

---

**Meeting:** Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders  
**Date:** 13 October 2014  
**Subject:** Various locations in Flitwick and Westoning – Consider Objections to Proposed Raised Tables  
**Report of:** Paul Mason, Head of Highways  
**Summary:** This report seeks the approval of the Executive Member for Community Services for the implementation of Raised Junction Tables and Raised Tables at Various Locations in Flitwick and Westoning.

---

**Contact Officer:** Nick Chapman  
[nick.chapman@amey.co.uk](mailto:nick.chapman@amey.co.uk)  
**Public/Exempt:** Public  
**Wards Affected:** Flitwick and Westoning, Flitton & Greenfield  
**Function of:** Council

#### **CORPORATE IMPLICATIONS**

**Council Priorities:**

The proposal will improve road safety by reducing traffic speeds.

**Financial:**

These works are being funded via the Ampthill and Flitwick LATP allocation.

**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 proposal will improve road safety for all road users, including pedestrians and residents.

**Sustainability:**

A reduction in vehicle speeds will result in lower vehicle emissions and encourage walking and cycling.

**RECOMMENDATION(S):**

1. That the proposal to install a raised junction table at Ampthill Road/ High Street/ Windmill Road, Flitwick be implemented as published.
2. That the proposal to install a raised junction table at Dunstable Road/ Temple Way, Flitwick be implemented as published.
3. That the proposal to install a raised junction table at Steppingley Road/ Manor Way/ Billington Close, Flitwick be implemented as published.
4. That the proposal to install a raised table at Greenfield Road, Westoning be implemented as published.

**Background and Information**

1. The Council has policy of introducing 20mph speed limits in built-up areas, where appropriate. To ensure that such speed limits are largely self-enforcing, it is often necessary to install physical traffic calming measures. This is the case in Flitwick and Westoning where there is an aspiration to introduce 20mph limits. At the three locations in Flitwick, raised junction tables are being proposed and at Westoning a raised table would be sited at a well-used pedestrian crossing point.
2. The raised tables were formally advertised by public notice in August and September 2014. Consultations were carried out with the emergency services and other statutory bodies, Flitwick Town Council, Westoning Parish Council and relevant Ward Members. Residents living alongside the lengths of road concerned were individually consulted.

**Representations and Responses**

3. A total of eleven representations have been received from residents. Four of them relate to the Ampthill Road/High Street/Windmill Road site; four of them to the Dunstable Road/Temple Way site; two to the Steppingley Road/Manor Way/ Billington Close site; and one to the Westoning site. Copies of the correspondence are included in Appendix D.

4. The main points are summarised below:-

a) Amphill Road/High Street/Windmill Road, Flitwick

The raised junction table will create noise and damage to nearby properties, primarily as a result of HGVs negotiating the ramp, and possible difficulties in accessing residential driveways. Various other improvements have been suggested, including warning signs, a 20mph speed limit, parking restrictions, additional traffic calming measures and the re-routing of HGVs. One resident has pointed out that the road currently floods at this location and is concerned that the raised table will exacerbate this.

b) Dunstable Road/Temple Way, Flitwick

The raised table is unnecessary as there is not a speeding problem on this stretch of Dunstable Road. A single raised feature will cause driver frustration and create additional dangers in Dunstable Road, so a further table should be considered at the Vicarage Road junction. The money used for this scheme would be better spent on other improvements, such as a pedestrian crossing, further south on Dunstable Road. A 20mph speed limit would also help. Three people have said that drivers frequently mount the footway to bypass vehicles waiting to turn right from Dunstable Road into Temple Way. The raised table will make this manoeuvre easier, so a bollard or similar should be placed on the footway to stop this.

c) Steppingley Road/ Manor Way/Billington Close, Flitwick

The raised table will create noise and reduce property re-sale values. Houses on this stretch of road are located close to the road and already suffer from noise transference. There are also concerns about difficulties for drivers when using adjacent dropped kerbs and possible flooding.

d) Greenfield Road, Westoning

One representation offering support for the proposal.

5. The Highways team's response to the points above are as follows:-

a) Amphill Road/High Street/Windmill Road, Flitwick

The raised tables have been designed and located in accordance with all relevant legislation and technical guidance. Therefore, any negative impact on adjacent residential properties should be minimal. The proposed tables are intended to lower vehicle speeds which will help to deliver 20mph speed limits. Most of the other suggested improvements are not directly related to the current proposal, so would need to be considered as separate projects and funding identified to pursue them.

b) Dunstable Road/Temple Way, Flitwick

Whilst speeds during peak times are restrained by the volume of traffic, there are concerns about excessive speeds at other times of the day. The proposed table will moderate traffic speeds, but is unlikely to create such a time delay as to create any real concern to drivers. It is doubtful whether this would result in negative impacts elsewhere on that road. There are already two signalised crossings in Dunstable Road and a further one is unlikely to bring about the required reduction in vehicle speeds required to help deliver the 20mph limit. It is recommended that suitable measures are considered to prevent drivers mounting the footway in the way described.

c) Steppingley Road/ Manor Way/Billington Close, Flitwick

The raised table may increase noise levels experienced by householders living immediately adjacent to the raised table, but there is no evidence that they reduce property re-sale values. The raised table ramps will not be of sufficient severity to cause any difficulties for residents when using their driveways. Suitable highway drainage improvements will be made to ensure that there are no flooding issues.

6. Bedfordshire Police have raised no objection to the proposals.

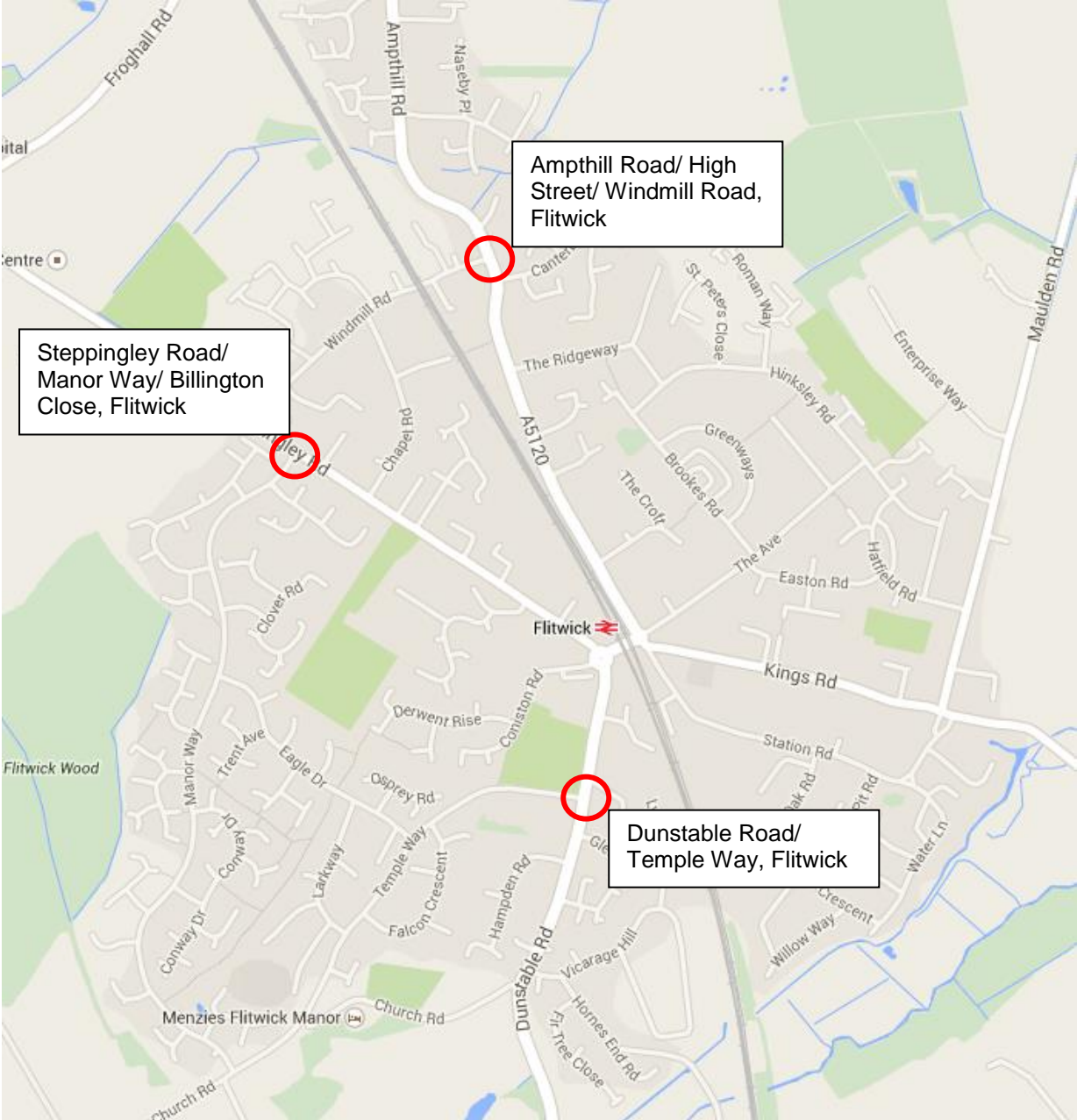
### **Conclusion**

7. It is considered that the raised tables will deliver the expected reduction in traffic speeds and consequential road safety benefits. They will also contribute to the Council being able to deliver 20mph speed limits in Flitwick and Westoning.
8. If the approved works are expected to take place within the current financial year.

### **Appendices:**

- Appendix A – Location plan
- Appendix B – Public Notices of Proposals
- Appendix C – Drawing of Proposals
- Appendix D – Objections and Representations

Appendix A



# PUBLIC NOTICE



## HIGHWAYS ACT 1980 – SECTION 90A-I

### **PROPOSED RAISED FEATURES – AMPHILL ROAD/HIGH STREET/ WINDMILL ROAD; DUNSTABLE ROAD/TEMPLE WAY; STEPPINGLEY ROAD/MANOR WAY/BILLINGTON CLOSE, FLITWICK AND GREENFIELD ROAD, WESTONING**

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 tables at locations in Flitwick and Westoning. These works are intended to reduce traffic speeds and create a safer environment for all road users.

### **Raised Junction Tables at a nominal height of 75mm of varying lengths, extending across the full width of the road are proposed to be sited at the following locations in Flitwick:-**

1. Ampthill Road/High Street/Windmill Road from a point approximately 2 metres south of the boundary of nos.2 and 4 Ampthill Road extending over approximately 34 metres to a point in line with the boundary of nos.72 and 74 High Street and extending approximately 12 metres into Windmill Road.
2. Dunstable Road/Temple Way from a point approximately 3 metres south of the boundary of nos.39 and 41 Dunstable Road extending over approximately 35 metres to a point in line with the boundary of nos.45 and 45a Dunstable Road and extending approximately 10 metres into Temple Way.
3. Steppingley Road/Manor Way/Billington Close from a point in line with the boundary of nos.60 and 62 Steppingley Road extending over approximately 46 metres to a point 6 metres south-east of the westerly Billington Close junction and extending approximately 5 metres into Manor Way and approximately 6 metres into Billington Close.

### **A Raised Table at a nominal height of 75mm and approximately 12 metres long, extending across the full width of the road is proposed to be sited at the following location in Westoning:-**

1. Greenfield Road, at a point approximately 28 metres east of its junction with High Street.

Further Details a drawing may be examined during normal office hours at the address shown below; viewed online at [www.centralbedfordshire.gov.uk/publicstatutorynotices](http://www.centralbedfordshire.gov.uk/publicstatutorynotices) or tel. 0845 3656116.

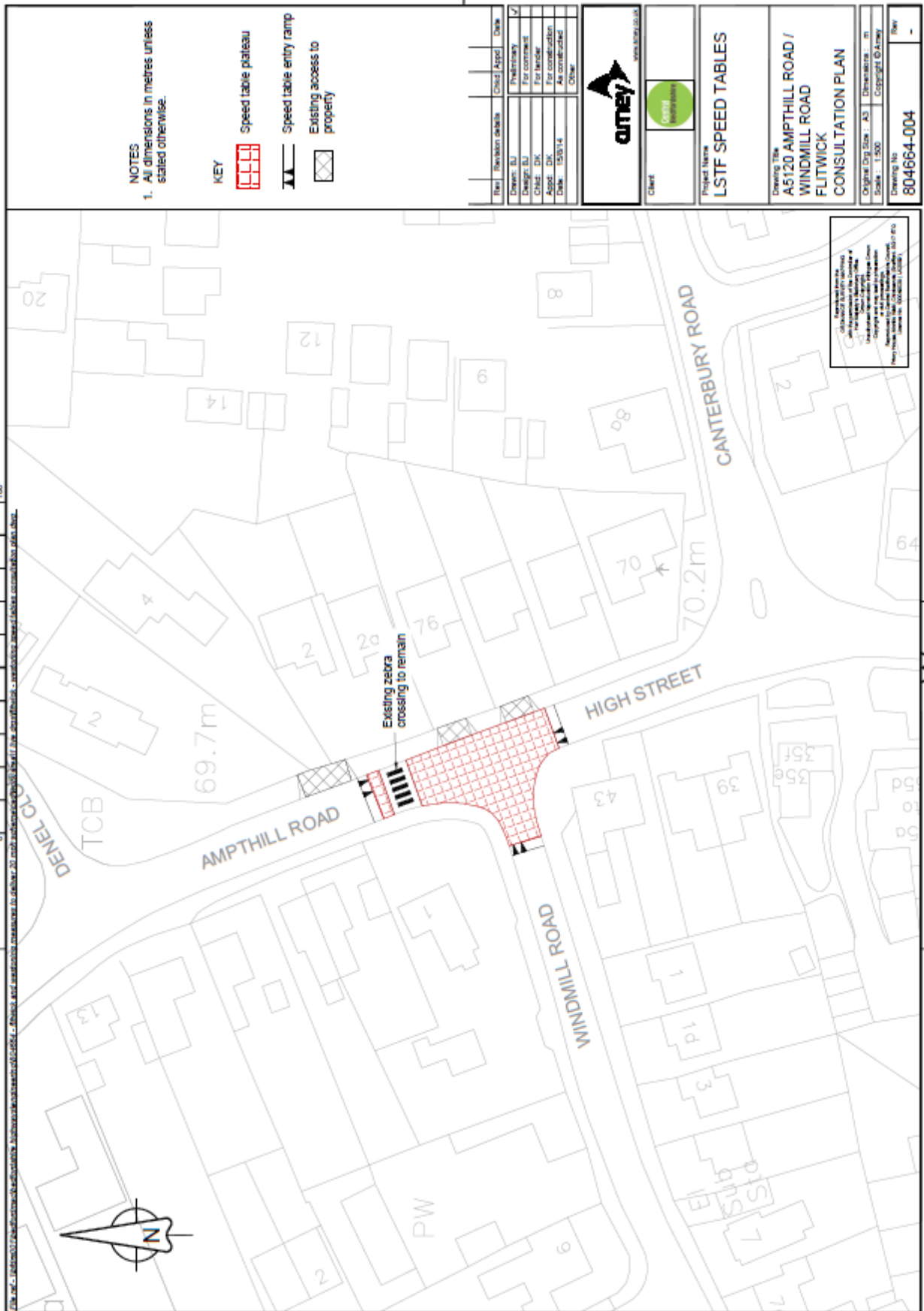
Comments should be sent in writing to the Transportation Manager, Central Bedfordshire Highways, Woodlands Annex, Manton Lane, Bedford MK41 7NU or e-mail [centralbedsconsultation@amey.co.uk](mailto:centralbedsconsultation@amey.co.uk) by 19 September 2014.

Central Bedfordshire Council  
Priory House  
Chicksands  
Shefford SG17 5TQ

Marcel Coiffait  
Director of Community Services

28 August 2014

# Appendix C










The use of this drawing is limited to the project and site for which it was prepared. It is not to be used for any other project or site without the written consent of the author. The author is not responsible for any errors or omissions in this drawing.


**NOTES**  
 1. All dimensions in metres unless stated otherwise.

**KEY**

-  Speed table plateau
-  Speed table entry ramp
-  Existing access to property

Rev	Revision details	Check	App'd	Date
Drawn: BU	Preparatory			
Design: BU	For comment			
Check: DK	For tender			
Aspd: DK	For construction			
Date: 15/01/14	All completed			
	Other			

**amey**  
www.amey.co.uk

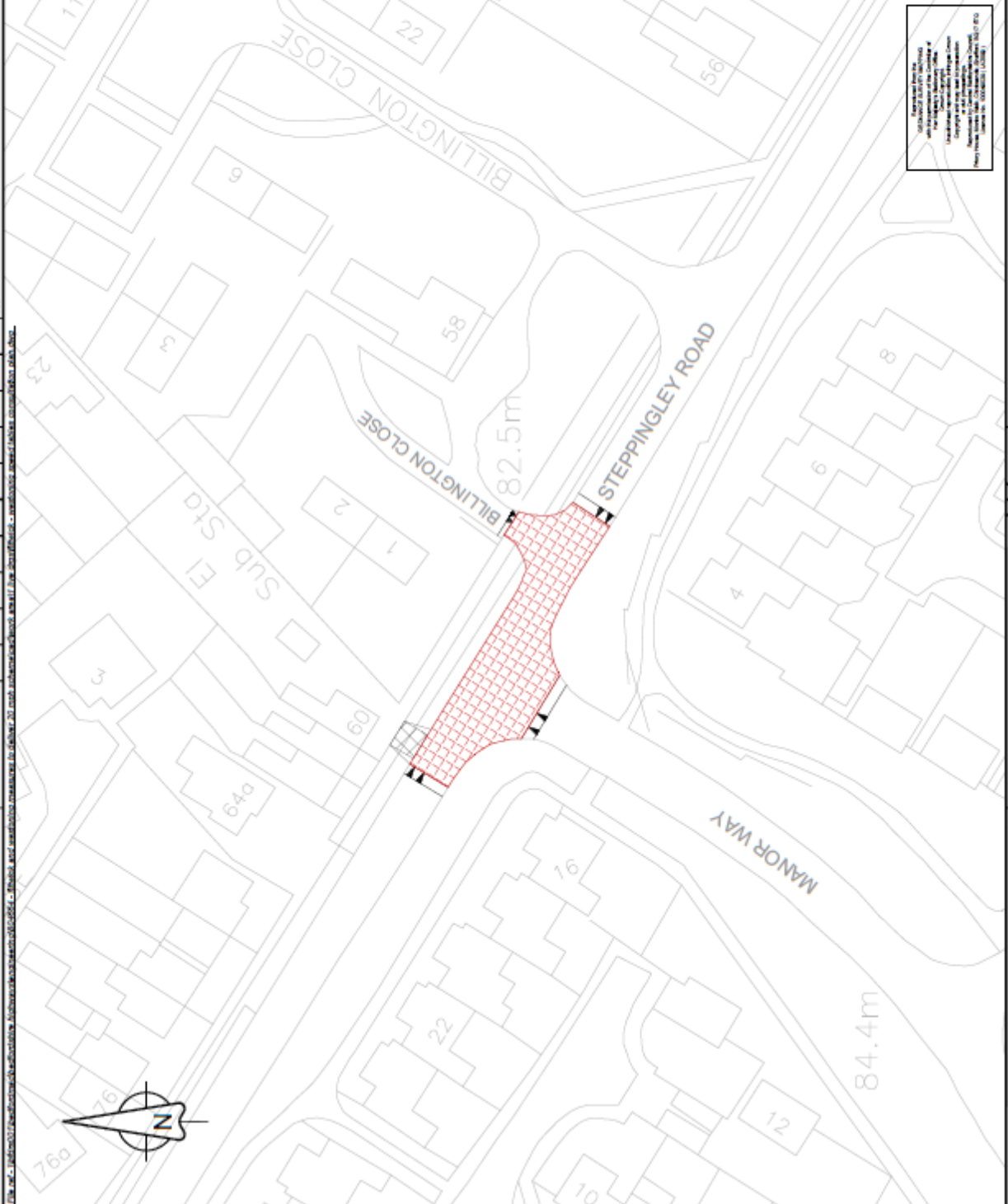
Client: 

Project Name: **LSTF SPEED TABLES**

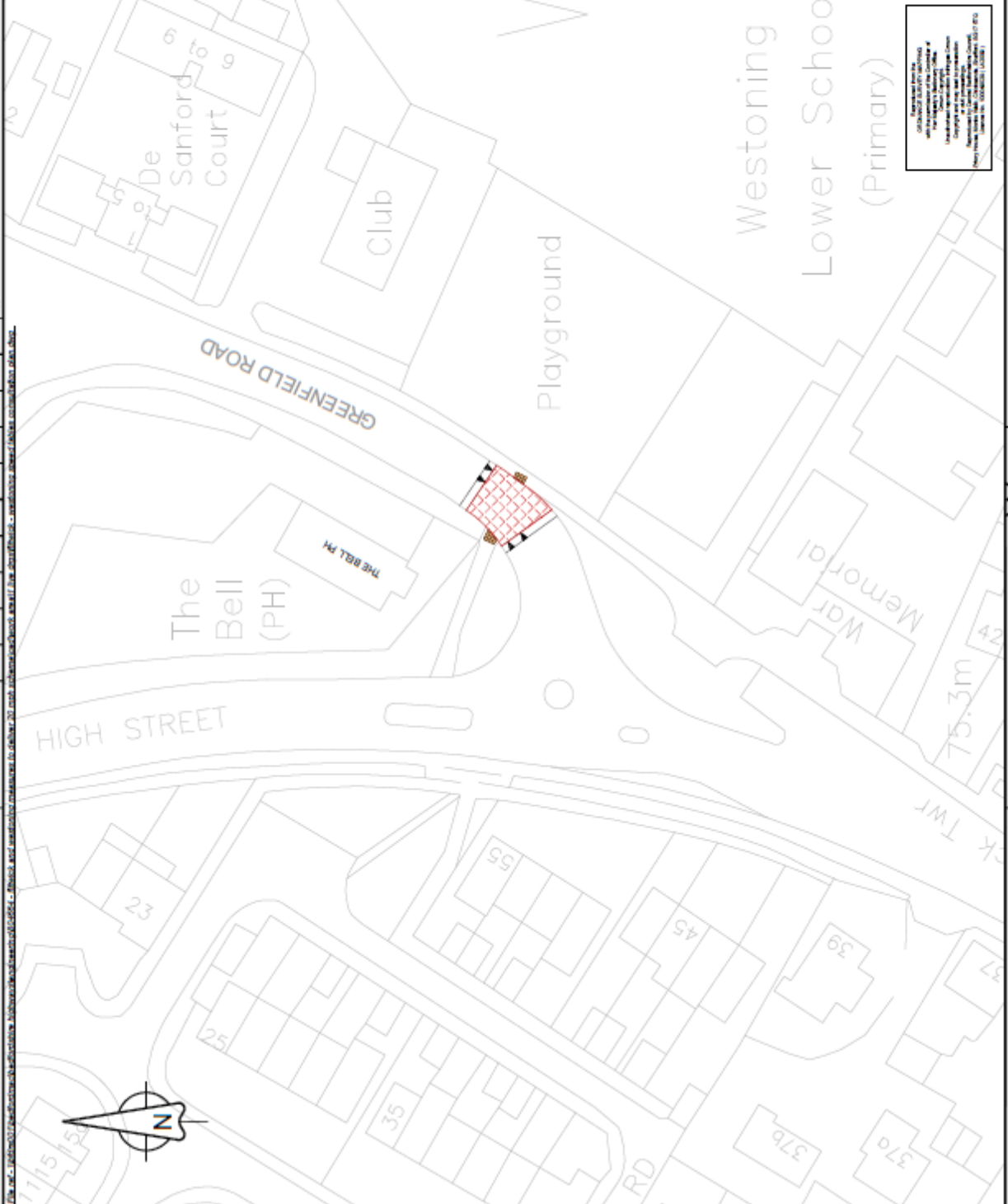
Drawing Title: **STEPPINGLEY ROAD / MANOR WAY FLITWICK CONSULTATION PLAN**

Original Dwg Size: A3    Dimensions: m  
 Scale: 1:500    Copyright © Amey

Drawing No: **804664-003**    Rev: -



The information contained in this document is confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this document by mistake please notify the sender immediately by e-mail. No liability is accepted for the consequences of any reliance on the information contained in this document.



© 2022 LSTF LTD  
 All rights reserved.  
 This document is confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this document by mistake please notify the sender immediately by e-mail. No liability is accepted for the consequences of any reliance on the information contained in this document.

**NOTES**  
 1. All dimensions in metres unless stated otherwise.

- KEY**
- Speed table plateau
  - Speed table entry ramp
  - Existing crossing point to remain

Rev	Revision details	Clad	Appd	Date
Drawn: BU	Preparatory			✓
Design: BU	For comment			
Check: DK	For tender			
Aspd: DK	For construction			
Date: 15/01/14	All coordinated			
	Other			



Client:

Project Name:  
**LSTF SPEED TABLES**

Drawing Title:  
**GREENFIELD ROAD / THE BELL PH WESTONING CONSULTATION PLAN**

Original Dwg Size: A3  
Dimensions: m  
Scale: 1:500  
Copyright © Amey

Drawing No:  
**804664-001**

## Appendix D

### Amphill Road/High Street/ Windmill Road, Flitwick

I reside at xx High Street, Flitwick and today received the above proposal through the post.

Whilst I am supportive of any move to reduce traffic speeds, I am severely concerned at the noise and damaging vibration impact of the proposal.

My personal experience of such raised areas is that 75mm is far more significant height difference to a car tyre but almost insignificant to a Heavy Good Vehicle. As a result, most HGVs will "hit" the stepped raised area at their usual speed resulting in a loud and vibrating crash. This will be particularly noticeable dependant upon the gradient of the "entry ramp".

I firmly believe a far less damaging proposal would be speed warning signs making drivers aware of their speed and introduction of a 20mph zone for the period of these table plateaus.

---

Reading your notification of traffic calming in Flitwick, initially I applaud some action on traffic calming, whilst we seem to be the last town in the immediate area to have any form of traffic calming action.

However, I do need to bring concerns of many of the lack of any action to reduce and/or enforce the speed of vehicles through Flitwick on the main road.

Living on Amphill Road for many years we have seen an increase in traffic and a huge increase in speed from cars, bike and lorries thundering through, with no enforcement. We did think at one time a camera was going to be installed at the start of the long straight to the round-about with pressure sensors in the road, but nothing came.

With the many hundreds of children walking to the Upper School and some walking to lower and middle schools who live on or estates off Amphill Road, it is becoming a dangerous place for pedestrians, with cyclist mainly moving to the pavement for safety.

I would like to make comment on a few points:

A: - your scheme Amphill Road / Windmill Road/ High Street - You need to review parking at this junction with poor parking around this area with people visiting the Fish and Chip shop. This blocks this road and backs-up onto the main road, with this then being a danger for users of the crossing. In addition, many close shaves have happened with pedestrians having to take action on the crossing when cars / lorries fly by and not notice the crossing in time. Some form of calming is needed prior to the crossing in both directions, before someone is injured.

B: - With the huge investment of tax payers money recently with making J13 of the M1 a hub with 4 lane M1, dual carriage to A1 Blackcat, then the older Ridgemont, Amphill and Flitwick by-passes , makes the A5120 a rat run for HGV's from M1 J12 to the Amphill/Flitwick bypass, causing wear to the road and unnecessary increase in vehicles using this route. If a weight limit is placed on M1 J12 and the round-a-out at Amphill / Flitwick and direct all HGV's to M1 J13 it would massively improve the Westoning and Flitwick traffic safety and calmness with minimal sign investment and maximises the costs of the new infrastructure.

C: - On Ampthill Road Flitwick, the straight from the last bend to the round-about is becoming a drag strip some times with many vehicles speeding. Generally 35- 40 mph including lorries and even to 70-80 mph with some cars and bikes seeing how fast they can get before they need to brake for the bend or round-about it seems. It would be welcome to see some form of fixed calming on this straight as well as a temporary 20mph during school opening and closing times.

I assume that some of these points are outside your control, but if you have colleagues who you could pass this onto then it may help safety for a limited cost and maximise the investment.

---

I live at xx high street, Flitwick, where the proposed table is to be placed. Fantastic! And that's not sarcasm either. Brilliant idea - please make it high enough to stop those boy racer cars lowered to an inch of the ground! Anything to slow the traffic down is much appreciated especially at the crossing where they go so fast they can't stop.

Now, make windmill road one way at the entrance of it, like you've done in chapel rd further up, and we won't have anymore accidents, bibbing and tailbacks because of the parking at the chip shop!

Thanks to whoever thought of this one!

---

Re: Proposed raised table at High Street/Windmill Road, Flitwick

Firstly, please accept our apologies for the late reply to your letter dated 26<sup>th</sup> August. We have been away.

We note the extent of the proposed table and though, in principle, we understand the need to control traffic along this main road, the main concern for us will be the drainage problem.

I have to advise you that during heavy rain, the drains both outside the fish and chip shop and outside our properties, have flooded for years which inevitably means that the water floods right across the road and during extremely heavy storms, floods down our driveway and even along our sideways. As our property is directly opposite Windmill Road, we see this problem being exacerbated with the proposed table.

I would like to say that the camera along the road into Ampthill appears to work very well and I feel that cameras just before the bend in Ampthill Road, Flitwick and on the opposite side of the road just before the Blackbirds pub in High Street would have the same effect and feel that at least a trial of this method should be considered before all the upheaval of the raised table. You may also wish to take into account the amount of emergency vehicles that travel along this main road and the inconvenience this will cause them.

---

## Dunstable Road/Temple Way, Flitwick

I would oppose the installation of the raised table in Dunstable road with the junction of Temple Way. My reasons for objecting are.

1. The main reason for the installation of this (and other) tables is speed. I have asked what data there is as regards excessive speed at this point and have received no answer. My own use of this road (daily walking my children to school and to get to the station) is that there seems to be very little speeding. Certainly I have seen no accidents at the proposed site, and can't remember when the police last set up a speed trap along Dunstable Road, therefore I think this is a non-issue.
2. There is a greater need for a pelican crossing along Dunstable Road at a point mid way between the junctions of Temple Way and Glebe Avenue. The money that will be wasted on the "table" would be better spent on the installation of such a crossing.
3. There are several areas along Dunstable Road that flood during heavy rain, I believe this "table" will make the situation far worse.
4. The proposed height of the "table" is 75mm which would bring it up to pavement level, this would in my view cause a couple of serious dangers, firstly vehicles travelling away from Flitwick Town Centre on Dunstable Road, are often baulked at Temple way by vehicles waiting to turn right from Dunstable Road into Temple Way, occasionally a waiting vehicle will mount the pavement and drive around the right turning vehicle, thus putting pedestrians at risk. I believe that with the clarity of the kerb reduced or nonexistent, there will be a much greater temptation for motorists to use the pavement, possibly at far greater speed than they do now, therefore putting pedestrians at much greater risk than at present.
5. I also believe that the loss of an effective kerb will lead to more accidents, especially amongst the large number of school children that cross Temple Way unassisted as they may not understand the correct path to take.
6. Apart from the need for a Pelican crossing as stated above there are other projects that would serve the local community better, such as another crossing on the bridge over the railway in the town centre, or parking controls to stop the problem of commuter parking on side roads near the railway station, I feel that the monies wasted on the proposed "table " would be better spent on these projects.

Finally to the Councillors. I have sent this to you, as I telephoned the council offices to ask about the above, and was told that someone would call me back before the deadline for comments, this has not happened. Please therefore make whoever makes decisions about these matters fully aware of my feelings and concerns.

---

I wish to make comment on the proposed raised features planned for Dunstable Road/Temple Way in Flitwick.

I am in overall support of measures to calm traffic on Dunstable Road but I fear the suggested deployment of this single raised feature at the top of the hill as vehicles exit Flitwick, will actually contribute to a greater danger further down the road.

I am unlucky enough to be a pedestrian most of the time in Flitwick, a place where pedestrians are regarded as a nuisance given the lack of convenient crossings.

My fear with this raised feature is that frustrated drivers who have had to slow to traverse the feature, will then speed away down the hill, firstly past another junction (Glebe Ave/Dunstable Road) and then parallel to the already hazardous footpath that us pedestrians have to use between the Glebe Ave/Dunstable Rd junction, down the hill to the Vicarage Hill/Dunstable Rd junction.

I would like to invite the Highways planners to experience using that footpath on a damp day, when lorries and thundering down that road as they pass through Flitwick. It is a wet, scary and dangerous place to be sometimes.

I am not sure what problem we are trying to fix with this single raised feature but I am convinced we are going to be making the other problems worse on that road if this is all we intend to do to calm traffic using this highway.

If we could combine it with another raised platform at the Vicarage Hill/Dunstable Rd junction and include a 20 mph zone between them, you would be fixing a number of problems in one cohesive action.

I would be happy to discuss this further and as a local resident of many years, share my understanding and knowledge of what it is really like using this part of the highway as a driver and a pedestrian.

---

I am writing regarding the Public notice "Proposed raised tables - various locations, Flitwick and Greenfield", specifically the Raised Junction Table, Dunstable Road, Flitwick. I walk down Dunstable road most days. During busy times at this junction, southbound drivers are tempted to mount the kerb and endanger pedestrians. One person I know was forced to move quickly into the fence by a van at this place one evening, approx outside numbers 41 and 43 Dunstable Road. In your plans, the raising of the road will mean that the kerb is to be removed, so the temptation to leave the road will be greater for some drivers, and the junction will be more dangerous than it already is. Please can some barriers be added to the plans at this place, either side of the existing access points for the properties? This will make the road and junction a lot safer.

Thanks for your consideration.

---

I am writing regarding your letter of 26th August (reference GBP/58201/804664/3.12), regarding the proposed raised junction table at Dunstable Road / Temple Way. I live at 39 Dunstable Road and therefore understand the need for traffic calming along this busy road.

I have no objection to the raised table, however, my husband and I can foresee this exacerbating an existing problem - one where impatient drivers don't wait behind a car waiting to turn right into Temple Way, they drive up the kerb onto the pavement to get round the car, to continue down Dunstable Road. This problem already exists and is dangerous - if we, or our neighbours, either drive or walk out of our properties when this happens, we run the risk of being hit or knocked over. The raised table is going to put drivers at the height of the pavement, making it even easier to drive down it to bypass a car (or cars) waiting to turn right.

Our answer to the problem would be to place one bollard at the kerbside of the pavement - only one would be needed to stop any car driving along the pavement.

I would be grateful if you could let me know if this solution is already planned, or can be considered. I would also like to know when the raised table is due to be installed.

---

Steppingley Road/Manor Way/Billington Close, Flitwick

I received a letter from yourselves last night that has raised concerns within my household.

You ref GPT/58201/804664/3.12.

I am the resident of No xx steppingley road and we are not happy with the proposed raised table directly outside my property.

My concerns are with noise. These houses are built on sand and noise transference is already a problem. We can hear footsteps from the path outside the house which are amplified through the walls.

The proposal to directly install ramps opposite the property will only compound the noise issues. The constant bump bump of cars and some very large lorries travelling over these continuously at 30 mph would be infuriating.

I do not know of any people who would like this outside their house so it will affect my properties resale value. **This is very concerning.**

Would you like one installed in front of your property, I would think probably not.

These houses are just too close to the road to allow this proposal to go any further.

Also how would my drive be reformed as I do not wish to be navigating a 75mm curb. We paid good money for the dropped curb to be installed. If a ramp is installed I would also have concerns with snow and ice.

How would rain water runoff be controlled. I have noticed that the new raised table opposite Redbourn School in Ampthill Is always flooded with water being sprayed over the adjacent property. This would not be good for a 140 year old cottage.

I am all in favour of slowing the traffic on this stretch of road but I think that my property is to close (only 3m) away to allow this to work. It's all about noise, this road is noisy enough.

Could a new solution be provided :-

Raise the two crossing at temple Field School  
Speed Camera

Install the raised table at the junction of Windmill Road. These properties are setback from the road and noise transference would not be a problem. Also this a nasty junction to navigate due to the parked cars either side.

I look forward to your reply.

---

## Greenfield Road, Westoning

I understand from our local District Councillor that a consultation exercise is underway in connection with a proposal to construct a raised pedestrian crossing in Greenfield Road, Westoning, near the Primary School entrance.

I am writing formally to support the proposal and feel sure that any sensible person would be pleased to help secure further safety of young children on such a busy stretch of highway. Furthermore, I applaud the idea to install a raised platform for the crossing as a positive measure to support traffic calming. It has always been the case that impatient drivers accelerate too hard when leaving the roundabout off High Street and a speed hump in this location should go at least some way to help to improve the situation.