
Meeting: Traffic Management Meeting
Date: 11 April 2018
Subject: Ampthill Road, Flitwick – Consider Objections to Waiting Restrictions and Traffic Calming Features.
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of waiting restrictions and traffic calming measures in Ampthill Road, Flitwick.

RECOMMENDATION(S):-

That the proposed scheme which includes waiting restrictions and a raised table be implemented as published.

Contact Officer: Nick Shaw
Nick.Shaw@centralbedfordshire.gov.uk
Public/Exempt: Public
Wards Affected: Flitwick
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal supports the following Local Transport Plan objectives:

- (A) Increase the ease of access to employment by sustainable modes
- (B) Reduce the impact of commuting trips on local communities
- (C) Increase the number of children travelling to school by sustainable modes of transport
- (J) Reduce the risk of people being killed or seriously injured

Financial:

This scheme is funded through the Integrated Transport (Safety Schemes) 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:

This proposal will improve the safety of road users on Ampthill Road, Flitwick. Particularly those travelling to and from local schools and accessing Flitwick Football Centre.

Sustainability:

None from this report.

Budget and Delivery:

Estimated cost: Target cost to be determined.

Budget: Funded through the CBC Integrated Transport budget

Expected delivery: Q1 2018/10

Background and Information

- 1 This proposal has been brought about in partnership with the Police Traffic Management Unit as a scheme in Central Bedfordshire Council's 2017-18 Integrated Transport (safety schemes) programme.
- 2 The scheme has been developed following the review of the vehicle speeds on Ampthill Road, Flitwick. The data elicited from an Automated Traffic Counter (ATC) has been used to determine the appropriate siting of traffic calming features.
- 3 This proposal will also help improve road safety, creating an environment that is more conducive for children wishing to walk or cycle to their local school as well as access the community football facilities on Ampthill Road.
- 4 This scheme also seeks to reduce obstructive parking at the junctions of the side roads adjoining Ampthill Road which will help to increase safety and aid pedestrians crossing side roads.

The Scheme Proposal

- 5 This scheme proposal comprises:
- Installation of a raised table on Amphill Road located at the pelican crossing. This feature is designed to reduce the speed of traffic.
 - Introduction of a number of short lengths of double yellow lines to keep junctions free from parked cars and help to improve sight lines for pedestrians and motorists.
 - Installation of bus stop cage markings to ensure that the bus has access to bus stops when picking up and setting down.
 - Provision of a Vehicle Activated Signs to help manage the speed of traffic approaching the bend in each direction.

Automated Traffic Count (ATC) Data

	Weds 28th	Thurs 29th	Fri 30th	Sat 1st	Sun 2nd	Mon 3rd	Tues 4th	Weekly Total
No vehicles: 35 mph & above per day:	1,219	1,122	1,453	1,349	1,332	847	885	8,207
Total daily volume:	13,354	13,849	14,246	11,980	9,718	17,466	16,563	97,176
Daily % 35 mph & above	9.1%	8.1%	10.2%	11.3%	13.7%	4.8%	5.3%	8.4%

- 6 Automated traffic count data was collected over the 7-day period 28th - 4th October 2016.

Statutory Consultation

- 7 The proposals were formally advertised by public notice in February 2018. Consultations were carried out with the emergency services and other statutory bodies, Flitwick Town Council and CBC Ward members.
- 8 Residents and businesses located in the areas where restrictions are proposed were individually consulted by letter. Public notices were displayed at various locations on Amphill Road. The public notice was also advertised in the local newspaper and on the CBC website.

Representations

- 9 A total of 6 representations were received. Of these representations 5 expressed concerns and 1 objected to the proposals.

10 The objection to the proposal was on the grounds that raised tables are unsafe as they introduce a significant hazard to pedestrians, road users and neighbours.

11 CBC Highways Officers' response to this objection is as follows:

The raised table has been designed by qualified highways engineers. The design has been designed and conforms to the standards set out by the Department for Transport.

12 Concerns raised by respondents include:

- a) That raised tables will contribute to an increase in pollution within the area around the school as a result of increased particulate emissions. The impact would therefore be adverse for the environment and for health of pedestrians.
- b) That the waiting restrictions be extended further into Williams Way.
- c) That additional parking is required for the users of the Football Centre.
- d) That the funding for this scheme could be more usefully used on creating more parking and maintaining the carriageway.

Officer Response

13 The CBC Highways Officers' response to the various comments and concerns are as follows:

- a) Whilst the effects of implementing raised tables do marginally increase emissions there will be a negligible impact in Ampthill Road. Any impact on health would be greatly outweighed by the road safety benefits for residents and road users. In addition, there may be a net positive impact on air quality should the scheme contribute in an increase in the numbers of people travelling by sustainable mode including children walking to school.
- b) Site observations have been made a number of times to look at the parking issues in the area. Waiting restrictions are carefully considered and it was the opinion of officers that double yellow lines around the junctions are the most appropriate form of control in order to prevent parking close to the junctions and enable visibility splays for both vulnerable road users and motorists to be improved. The extents of the lines can only be implemented as advertised or reduced. With regard to that it is not possible to further extend lengths of waiting restrictions as part of this proposal.
- c) It is outside of the scope of this scheme to identify or provide additional parking for the football centre users.
- d) The allocated funding from the Integrated Transport budget for this scheme is not able to provide funding for additional parking or the maintenance of the highway.

Statutory Consultee' Comments

- 14 Statutory consultees were written to with details of this proposal. Of which two responses were received.
- 15 The Police Traffic Management Unit responded that they have no objections to the proposal.
- 16 Flitwick Town Council commented that they felt a raised table in Ampthill Road was unnecessary as traffic calming measures were already in place. They approved of no waiting proposals in Williams Way, however, they were concerned if there was adequate parking for residents in Ampthill Road, Chantry Way and The Paddocks.

Officer Response

- 17 It is evident from the speed data that existing measures are insufficient to achieve compliance with the speed limit and that a further features would be of benefit, especially in an area frequented by vulnerable road users.
- 18 In the design of this scheme, engineers have been mindful of both safety and parking requirements. The proposal has been carefully designed to improve safety whilst keeping parking restrictions to the minimum. This has been carefully balanced to provide suitable parking and minimise inconvenience to local residents.

Conclusion

- 19 The Council welcomes the opportunity to work in collaboration with the Bedfordshire, Cambridgeshire & Hertfordshire Road Policing Unit, to improve road safety and encourage sustainable travel in the area.
- 20 On balance it is felt that the benefits outweigh any dis-benefits and provide an improvement for road users in Flitwick. It is therefore recommended that the proposed traffic calming and parking restriction measures be implemented as published.

Appendices:

- Appendix A – Public notices of proposals
- Appendix B – Scheme consultation drawing
- Appendix C – Representations

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INSTALL
A RAISED TABLE IN AMPHILL ROAD, FLITWICK AND NO WAITING AT ANY TIME IN AMPHILL
ROAD, WILLIAMS WAY, CHAUNTRY WAY, THE PADDOCKS IN FLITWICK**

Notice is hereby given that Central Bedfordshire Council, in exercise of its powers under Section 23 of the Road Traffic Regulation Act 1984, Section 90 A-I of the Highways Act 1980 and all other enabling powers, proposes to establish a Raised Table in Amphill Road, Flitwick. Also to introduce no waiting at any time in Amphill Road, Flitwick and its junctions with Williams Way, Chantry Way and The Paddocks. These proposals are part of a scheme to reduce traffic speeds and improve pedestrian facilities.

A Raised Table at a nominal height of 75mm and approximately 8 metres long, including ramps, extending across the full width of the road is proposed to be sited at the following location in Place:-

Amphill Road, at a point approximately 124 metres south of its junction with the One-O-One roundabout.

To introduce No Waiting at any time on the following length of road in Flitwick:-

- (i) Amphill Road, east side, from a point approximately 3 metres north the boundary of nos. 90a and 90 Amphill Road extending in a southerly direction for approximately 71 metres to a point in line with the west wall of no. 1 Chantry Way.
- (ii) Amphill Road, west side, from a point approximately 3 metres north the boundary of nos. 90a and 90 Amphill Road extending in a southerly direction for approximately 30 metres to a point approximately 3 metres west of the east flank wall of no. 1 The Paddocks.
- (iii) Amphill Road, west side, from a point in line with the north flank wall of 79 Amphill Road extending in a northerly direction for approximately 64 metres to a point approximately 3 metres west of the east flank wall of no. 1 The Paddocks.
- (iv) Amphill Road, east side, from a point in line with the north flank wall of 79 Amphill Road extending in a northerly direction for approximately 18 metres to a point to a point in line with the west wall of no. 1 Chantry Way.
- (v) Amphill Road, east side, from a point in line with the southern flank wall of no. 58 Amphill Road extending in a southerly direction for approximately 25 metres to a point in line with the boundary between nos. 50 and 48 Amphill Road.
- (vi) Amphill Road, west side, from a point in line with the boundary between nos. 50 and 48 Amphill Road extending in a northerly direction for approximately 18 metres to a point in line with the east wall of no. 51 Williams Way.
- (vii) Amphill Road, west side, from a point in line with the north flank wall of 51 Amphill Road extending in a southerly direction for approximately 21 metres to a point with the east wall of no. 51 Williams Way.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0300 300 5003.

Comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 15th February 2018.

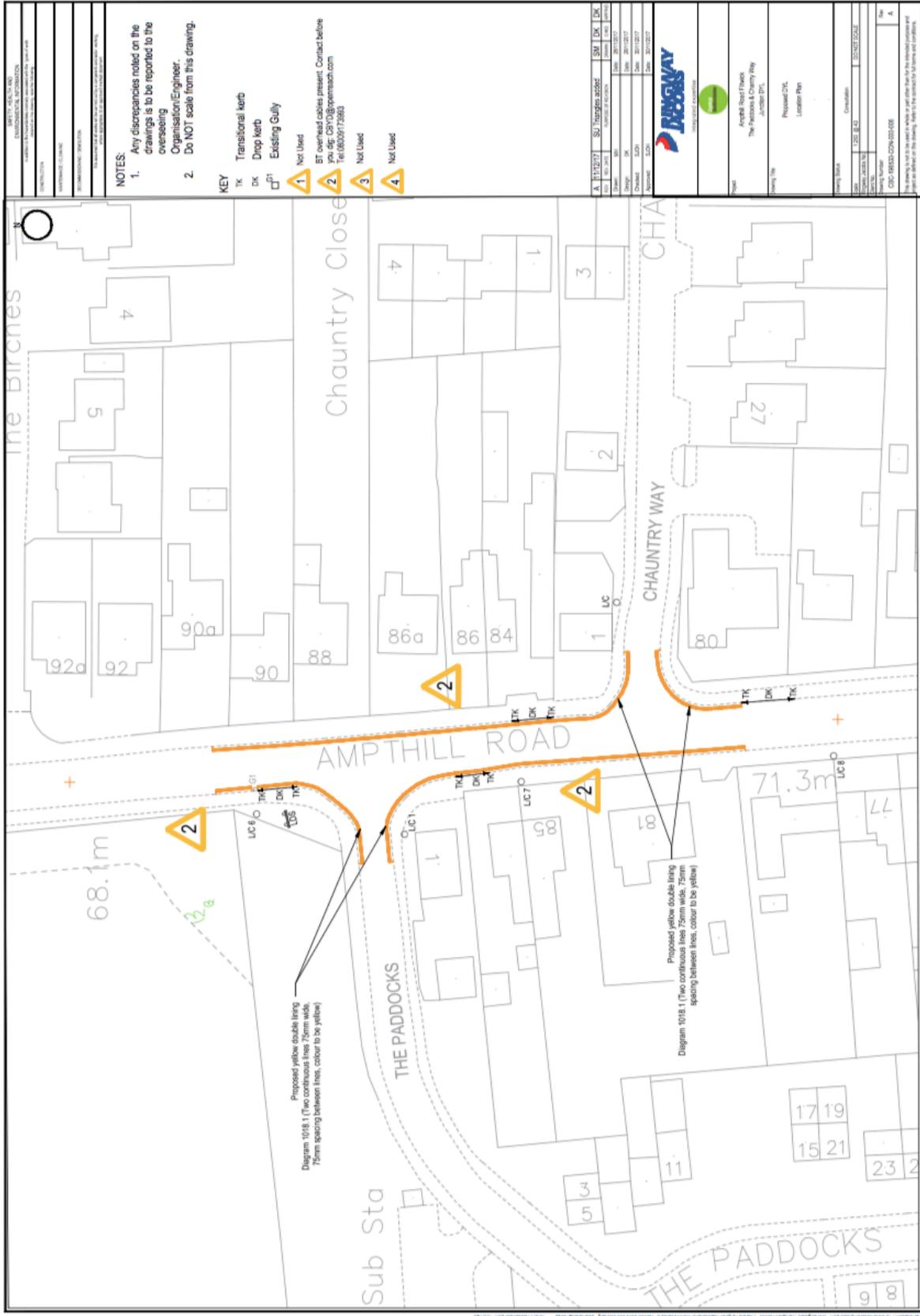
Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

25th January 2018

CENTRAL BEDFORDSHIRE COUNCIL (BEDFORDSHIRE COUNTY COUNCIL

Appendix B



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Appendix C - Representations

Traffic management team,

I would like to raise an objection to the construction of two more raised tables in Flitwick - at Kings Road and Amphill Road.

I write as a pedestrian, a parent of children who walk around Flitwick and also as a car driver.

These raised tables are not safe, they introduce a significant hazard to both pedestrians, road users and neighbours. From my observations of traffic on the raised tables already introduced in the town have the following impacts:

1. Increased noise and air pollution resulting from vehicles decelerating and accelerating. Our town is getting worse and worse on this front, and these tables introduced at the heart of residential areas are making it worse.
2. Increased risk of pedestrian accidents. The unpredictability of traffic flow makes it very difficult to judge traffic speed at these locations and hence whether it is safe to cross. Given that children are known to find it more difficult to judge speed than adults anyway, this makes the hazard even worse for them. I have observed drivers slow right down and others continue at road speed I note that the raised table at Kings road includes an uncontrolled crossing point so this will certainly be an issue there.
3. Increased risk of vehicle accidents. I have personally observed several near accidents at the raised tables already in Flitwick resulting from unpredictable traffic flow. Some vehicles continue at around 30mph, others slow down significantly over these tables. This introduces an unpredictability for those pulling out of junctions and I have seen people assume a vehicle will slow down so pull out and almost get run into. The hazard is worsened at night because the lifting of the front of the car as it enters the raised table looks exactly like a car flashing its lights which those trying to pull out sometimes take as a signal they have been given the OK to go - which of course they have not leading to a near accident.
4. Driver overload, again leading to risk of accidents with pedestrians or other vehicles. The junctions in the centre of Flitwick are already very cluttered, and the introduction of a raised table at the entrance to Kings Road introduces yet more road clutter for a driver to deal with, at the same point they are negotiating a roundabout and watching out for crossing pedestrians. Given that I have personally observed vehicles going straight through pedestrian red lights at the crossing on the high street outside the post office, and on Steppingley Road outside the station it is clear that there is already too much going on around the railway bridge for drivers to handle without introducing further hazards.

I would therefore request that you seriously reconsider the introduction of further raised tables. I also suggest that your team spend some time observing the traffic and pedestrian behaviours around the existing raised tables to determine whether they should be removed given the hazard they present. I presume that they were introduced on the basis of reducing risk but from my observations I can see how they introduce a

greater health and safety risk but cannot see any evidence or logic for how they reduce road risk.

Your consideration of my concerns is much appreciated.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

----- Original Message -----

From: [REDACTED]

To: "traffic.consultation" <traffic.consultation@centralbedfordshire.gov.uk>

Date: 29 January 2018 at 10:13

Subject: Proposal to put a raised table in Ampthill Road, Flitwick and no waiting restrictions, Ampthill Road, Williams Way, Chantry Way and The Paddocks..

Dear Sir/Madam,

My name is [REDACTED] and I live with my family at [REDACTED] Ampthill Road, Flitwick.

I have lived on this road for 19 years and in this time the road has got busier and busier with all the new builds and growth of the town.

Main issues as follows:

Everyday problem with Parking between 51-71 Ampthill Road

- The problem on this road, prior to the building of The Football Centre, was and still is, parking outside the houses 51-71 Ampthill Road, in the evening when people are home from work and early morning. Most of these houses have multiple cars and a number of works vans, there is an issue with them for parking so they park in Williams Way and the Paddocks.
- If you bring in these restrictions where will they park?
- The other problem that is created by these vehicles, that is not being addressed, is that many of them park part on the pavement. It is virtually impossible to reverse off my drive and see what traffic is coming. This results in near miss accidents nearly every day and is very annoying.
- My Wife also uses the bus regularly. Because there is no designated and marked Bus Stop area on the road, cars are inevitably parked over the bus stop on a regular basis. This means that the bus regularly has to stop in the middle of the road and passengers have to either walk to a safe, open space to board or pass through parked vehicles.
- These everyday problems are not being addressed and will be worse if your proposals are implemented.

Speeding vehicles

- This is undoubtedly a big problem, with many vehicles travelling well above the speed limit, in a residential and school route area. I get annoyed when I see the Police operating speed cameras on relatively safe Steppingley Road but never on the much busier and dangerous Ampthill Road. Obviously a revenue raising exercise and nothing to do with road safety. So some measure of traffic calming would be much appreciated.

Problems round the Football Centre

- The issues arising from inadequate parking at the football centre (which was pointed out during the planning process) are only an issue on Saturdays and Sundays. At the moment the Football club puts cones out on Ampthill Road, most of the time, on matchdays to prevent obstruction of a main route. They also issue alternative parking arrangements at Doolittle Mill (I know this as I am a Coach with Flitwick Eagles F.C.). an ideal solution would be to allow parking at Redborne School for the Football Centre. Players and Parents can then travel safely over the pedestrian bridge to the football centre.
- Your proposals at this stage are overkill and a sledgehammer to crack a nut and need to be re thought, I would suggest restrictions on parking on Saturdays and Sundays, together with the use of Redborne School and some form of traffic calming.

I hope this will give you a residents view.

If you need anymore from me let me know.

Yours Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 19 February 2018 22:30
To: Traffic Consultation
Subject: Proposed traffic changes Ampthill Road Flitwick

I write in relation to the proposed raised table and new parking restrictions on Ampthill Road Flitwick.

As a resident at No [REDACTED] I was hopeful that you were proposing measures to slow the traffic that regularly goes past my house at dangerous speed, but it appears you are restricting parking along this stretch, when in fact it is only parked cars that slows the traffic to a safe speed. Can you advise if there are any consultations in place for the future to make this stretch of road safer for both pedestrians and residents trying to get in and out of their driveways on this stretch of road?

[REDACTED]
[REDACTED] Ampthill Road

Flitwick
MK45 1AY

From: [REDACTED]
Sent: 19 February 2018 15:09
To: Traffic Consultation
Subject: Raised platform at junction of Ampthill Road/Williams Way, Flitwick

Recently I read a notice, attached to a lamppost, informing people of the above and the fact that parking restrictions will apply to Williams Way.

While I would welcome the parking restrictions (people who do not live here treat the place as there private car park) I would hope that consideration will be given to the home owners (in Williams Way)and there visitors when deciding how to restrict parking.
Could the yellow lines be drawn along the entry/exit road to Williams Way to stop people clogging the road (some have a habit of parking opposite other vehicles making entry/exit difficult, due to drivers having to squeeze between them especially if emergency vehicles had to attend here.

Regards
[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: 13 February 2018 19:37
To: Traffic Consultation
Subject: Change to parking - Ampthill Road, Flitwick

Good afternoon

We are the owners and residents of [REDACTED] Ampthill Road, Flitwick and have recently received your notice about the proposed changes to the parking arrangements in this area.

We assume that it has become necessary to make changes due to the parking problems which have arisen since the opening of Flitwick Football Centre. The centre was allowed to be developed without sufficient parking provision and has made Ampthill Road very dangerous to road users and pedestrians, especially at weekends during the football season. We believe that overflow parking has been provided at Doolittle Yard, but this still does not seem to be enough for the number of centre users. It is even worse when there is a large tournament in progress and the parking for competitors is even more restricted.

While we agree that there is no option but to implement the no waiting restrictions along Ampthill Road, we would like the restriction to be extended further along Ampthill Road, to either side of our driveway. Please see the attached photographs which were taken on the morning of 4 February from our car, while trying to safely exit the drive. It is impossible to see whether there are any cars approaching from either direction. We are sure you will appreciate how dangerous this has become, as it is not possible to see past the cars parked either side of the drive. It is usually necessary for

someone to stand in the road to check for oncoming traffic to avoid a serious accident. Unless the restrictions are extended to either side of our drive, this will be the situation every weekend as the road directly outside our house will be the first parking spaces available when the centre car park is full.

We expect that the situation will become even worse once the residential care home for the elderly, currently under construction opposite the football centre, is opened. It is proposed that there will be 72 residents of the home, so a large number of staff will be needed, who will also be shift workers, and probably unable to use public transport due to their working hours. There will also be a large number of people visiting their friends and relatives, especially at weekends, but we understand that there will only be 30 parking spaces. Having recent experience of visiting a close relative who was a resident at a care home for 42 people with 25 parking spaces, we can confidently say that 30 spaces will be insufficient for the proposed number of residents, their visitors and the staff who will be employed there. Apparently, the number of parking spaces meets the current regulations, but in our opinion, this is quite clearly insufficient.

Please could you acknowledge receipt of this email and advise when a decision is going to be made about the proposed changes. Also, is it possible to be notified about when a decision will be made and how we can access this information.

Thank you for your help.

Regards

[REDACTED]

From: [REDACTED]

[REDACTED] January 2018 15:33

To: Traffic Consultation

Subject: Public notice re Ampthill Road Flitwick

Good afternoon. I am emailing regarding the proposed parking restrictions around the Williams Way / Ampthill Road junction in Flitwick. I am all for the proposed double yellow lines that are to be added but today I noticed that white marker lines have been painted on the curb outside of my house ([REDACTED] Ampthill Road). My issue with this is your notice suggests that the double yellow lines should start from the boundary of 50/48 Ampthill Road and not the boundary of my house [REDACTED]. Without doubt the major cause of traffic issues caused along our portion of the road is my neighbours at [REDACTED] Ampthill Road who park their large recovery vehicles outside their house (part on the pavement and part on the road). When he does this it causes delays in traffic and makes trying to get off my drive dangerous as he blocks my view to oncoming traffic. If the double yellow lines don't include outside of [REDACTED] Ampthill Road it will be a complete waste of time. Can you please confirm that the white markers currently painted will be correctly moved to the boundary of 50/48 as stated in the letter posted through my door. Seeing that my neighbour would no longer be able to park (and often block part of my driveway) actually made me happy, but seeing that the lines might not actually cover what was stated in the letter has let me down again. Any info would be greatly appreciated. Please help myself and my neighbours as we have had enough.

Kind regards

[REDACTED]
