

Bedford Borough Council: Turvey Highway Issues

Response to letter from [REDACTED]

The first two points in [REDACTED] letter dated 12 February 2021 are for the Parish Council to respond to as they relate to correspondence directly to Turvey Parish Council and their site assessment process.

In relation to the two point 3's in [REDACTED], Bedford Borough advice and evidence is provided in the table below.

<p>Bedford Borough provided comments on the Reg 14 version of the TNP.</p>	<p>Bedford Borough provided comments on the Reg 14 plan which are included in the Consultation Statement. This included comments on Policy T11 which relates to traffic and managing car parking. It was suggested that in order to strengthen Policies 7 and 11, an audit of required improvements could be provided as supporting information. This would help to tie specific improvements to the sites allocations and any development which comes forward.</p> <p>For information we did provide more detailed advice on 5th Feb 2020 (below), and the parish council clarified this had been included in the TNP on 29th May 2020 (also below).</p>
<p>On 16 January 2020 (after the Regulation 14 consultation had been completed), the NP chair (also a member of the Parish Council) requested further information regarding a question that a Parish Councillor had raised about the impact of housing development and whether the Council would impose parking restrictions along Carlton Road as a condition of a planning permission for</p>	<p>The Team Leader of Highways Development Control replied with the following response (red text):</p> <p><i>As part of the consideration of any development proposals HDC would assess access routes and try to secure mitigation to redress any issues of local concern that might be exacerbated by development traffic. We would consult [REDACTED] Manager for Traffic Operations] on any potential schemes to ensure he would be in approval before anything was agreed.</i></p> <p><i>Of course if the May Road site became part of the LNP it would add extra stress to one of the sections of road highlighted in the LNP consultation as a significant issue and it is likely we would look at similar options to those in the report [Report considered by Turvey PC Nov 2019 - see appendix below]. Removing all parking is unlikely to be considered for the reasons it also highlights, any Traffic Regulation Order consultation would likely fail to win local support as existing residents with no off road parking would understandably object.</i></p>

<p>development of the Carlton Road site.</p>	<p>I would also point out that a possible consequence of improving the situation for locals is that it may also encourage more external through traffic and possibly speeds, so there is balance to be struck and it is important that the local community is involved in the discussion and any decision making process to ensure their support through to successful implementation.</p>
<p>Further questions were raised by the Parish Council on 22 January 2020 (text in blue) and the Team Leader Highways Development Control responded to those questions (HDC advice again in red).</p>	<p>I have been asked by a Parish Councillor make this enquiry in a different way;</p> <p>Should Turvey's NDP suggest housing sites on Newton Lane and Carlton Road, what impact would there be to the highways and footpaths? For instance;</p> <p>Would the footpaths need widening and if so by how much to meet current legislation?</p> <p>To encourage safe and sustainable travel objectives, improvements to footpaths would likely be sought, especially as BBC is aware of existing local concerns expressed through Andy's discussions, NP consultations, School Travel Plans etc.</p> <p>In a new build situation we would require footways to be 2.0m minimum, but in an existing situation where there are constraints to this the local context and width available within the highway/land under the developers control usually mean the maximum width that can practically be achieved is sought.</p> <p>What, in brief, are the current legislative requirements?</p> <p>It is more planning and transport policy that would require improvements to achieve better quality, safe footway provision in order to prioritise non-vehicular travellers in accord with sustainability and health objectives rather than legislation. We do however take guidance from documents such as Manual for Streets, Inclusive Mobility and other DfT Standards.</p> <p>Would traffic calming measures such as narrowing of the highway, passing zones, parking restrictions be applied?</p> <p>If widening the footway to achieve a safe, continuous footway required narrowing of the carriageway, this could be considered as long as adequate width could be maintained for two vehicles to pass/narrowing's could be achieved safely.</p> <p>Widening footways and narrowing carriageways, parking restrictions etc. can all form part of an approach to address/better manage existing traffic issues such as obstruction caused by parking,</p>

	<p>speeds, discourage non-local through traffic etc. and improve conditions for local residents and especially vulnerable road users such as pedestrians and cyclists.</p> <p>For both the sites mentioned above in order to reduce their traffic impacts, particularly on existing residents and areas where highway issues have already been identified as well as encouraging more safe and sustainable travel for all in the future, it is likely that some of the measures suggested would need to be considered.</p> <p>It would be very helpful if the LNP process weighted the potential for sustainable travel and impact on existing local traffic issues in its site selection methodology/criteria and then as part of the designation of preferred sites identified any traffic/travel measures that would likely be supported to achieve/address these.</p> <p>Please feel free to add any other considerations that we may not have been aware of, based on your expertise. We are trying to ensure our plan is as comprehensive as possible and details such as this play a key part of that process.</p>
<p>Another question was then sent from the Parish Council on 5 February 2020.</p>	<p>I'm sorry to trouble you further with another question that I have been asked to put by a Parish Councillor. A similar issue, but this time regarding Newton Lane as follows;</p> <ul style="list-style-type: none"> • Is the proposed development at Mill Rise, Newton Lane, for 25 dwellings, likely to give rise to the requirement to upgrade the footway on the northern end of Newton Lane, from the Lace Cottages to the A428, and as a consequence lead to a narrowing of the carriageway resulting in the need to introduce a priority traffic flow system with traffic heading south given priority over traffic heading north such as was proposed in response to an earlier planning application (of 80 dwellings) on Newton Lane? • Are the Highways Team likely to insist in this regardless of any objections that may come forward from the Parish Council and local residents? <p>Team Leader of Highways Development Control response:</p> <p>As per our previous response:</p>

	<p>To encourage safe and sustainable travel objectives, improvements to footpaths would likely be sought, especially as BBC is aware of existing local concerns expressed through Andy's discussions, NP consultations, School Travel Plans etc.</p> <p>To achieve this it is therefore likely widening of the footway at the northern end of Newton Lane would be considered for a scheme of any size.</p> <p>It would be difficult for the Highway Authority to support objections to proposals that improve safety for pedestrians and sustainability objectives unless there substantial reason.</p> <p>Other alternatives to achieve acceptable access to the village centre and facilities are limited for example it may be possible for additional Traffic Regulation Orders to restrict parking opposite a widened footway to maintain two way traffic, however this would have less benefits in terms of slowing speeds and deterring rat-running, also raised as issues. It would also remove visitor parking, some of which a narrowing would be able to maintain if this is a local concern.</p> <p>If the Parish have other ideas they would support that would assist in achieving the objectives outlined then it would be helpful if (as said before) they suggested these in the LNP to guide any potential developers coming forward.</p>
<p>The Parish Councillor responded with this email on 29 May 2020</p>	<p>When we last sent you our post-Reg 14 amended plan I had meant to draw to your attention new paragraphs that we added [to the TNP] to include the feedback received through yourself on highway/footway infrastructure implications re Carlton Road and Newton Lane. We have referred to Borough Council Highways advice by extracting the most relevant comments and including these almost verbatim at paras 5.106/107 as follows;</p> <p>5.106 <u><i>Bedford Borough Highways department have confirmed that in response development on the allocated sites at Carlton Road and Newton Lane, improvements to footpaths would likely be sought to encourage safe and sustainable travel objectives*</i></u>. On Carlton Road, if any widening of the pavement to achieve a safe, continuous, footway, required narrowing of the</p>

	<p>carriageway, this could only be considered as long as adequate width would be maintained for two vehicles to pass, and such narrowing could be achieved safely.</p> <p><i>(*This sentence is has been added since the amended plan that you last commented on)</i></p> <p>5.107 On Newton Lane it is likely that widening the pavement to enhance pedestrian safety would be beneficial. This would lead to narrowing of the carriageway from Bank Cottage to Winterbourne with a consequent need to restrict traffic to single file with priority for southbound vehicles.</p> <p>We have been careful to try ensure that we have not presented these comments in a misleading way so I wanted to be double sure that you and your Highways colleagues are happy that this is ok.</p> <p>The Team Leader of Highways Development Control was content with this wording.</p>
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Highways report

Measures to improve traffic flow on Carlton Road

Background

1. A number of discussions have taken place at Parish Council in recent months about traffic conditions on Carlton Road on the stretch between May Road and the Loop. The problems are well known and much discussed. Previous attempts to create passing bays to alleviate matters resulted in a negative reaction from Carlton Road residents and were abandoned.
2. Concerns about these issues have been raised many times in Neighbourhood Plan surveys and consultations. Whilst the majority of people who submitted comments on the subject agree that the impact of small scale development on Carlton Road would not have a significant adverse effect on traffic levels, it remains problematic and residents would like to see steps taken to improve matters if possible.
3. Following the last Parish Council meeting where initial ideas were discussed, advice has been obtained from the Council's Highways Team and comments received on the measures identified for consideration.

Options for mitigating traffic flow problems

4. The following options were discussed with the Council's Highways Team. The Highways Council's Highways Team comments are listed below;
 - i. One-way system around the loop to improve traffic flow and safety.

Highways comments:

- may have a detrimental effect on the businesses as some drivers may not choose to stop if it means that they have to go out of their way.
- It should be noted that one way systems can increase the speed of traffic as there is no opposing vehicles – although I am not sure that this will have big impact.

ii. Bollards by the customer seating area outside the Three Cranes

Highways comments:

- the land up to the front of the pub is public highway and therefore the benches should not be in this area. That said, we recognise the need to support the business and so perhaps the way forward is for the pub to purchase barriers that could be moved in each night

iii. Short term 20 mins parking bay (or bays - max. 2) somewhere between the butchers and the Corner Stores to ensure short term parking availability for the shops

Highways comments:

- any bay installed would have to be opposite the butchers as this is where all of the traffic is parked.
- we could install a 15 minute loading bay during the daytime only.
- this is likely to be objected to by residents who have no other place to park.
- it may also displace parking to further along the road and potentially outside the shop.

iv. Restricted parking scheme on Carlton Road on the stretch between the Corner Stores and May Road to make space for 2 or 3 strategically placed pull-in, pull-out passing places. This would consist of extended double yellow no parking areas located at some of the existing white-lined driveways. (See sketch scheme attached). This would ease traffic flow and safety by allowing easier passing between northbound and southbound traffic.

Highways comments:

- this would ease traffic flow and safety by allowing easier passing between northbound and southbound traffic.
- this is possible and will help with pull in places for passing traffic.

- the negative would be that you would lose much needed parking spaces and therefore may not be supported by the residents.

v. Extension of double yellow lines on the corner of May Road (south) and Carlton Road to improve safety, by enabling better visibility and safer first turn manoeuvre for traffic exiting May Road to travel south on Carlton Road.

Highways comments:

- the yellow lines would help to improve visibility but would reduce the space available for residents to park.

vi. 20 mph speed limit north of May Road to the High St junctions

Highways comments:

- we could install a 20mph limit on this road and potentially include May Road and the "loop".
- Current speeds are relatively low as a result of the parked vehicles. It should be noted that it will be necessary to sign a 20mph limit, so this will introduce more street furniture which will impact the conservation area

vii. Provision of additional parking (4 to 6 bays?) on the grass verge on the east side of Carlton Road north of May Road running alongside the school playing field. Additional parking would benefit Carlton Road residents and their visitors as well as drop-off, pick-up parking for Turvey Primary.

Highways comments:

- this may be possible, subject to underground services and potential damage to tree roots and is likely to cost circa £20000.
- would it be used?

viii. A further suggestion was received from a resident asking if a mirror could be placed opposite the May Road junction with Carlton Road to allow better sight down Carlton Road towards the village centre.

Highways comments:

- we do not support the use of mirrors on the highway as their convex nature gives a false sense of speed and distance and they can cause dazzle at night.

- that said, if the mirrors are attached to private land (as in Harrold), we will not take action to remove.

Option analysis

5. It appears that all the options put forward have some potential to improve the traffic problems on Carlton Road – with the potential exception of vi - mirror opposite May Road.
6. There are clearly significant issues of resident acceptability of iii, iv and v - these are the key measures that are most likely to have a significant impact on improving traffic flow.
7. Unless there are some items which the Council would consider totally unacceptable regardless of resident reaction, rather than attempting to balance the pros and cons ourselves, it is proposed that a consultation exercise should be undertaken to explain the options and to gauge the overall level of acceptability/non-acceptability amongst residents.
8. Particular care would need to be taken to introduce the options to the residents living on Carlton Road in a way that would allow for calm consideration of the issues. It would be useful to gather information about who is parking on the stretch of Carlton Road in question and to engage with them about the desirability of finding some kind of solution.
9. An important issue will be to try to understand whether a proposition such as adding at least 2 additional spaces further up Carlton Road, to substitute for the number of spaces lost through parking restrictions lower down, would be seen as a positive benefit by some residents.

Recommendation

10. The Parish Council are recommended to consider supporting the proposal to undertake consultation with residents about the identified options to reduce traffic flow problems on Carlton Road as follows;

- The first stage of consultation would be focused on engaging with residents who park on Carlton Road and include developing a better understanding of the number of people who park there and their willingness to accept the alternative parking arrangements proposed
- After reporting back to the Parish Council on the outcome of the first stage consultation, to open up the consultation on the options to a second stage to include all residents
- A possible additional stage would be to focus on engaging with residents of Church Terrace and the Loop separately before undertaking wider consultation



Highways

November 2019