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**Meeting:** Traffic Management Meeting  
**Date:** 2 June 2014  
**Subject:** High Street, Eaton Bray – Consider Objections to Waiting Restrictions and Raised Cushions  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the introduction of No Waiting at any time in High Street and School Lane and the installation of Raised Cushions in High Street, Eaton Bray

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**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Eaton Bray  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by prohibiting parking near to the High Street/School Lane junction and reducing traffic speeds.

**Financial:**

These works are being funded through the Safer Routes to Schools, Walking and Cycling element of the Highways capital programme.

**Legal:**

None from this report.

**Risk Management:**

None from this report.

**Staffing (including Trades Unions):**

None from this report

**Equalities/Human Rights:**

None from this report

**Community Safety:**

The proposals will improve road safety particularly for vulnerable road users.

**Sustainability:**

None from this report.

**RECOMMENDATION(S):**

- 1. That the proposal to introduce No Waiting at any time be implemented as published.**
- 2. That the proposal to install two Raised Cushions be implemented as published.**

**Background Information**

1. The scheme has been developed as part of the highways improvement measures outlined in the Chiltern area Local Area Transport Plan (LATP). This document which was widely consulted upon states:
2. *“Traffic and speeding has been highlighted as a growing issue for the villagers particularly with regards to accessing the local primary school which is due to increase provision over the forthcoming months”.*
3. The LATP also identifies that *“the main issues in Eaton Bray are centred on the High Street where residents have raised concerns about speeding traffic, vehicles mounting the pavement and inadequate crossing facilities particularly on the route to school”.*
4. These issues were raised by Eaton Bray Parish Council and local MP Andrew Selous as part of the LATP consultation process.
5. The site is on a well-used walking route to and from Eaton Bray Academy. It is also an essential part of the pedestrian route through the village.

**Scheme Proposal**

6. The level of on-street parking near to the junction of High Street and School Lane is relatively high due to the nearby shops and school. In addition there are concerns about the speed of traffic on this length of the High Street. These issues are compounded by the level of pedestrian activity and traffic at the start and end of the school day.
7. The proposal is to introduce No Waiting at any time at the junction of High Street and School Lane. The restrictions have been kept to a minimum to ensure that they do not create an undue inconvenience to nearby shopkeepers and residents. The raised cushions should bring about a beneficial reduction in traffic speeds, whilst not creating a significant hindrance to larger vehicles.

8. The proposal was advertised by public notice in February and March 2014. Consultations were carried out with the emergency services and other statutory bodies, Eaton Bray Parish Council and the relevant Elected Member. Residents and businesses were individually informed and notices were displayed on street.

### **Statutory Consultation Responses**

9. A total of 16 representations have been received. Some of those who responded are opposed to both elements of the scheme and others have mixed views. Of the representations received, 13 are opposed to the waiting restrictions and 8 are opposed to the raised cushions. 2 of those who responded support the scheme. A copy of all correspondence is included in Appendix C. The main points raised by the objectors are summarised below:-
  - a. There are no parking issues at the High Street/School Lane junction and parents tend to drive down to the school and park there.
  - b. The waiting restrictions will have a negative impact on the nearby shops.
  - c. The restrictions will lead to transference of parking to adjacent streets.
  - d. If restrictions are required they do not need to be in force at all times.
  - e. There is no demonstrable case for traffic calming measures, including no record of injury collisions. They are not needed because parked cars, bus stops and existing traffic signage already slow traffic.
  - f. The raised cushions will create noise and pollution with drivers accelerating and decelerating. The raised cushions will damage vehicles and nearby buildings.
10. Bedfordshire Police have been formally consulted as part of the process and have raised no objections to the proposals.

### **Responses**

11. The Highways Team response to the points raised in paragraph 4 above are as follows:-
  - a. Some parking does take place at the junction and the proposed restrictions would ensure that there was a clear area to improve inter-visibility between pedestrian and drivers.
  - b. The proposed restrictions would not extend across the frontage of either of the businesses. The restrictions have been designed in such a way that it would minimise the inconvenience to customers that drive to the shops whilst providing the adequate pedestrian sightlines for pedestrian journeys to and from school. Delivery vehicles should not be unduly inconvenienced as they are permitted to stop on the double yellow lines for essential loading/unloading purposes.

- c. The restrictions cover a relatively short stretch of road, so any migration of parking to adjacent streets is expected to be minimal.
- d. The restrictions cover lengths of road at the junction of High Street and School Lane where parking should not take place at any time in the interests of road safety. In addition, double yellow lines are more readily understood than a timed single yellow lines restriction and compliance is likely to be higher.
- e. Although this location does not have a history of injury collisions a reduction in vehicle speeds is clearly desirable on a length of road near to a school where, particularly at certain times of the day where activity of pedestrians and vulnerable road users is high.

It is accepted that parked cars and other vehicles are likely to bring about a reduction in vehicle speeds; however they are not always present and cannot be relied upon as permanent traffic calming measures.

The implementation of raised speed cushions will offset any marginal increase in speed that might occur due to the double yellow lines.

- f. It is accepted that raised features can result in additional traffic noise, primarily due to adjustments in vehicle speeds, although this is expected to be marginal.

Any increase in pollution would be negligible and may well be offset by a general reduction in speed brought about by the raised cushions. The cushions have been designed in accordance with Regulations and published technical guidance. If motorists drive appropriately and at a suitable speed the cushions will not cause any vehicular damage.

There is no evidence to suggest that raised features damage nearby buildings.

## **Conclusion**

12. In summary, the raised cushions will bring about a reduction in vehicle speeds which is desirable in an area where pedestrian activity is reasonably high. Any negative outcomes are likely to be negligible. It is accepted that some businesses and residents will be inconvenienced and there will be some displacement of parking to adjacent roads, but this is expected to be relatively minimal. Consequently, it is recommended that the scheme is implemented as published.

13. If the scheme is approved the works are expected to take place during the current financial year.

**Appendices:**

Appendix A – Public Notices of Proposal

Appendix B – Village Plan

Appendix C – Drawing of Proposals

Appendix D – Representations

# PUBLIC NOTICE



## **CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING AT ANY TIME ON HIGH STREET AND SCHOOL LANE, EATON BRAY**

Reason for proposal: The proposed Order is considered necessary for avoiding danger to persons or other traffic using the road and for preserving or improving the amenities of the area through which the road runs. The restrictions are intended to keep the junction of High Street and School Lane clear of parked vehicles, particularly at the start and end of the school day. The proposals are part of a safer routes to school scheme, which is intended to improve road safety near to the school and encourage more pupils to walk to school.

Effect of the Order:

### **To introduce No Waiting at any time on the following lengths of road in Eaton Bray:-**

1. High Street, both sides, from a point in line with the boundary of nos.98 and 100 High Street extending in an easterly direction to a point in line with the boundary of no.100b and 102 High Street
2. School Lane, both sides, from its junction with High Street to a point in line with the boundary of no.83 High Street and no.1 School Lane

Further Details may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA 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.

Objections: should be sent in writing to Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, 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 14 March 2014.

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 2014"

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG1917 5TQ

Marcel Coiffait  
Director of Community Services

20 February 2014

# PUBLIC NOTICE



HIGHWAYS ACT 1980 – SECTION 90A-I

## **PROPOSED RAISED CUSHIONS – HIGH STREET, EATON BRAY**

NOTICE IS HEREBY GIVEN THAT CENTRAL BEDFORDSHIRE COUNCIL, in exercise of its powers under Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to construct raised cushions under Section 90 A-I of the Highways Act 1980 and all other enabling powers in High Street, Eaton Bray. The proposed measures are designed to reduce vehicle speeds and create a safer environment for all road users, including pedestrians travelling to and from Eaton Bray Academy.

**Raised Cushions at a nominal height of 75mm, each cushion approximately 1.9 metres wide and 3 metres long, installed in sets of two cushions, are proposed to be sited at the following locations in Eaton Bray:-**

1. High Street, at a point approximately 35 metres west of its junction with School Lane.
2. High Street, at a point approximately 58 metres east of its junction with School Lane.

Further Details a drawing may be examined during normal opening hours at Dunstable Library, Vernon Place, Dunstable LU5 4HA or online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices).

Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annexe, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) by 14 March 2014.

Priory House  
Monks Walk  
Chicksands  
Shefford SG1917 5TQ

Marcel Coiffait  
Director of Community Services

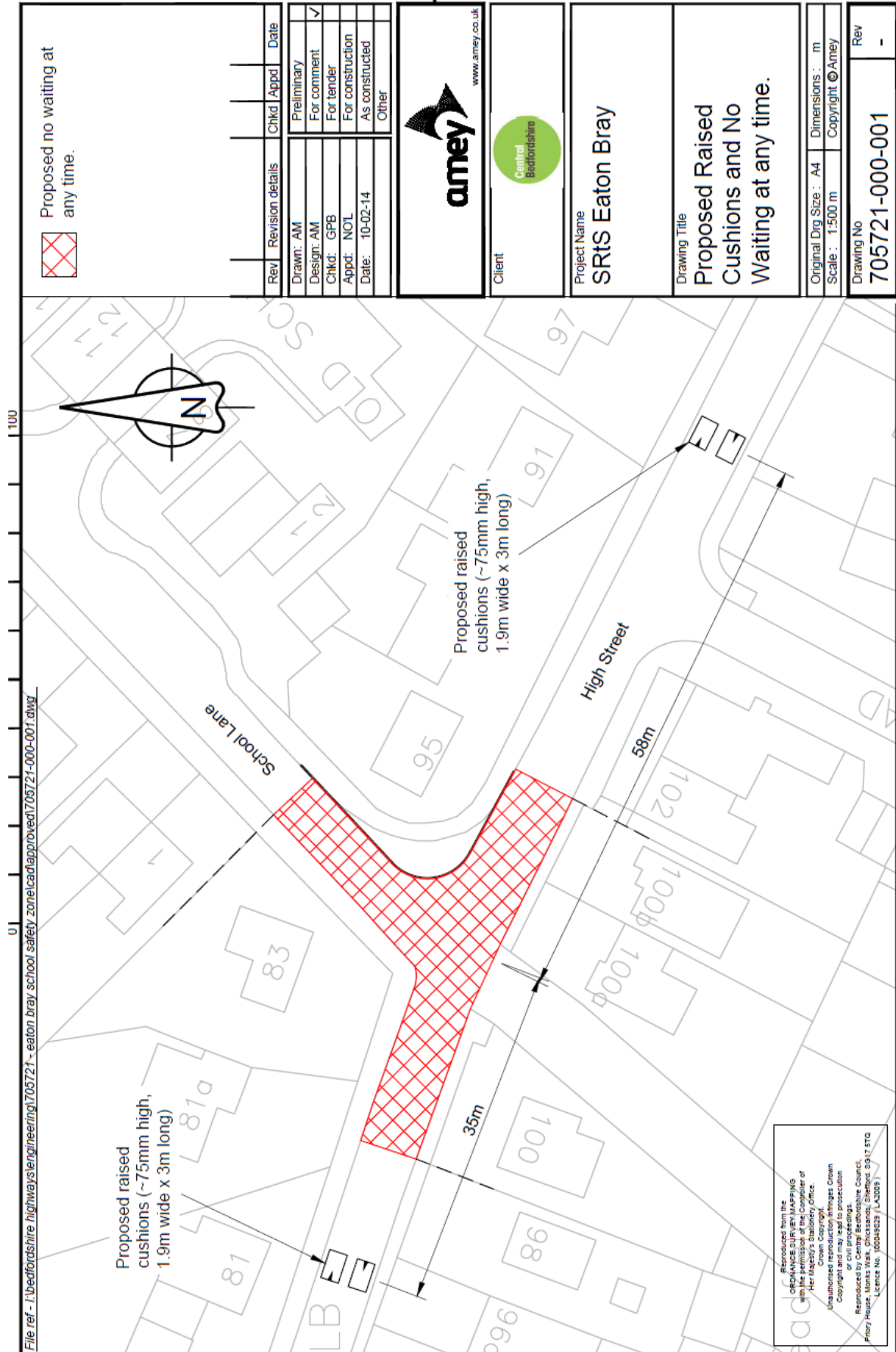
20 February 2014







# Appendix C



## Appendix D

I am writing to object to the proposed alterations on Eaton Bray High Street/School Lane junction.

1) I have lived in Perry Mead, Eaton Bray for 15 years now and have never been aware of busy parking in this area at school times. The people who do drive **will always drive** up to the school area and use the car park in or next to the school. You will not be discourage anybody to forego the use of their car by this no waiting proposals.

2) We have a successful local shop and Butcher that depend on passing vehicles for trade. We live in a village, not a town and yet these 2 businesses manage to survive on both their good products/service and the fact that people are able to drive to these 2 local shops from far and near keep them surviving in this harsh economic environment. Car parking restrictions such as these do **NOT belong** in a village with 2 shops. How can you justify the threat to these 2 shops that they will survive?

3) If these proposals go ahead, what do you intend to do to control the parking of cars that WILL still take place? Perry Mead, which is only just outside the waiting area, is a Private un-adopted Road and the parking of cars is not allowed at any time and yet by imposing parking restrictions, you will be encouraging drivers to look elsewhere to park, and Perry Mead is one of the closest roads so all you will be doing is moving the parking elsewhere.

4) The proposed Raised Cushions are NOT needed to slow down traffic, the parking of cars does that naturally. Again, this is a Village, not a busy Town and we do not have racing drivers along the high street thanks to the same parked cars that you propose to disallow. The raised cushions would increase noise and pollution by making the cars slow down and accelerate gain, this has been proved in many areas and I do not wish to have that increase in noise and pollution where I live.

5) You state that "The proposals are part of a safer routes to school scheme, which is intended to improve road safety near to the school and encourage more pupils to walk to school." The School is at the top of School Lane, not at the junction of the High Street. This proposal WILL NOT encourage more pupils to walk to school, as the resulting raised cushions will only impede traffic flow at busy times, therefore making the High Street even more dangerous. If you are truly trying to improve road safety, and not just impede drivers, then install a Pedestrian crossing. The raised cushions **will not** create a safer environment.

6) It amazes me that the Council can waste so much money on frivolous schemes like this when the entire County road network is falling apart, there are enough Pot Holes in the village alone to keep the workmen busy if you need to find them some work.

7) I am not aware of any pedestrian injuries at this junction in the recent past, so could you please tell me the justification for this proposal?

I look forward to your replies

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I write to register my strong objection to this ludicrous proposal to implement 'no waiting' in High Street Eaton Bray. This will have no affect other than to close down all the very valued shops in the high street. I can only assume, that Central Bedfordshire Council's highways department, still flushed with success from their recent destruction of Dunstable with their Ill-conceived and highly dangerous road layout around Asda's have now set their sights on Eaton Bray! I simply cannot believe the utter incompetence and stupidity of those in charge of highways and I find it staggering that nobody has been held criminally responsible for the chaos imposed on Dunstable. Please do not bring the same stupidity to Eaton Bray. The village currently has several thriving shops and businesses and we would very much like to keep it like that. I do not believe that there have been any recent accidents as a result of parking in the high street and

don't believe that anyone has complained about it. If you want to find something to spend our money on, why don't you start with all the pot holes!

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2) We have a successful local shop and Butcher that depend on passing vehicles for trade. We live in a village, not a town and yet these 2 businesses manage to survive on both their good products/service and the fact that people are able to drive to these 2 local shops from far and near keep them surviving in this harsh economic environment. Car parking restrictions such as these do NOT belong in a village with 2 shops. How can you justify the threat to these 2 shops that they will survive?

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6) It amazes me that the Council can waste so much money on frivolous schemes like this when the entire County road network is falling apart, there are enough Pot Holes in the village alone to keep the workmen busy if you need to find them some work.

7) I am not aware of any pedestrian injuries at this junction in the recent past, so could you please tell me the justification for this proposal?

I look forward to your replies

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I am writing to express my views on the proposed raised cushions and No Parking Area in the High Street Eaton Bray.

I understand the requirement to improve safety and support the use of raised cushions to slow traffic down in the High Street and support this. However I am very concerned the proposed area of No Parking will have a serious detrimental impact on the local shops and for this reason cannot support the No Parking zone. Surely the needs of local business, that provide such valuable amenities for the village, need much more serious consideration and consultation.

Furthermore older people and disabled people will be at a serious disadvantage when shopping.

Have there been any approaches to the school to implement a Walk to School scheme (similar to the one operated in nearby Edlesborough) ? This would surely help to ease the problems of the traffic that is going to and from the school? Furthermore could there be any possibility to employ a traffic person (lollipop man/woman) that could further enhance children walking to school safely?

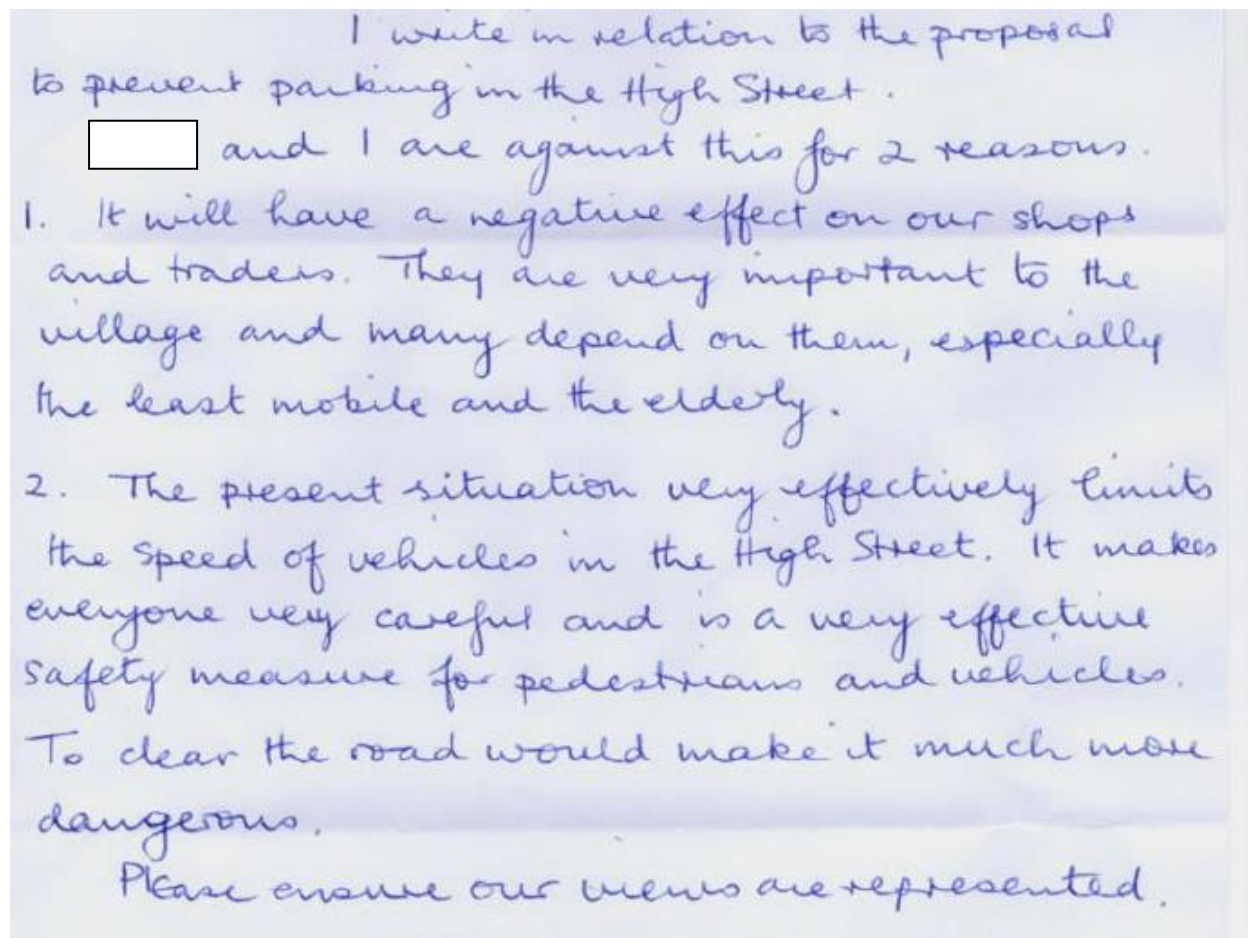
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As a result of the proposals for a no waiting area and speed humps I would make the following points:

- Has any thought been given to the impact on the two shops directly affected? Will this mean that parking in the High St will move outside the controlled area? If so what is the improvement?
- Who is going to police the waiting restrictions?
- Agreed that speeding in the High St is a problem, particularly at peak times. I believe that if a camera is not an option speed humps should be extended and not just at the junction of School Lane. Further sets close to Roebuck Garage, junction of Wallace Drive, junction of Eaton Park and by the Moor End triangle would help.

I look forward to your comments

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I write in relation to the proposal to prevent parking in the High Street. [redacted] and I are against this for 2 reasons.

1. It will have a negative effect on our shops and traders. They are very important to the village and many depend on them, especially the least mobile and the elderly.
2. The present situation very effectively limits the speed of vehicles in the High Street. It makes everyone very careful and is a very effective safety measure for pedestrians and vehicles. To clear the road would make it much more dangerous.

Please ensure our views are represented.

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I would like to make comment on the above proposals, as below:

Since the introduction of the Leighton Buzzard bypass, the volume of traffic and the incidence of speeding through the village has undoubtedly increased. My concern with the proposals are twofold. Firstly, I am of the opinion that speeding and safety of parishioners will not be addressed by the proposed measures. All that will happen is that traffic will slow momentarily in order to navigate the raised cushions, only to speed off thereafter. Consideration should therefore be given to extending the raised cushions throughout the village from 100 metres before Hawkins Transport to 100 metres past Cafe Masala and furthermore reducing the speed limit to 20 mph.

Secondly, I would question the need for the No Waiting at any time restriction. Children do not attend school before 08.00, or after 18.00 hours and at weekends. The implications of the No Waiting restrictions at all times will deter parishioners from using the local newsagent and butcher. The consequences of loss of customers may well mean closure of these village businesses.

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I have noted the proposal to construct Raised Cushions in the High street Eaton Bray, and would comment as follows:

- 1) Raised Cushions are potentially damaging to Vehicles and more especially to Property adjacent to the Highway.
  - 2) The state of the Road Surface, through the High Street and beyond, especially the surface in The Rye, Eaton Bray, is absolutely appalling. The High Street has been in this state for a number of years with no apparent plan for rectification. The danger to Cyclists on this road is very real
  - 3) It is essential that any money available should be spent on rectification work on the Road Surface through the High Street to Totternhoe before any further road imperfections are constructed.
  - 4) The Road Surface, particularly in the Rye, has now developed such dangerous Pot Holes as to constitute a serious risk to vehicular traffic; my own vehicle having suffered severe damage to a front wheel after hitting a pot hole, at least 8" deep, during the hours of darkness.
  - 5) To consider spending more money on 'dubious benefit' projects whilst the state of the roads in Eaton Bray remains in such a dangerous condition displays a complete lack of appreciation of what is required to ensure road safety.
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With these proposed no waiting at any times have you consulted the small business which have deliveries that need to park in this area. And have you also observed the junction to see how congested it is at the beginning and closing of school time, because I can assure you it is never congested at these times. This whole idea is a waste of money. I have lived in this village my whole life and in school lane and in that time has never been a problem.

Maybe you should talk to us at the butchers who take delivered of beef that weighs in excess of 90kg, how do you expect a driver to walk 200 metres plus with it on his shoulder. So in turn this proposal could well close us.

But thanks for the consultation and the person who sits behind there desk probably never been to Eaton Bray for this useless idea and waste of money. If we have to take wall down to allow 1 more car to park on drive I will park my car there regardless of this stupid idea. And will in courage the delivery drivers in there lorry's to do the same. We should not suffer because of some idiot who has no idea of this village.

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I wish to make a number of observations relation to the Public Notice: "Proposed no waiting at any time - High Street and School Lane and proposed raised cushions - High Street, Eaton Bray" and have objections for the following reasons:

- The location of the proposed Order is inappropriate in addressing the reason for the proposed Order
- There is no evidence of need for the proposed Order

- Not only does the proposed Order fail to preserve or improve amenities but it would adversely affect key village amenities seriously
- The introduction of 'No waiting at any time' is unnecessary as the rationale for the restriction relates to the start and end of the school day.

I expand on each of these objections below:

**1. The location of the proposed Order is inappropriate in addressing the reason for the proposed Order**

One rationale given for the proposed Order is “to improve road safety near to the school and encourage more pupils to walk to school”. However the location of the proposed Order is estimated to be 200m away from Eaton Bray School. Many parents drive their children to school and if improved safety is required then the location of measures should be closer to the school.

**2. There is no evidence of need for the proposed Order**

A second rationale for the proposed Order is “to keep the junction of High Street and School Lane clear of parked vehicles”. It is hard to believe that any survey has been conducted of the junction of High Street and School Lane. Despite the proximity to local shops very few vehicles park within the region of the proposed Order. Furthermore, I am not aware that there is any evidence of accidents occurring at the junction.

**3. Not only does the proposed Order fail to preserve or improve amenities but it would adversely affect two key village amenities seriously**

The two reasons given for the proposed Order are:

- for avoiding danger to persons or other traffic using the road and
- for preserving or improving the amenities of the area through which the road runs”.

I note the use of the word ‘and’ rather than ‘or’. The location of the proposed Order seems designed to affect trade of our two local food shops both adversely and seriously. In particular the location of one of the cushions seems designed to cause maximum inconvenience to the butcher’s shop and its customers. Furthermore, the proposed ‘No waiting’ area encroaches on where customers for the two shops may park.

**4. The introduction of ‘No waiting at any time’ is unnecessary as the rationale for the restriction relates to the start and end of the school day.**

As noted above the No waiting area would have a serious effect on two local and vital shops. This could be mitigated by allowing parking during the working day and limiting enforcing restricted waiting times around the start and end of the school day.

In summary, my objections to the proposed Order are that it fails to address any of the rationale given for its introduction. It is in the wrong place, operates well beyond the times when it might help walkers to school and is a serious threat to the vitality and viability of two of the most important amenities in the village. I am strongly against the proposed Order.

**Objection to Proposed Raised Tables and No Waiting at any time – High Street and School Lane, Eaton Bray**

We are the owners of 96A High Street who have lived here for thirteen years. We are objecting to the proposed:

- Raised cushions
- No waiting at any time

**Objections to raised cushions and no waiting at any time.**

1. No real evidence of a need for speed calming in the area has been established
2. Adverse impact on local businesses
3. Noise impact on the houses adjacent to the raised cushions
4. Parking and access restrictions to houses sited on the proposed cushions and no waiting area
5. Informal traffic calming is present in the High Street/School Lane junction area
6. No real local requirement has been established.



7. Negligible impact on Safer routes to School project  
Appendix 1 – email exchange with Central Bedfordshire Highways, Amey  
Appendix 2 – photographs of the junction in question  
Appendix 3 - personal information – not to be made public (separate document)

The detail to these objections follows.

### **1. No real evidence of a need for speed calming in an area has been established**

Prior to speed calming implementation we understand there must be:

- a need has to be established for traffic calming measures to be put in place.
- It can be shown that there would be a demonstrable improvement in safety as a result
- where there is an existing collision problem and where a reduction in speeds would indicate a lessening of accident numbers and severity.
- where a Safer Route to School project is being promoted and a reduction in speed is considered to be necessary for that.

{Source Data Protection request 22<sup>nd</sup> February 2011 to a Mr Parker from Svitlana Gouin Access to Information Officer Central Bedfordshire Council.}

It isn't clear in this case that any of these conditions apply.

The same document (Chiltern Area Local Area Travel Plan – Appendix E Consultation Summary) in response to an email from Mr Tomkins of Eaton Bray made the point that Beds Highway investigated and recommended that, in the absence of evidence of injuries, that a “speed watch” program be undertaken (June 2012). In our email exchange with Mr Moeller at Beds Transport no suggestion has been made that such a program was ever carried out.

There is **no existing collision problem** or evidence of a need for a **reduction in speed**

The centralbedfordshire.gov.uk website - Chiltern Area Local Area Travel Plan - Personal Injury Collision Information 1<sup>st</sup> Jan 2009-31<sup>st</sup> Dec 2011 includes a plan of traffic incidents ranging from slight to fatal. Eaton Bray High Street/School Lane doesn't include any incidents – not even slight.

The Public Notice of proposal stated “further details may be examined during normal opening hours at Dunstable library”.

On visiting the Library there were no further details available – only a copy of the public notice.

We requested further details from Nick Chapman, Transportation Manager on 24<sup>th</sup> February, and we received a short email response from Alex Moeller on 5<sup>th</sup> March noting the findings of a visual survey (see email and our comments in Appendix 1). We understand this to be the only evidence of a need.

### **2. Adverse impact on local businesses**

There are few local amenities in Eaton Bray – amongst the few are the local shop and butcher, both of which would be adversely affected by the No Waiting proposal. This would reduce the available parking space for customers and deliveries.

The proposed cushions would put in place the perception that people cannot park, and if there is insufficient car parking space on the shops forecourts then potential customers will go elsewhere. We are not aware of any “impact assessment” on the local shops that has been made.

### **3. Noise impact on the houses adjacent to the raised cushions**

The traffic noise impact for those houses located by the proposed raised cushions would worsen as traffic slows and then accelerates again after the cushions – all of the nearby houses have bedrooms and other rooms facing front. Also the noise of vans and lorries driving over the raised cushions, this would include vehicles delivering to the shops and other local businesses run from homes and the school delivery lorries.

#### 4. Parking and access restrictions to houses

Two of the houses in the proposed area have no front car access. It is proposed that the western raised cushion be sited outside number 96a High Street, this will prevent the residents from parking outside their house, necessary to load and unload shopping and other bulky items. The proposal would also prevent visitors/guests from parking outside the house.

#### 5. Informal traffic calming is present in the High Street/School Lane junction area

The area of the village where the no waiting and raised cushions are proposed is in fact well served with traffic slowing measures – seen most clearly in :

- the area of the shops where customer parking and deliveries slows the traffic through the village very effectively.
- Opposite the village shop on the north side of High Street are two cottages without sufficient off street parking and so cars are semi-permanently parked on the High Street so slowing traffic coming from the west of High Street towards the School Lane junction.
- the bus stops at the junction of High Street and School Lane effectively slows traffic given the hourly buses, the bus stop also acts as an effective restrictor to parking opposite School Lane and further along the High Street to the east.
- Additionally school buses (four) collect and drop off at the two bus stops at the bottom of junction of School Lane and High Street between 8.00am and 8.20am and from 3.45pm to 4.15pm for children aged 9+ who travel to schools in Dunstable, Aylesbury, Leighton Buzzard and Linslade. These themselves have a very effective traffic calming impact at the “school run” time of the morning and afternoon
- at the junction of High Street and School Lane is a large and distinct “School” sign.
- the approach to High Street/School Lane from the east (Bower Lane) includes an electronic “30” speed indicator.
- The High Street is easy to cross in both directions from outside number 100A High Street where there is a dropped Kerb on either side of the High Street. On the return journey visibility is generally good to cross the road.
- There are no overhanging bushes or trees to block the view of cars coming up and down School Lane as can be seen from the photos in appendix 2

#### 6. No real local requirement has been established

- In the **Parish Council minutes** from January 2012 to February 2014 there is **no mention** of **speeding issues** and parking issues on the High Street from the School Lane junction past the shops.
- The **Eaton Bray Forum** is a very active village website message board – issues raised include subjects as diverse as “handrail at school Lane car park” and cricket club notices – no issues/postings have raised concerns about speeding or parking at the High Street/School Lane junction.
- There is a local magazine “**Focus**” which circulates to all households on a monthly basis and it includes regular letters concerning local issues – none have raised excess speed on the High Street near School Lane as an issue.

The **Parish Council** has an **Open Forum** at the start of each meeting and the Police attend or send a statement. There is also The Parish Councils Highway Working Group. It was noted in December 2012 that the Highway Working Group was looking into using speed data technology to ascertain areas of speeding.

Speeding on School Lane was mentioned at the Parish Council Open Forum in January 2013 (School Lane now has a 20 mph speed limit) as were parking issues in other areas of the village, and generally some parking/speeding issues were noted in Northall Road, Northall Close and Cantilupe Close (at the other end of the village).

There is very little mention of these issues in further minutes, which would suggest there is not a major concern.

## **7. Negligible impact on routes to School**

The proposals are intended as part of a safer routes to school scheme, which we understand is intended to improve road safety near to the school and encourage more pupils to walk to school. However in the past it has been shown that parents take children to school by car because of their personal circumstances, and have not highlighted, through the Parish Council or Village magazine, speeding traffic or parked cars at the High Street and School Lane junction as issues preventing their walking their children to school.

- Children come from the villages around and need to use cars to get to school.
- A lot of parents dropped the children at school on their way to work and would not have had time to walk back home to get the car after leaving their children at school.
- The vast majority of families who could walk were in part of the village where they walk through the Nurseries and the park to get to school.
- The number of children coming from the end of the village that would use the High Street crossing into School Lane route was small. The visual study says there are roughly 16 to 20 people (including adults and children ) using the High Street/School Lane route this is from a population of over 3,000 in the village and approximately 100 children at Eaton Bray Academy.

The Central Bedfordshire website [centralbedfordshire.gov.uk](http://centralbedfordshire.gov.uk) outlines the Councils policy for the Safer Routes to Schools - Chiltern Intervention Proposals the proposal for Eaton Bray Academy was "Level 3 – along High Street" – Level 3 is 20 mph signage, carriageway markings, Traffic Regulation Orders on School Keep Clear Markings, pedestrian advantage features, carriageway surface treatments.

School Lane is already a 20 mph limited road and has been since March 2012.

Given that the school is a lower school with an age range of 2-11 very few children walk unaccompanied to school and most travel in groups of 3+. Fewer than 20 people regularly walk to school via School Lane – this would represent fewer than six groups.

This is consistent with the layout of the village – the bulk of pedestrian pupils attending the school travel from the west of the village – from The Nurseries and through the park into the school through the school's side entrance on the park side.

### **Conclusion**

For these reasons we feel the proposal would be disruptive to the village and the specific junction at High Street/School Lane, that it would be detrimental to the few local shops in Eaton Bray, it would have a large adverse impact on the houses in the proposed zone and adjacent to the proposed cushions – while at the same time having negligible impact on travel to school patterns.

The primary intention of traffic calming should be to address areas with a history of traffic incidents, this isn't the case at the High Street/School Lane junction – due in part to the existing "informal" traffic calming.

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I object to this as it would seriously affect the Butchers in which I am a partner. This shop has been here since the early 1950's. It is hard keeping any shop going in this day and age let alone a Butchers shop. Out of 187 customers questioned since your letter was received 103 said they would drive past if they could not park I stress we cannot afford to lose this custom.

We have customers from Dunstable, Milton Keynes, Hemel Hempstead, Berkhamstead, Northampton, Leighton Buzzard, Stewkley and other towns and villages where they need to drive to us and without their support would not have been able to carry on this long.

We also have many elderly customers that cannot walk too far.

If we take down the wall outside for our customers to park then 4 cars normally parked in the shop frontage would have to park in School Lane thus making the situation worse in that area.

I see the traffic everyday and at all times throughout the day cars parked on the road outside slow the traffic down if they are not there then traffic will speed up making the junction more vulnerable.

Also you have a bus stop right on the junction I presume that will also have to be removed.

In context:

Have you carried out the appropriate consultation? Businesses? school attendees? Local residents?

What are the number of people travelling to school by sustainable means (current levels)? with the introduction of the no waiting restrictions is this likely to increase significantly? how will the scheme be judged to be successful?

What political/governance processes has this scheme been through?

How many accidents (killed or seriously injured and slights) have been recorded on the High Street and School Lane? If there have been no accidents recorded then surely the need for waiting restrictions is diminished - not inherently dangerous.

There needs to be a holistic approach across the whole of Eaton Bray to encourage more sustainable access to the school. It is a waste of money to try and improve the network in the vicinity of the school, when the remainder of the network is not available. where are the pupils travelling from? What measures are suggested between these locations and the school?

The location of the speed cushions may make access to the properties in the vicinity problematic. What is the gradient of the speed cushions? If too shallow they will not slow traffic down if too steep they will impact on those accessing local properties.

The parked cars using the local businesses act as a traffic calming measure in themselves - reducing speeds. With these removed then traffic utilising the High Street may increase their speed and therefore make the environment less safe for pedestrians, cyclists and other road users. Thereby having a detrimental impact on the objectives of the scheme.

If the objective of the scheme is to increase sustainable and safe access to the school then the implementation of a crossing to facilitate movement may be an appropriate alternative. has this been considered? As it would slow traffic, ensure safe access across High Street and encourage greater use of the local businesses.

In my opinion the speed cushions would be best positioned at the top of Bower Lane before the junction as there has been accidents at that junction & also in the High Street this side of Northall Road Junction as there has been many near misses getting out of Northall Road and The Comp.

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I have been informed about the parking restrictions due to be put in place on the high street of Eaton Bray outside the butchers and Nisa local shop. I think it is ridiculous. The cars that park briefly to use the two shops in the village never cause any sort of obstruction. I use the high street every day either by car or on foot, to take my child to Eaton Bray Academy, to pop to the shops and I have never experienced any problem with cars parked in that area. Nor I have found it difficult as a driver to

navigate that area. If you go ahead with this stupid idea you are going to put extra pressure on our local shops. Village shops have to work hard to compete against supermarkets etc, without the extra pressure you are about to impose on them. I love our village shops, they provide a wonderful personal service. Please do not go ahead with this.

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Dear Sirs,

I received a letter advising me that you were planning to put in calming measures in the High Street and the corner of School Lane. I have been away and therefore missed your deadline to let you know my feelings on the proposal; however I do wish to express them now.

I believe the 'rumble' strips will have an adverse affect on my home but as it is over 100 years old. The lorrys that pass through here

already have caused cracks to my home as the house 'shudders' when they pass through at well over 30mph!

I also think it will have a detrimental effect on the shops, as passing or elderly trade will not be able to park near enough to the shop, especially the Butchers. The added problem is the delivery van/man will not be able to park outside the butchers when delivering heavy loads.

I have neighbours with young children who attend the school in School Lane and believe they should be able to walk safely to school. The measures you suggest will not enable this to happen in my opinion (or theirs). I would suggest a school crossing in the High Street or 20mph (as in Dunstable) as a reasonable alternative for all parts of the community to benefit.

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In response to the above consultation, the Parish Council fully support the proposal for raised cushions and no-waiting at any time at the junction with School Lane/High Street, Eaton Bray.

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My name is Xxx Xxxxx and i have lived in Eaton Bray / Edlesborough all my life. I was actually born in a house in Eaton Bray. I would like to throw my support behind your proposals to make changes to the School Lane/ Eaton Bray High Street junction. These changes have been needed a long time. Only yesterday i was almost involved with a head on collision with a speeding motorist at exactly the place you are proposing for a set of cushions.

I do however, believe these proposals still do not go far enough. I believe that the no waiting at any time zone should be extended further West to outside the village shop, as many people are quite lazily parking here, even when it is possible for them to drive onto the shop forecourt. As a result, this causes obstructions and it is dangerous for children to cross the road when leaving or going to the village shop (Nisa). I would also extend measures by making Eaton Bray High street a 20 mph speed limit as has been done in Dunstable, and these schemes so far, in my experience of driving through them, have been working excellently.

The biggest problem with Eaton Bray is now parking, and people also trying to use it as a rat-run, as i experienced yesterday, but i am pleased that this is now finally starting to be addressed, even if in my opinion it doesnt quite go far enough.