavistock Avenue at school drop off and pick up times. The proposed no waiting should, in our opinion, be extended further up the road. Tavistock Avenue is becoming gridlocked in the afternoon with parents collecting their children.

I hope you will be able to take these points into consideration.

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

28th November 2013-11-28

In reply to the Public Notice referring to proposed Pedestrian Crossing Flitwick Road Ampthill, I have lived in Tavistock Avenue for over 20 years and know this section of road very well. I have no objection to the parking restrictions if there is an alternative. Tavistock Avenue is already a drop off and pick up road. For a short time in the morning it is used as a turn round area and in the afternoons around 3 pm cars are queued as far as I can see and keep moving up as their pick up arrives. Congestion is annoying and parcel lorries frequently have to use the pavement. This will only get worse as restrictions are put on Flitwick Road

Regarding a raised crossing, I am surprised this was even thought of on a main road. It will be a crossing that will mostly only be used at school opening and closing and should be controlled by traffic lights as is the crossing adjacent to the One O One Garage. There is already a speed camera and a roundabout to slow the traffic and as this road is used by emergency vehicles will cause maybe dangerous effect to patients in an ambulance. I have personal experience of riding in an ambulance even over mini roundabouts and as a motorist I find them most annoying and useless.

To sum up I think that restricting the parking on Flitwick Road will only move it somewhere else or like other schools will be ignored unless patrolled by a warden twice a day every school day. I believe there would be ample space for a pick up area in the school grounds. A traffic light controlled crossing and not raised one would be preferred.

Lastly there is an island shown on your plan. It used to be in the centre of the road and a haven when crossing. Since the recent widening of the pavement it is no longer in the centre and is a danger when you now come across it head on going south and it is an accident waiting to happen.

I know I am probably wasting my time but I do believe a raised crossing on a main road is ridiculous and probably only planned to save lowering the kerb as has already been done at the entrance to Tavistock Avenue.

AMEY

15526

Thank very much for your considerate attitude to the above over the last few months
However we have been informed by Councillor Blair that the zig zag lines our side of the road
would not be over the mouth of our drive, but they are, approx 2.5m in front of it according to
measurements. Could they be moved further North? Single yellow would be fine.

The single yellow lines could still be there to stop dangerous parking, and deliveries to all
houses in the vicinity would not be impeded by over enthusiastic camera cars that quite frankly
are a pain.

We fully appreciate the delay that our objections have caused but living opposite this ever
expanding school and very busy road can sometimes be very difficult, therefore we want the
best results for everyone, thanks again for all your help.

Thank you for your letter of 25 November.

I have two points to make:-

1. In order for the crossing to be kept clear of residential property entrances, could it be re-positioned
14 metres north of the junction with Tavistock Avenue? This would give pedestrians and cyclists on the
west side a larger area to enter and exit the crossing.
2. My driveway is not designed to carry the weight of the oil tanker delivering heating fuel to my
property and so it must be allowed to park on the road whilst the delivery is being made.

Please acknowledge safe receipt.

I look forward to hearing from you.

Appendix E

