
Meeting: Delegated Decisions by the Executive Member for Community Services on Traffic Regulation Orders
Date: 25 August 2015
Subject: St John's Street area, Biggleswade – Consider Representations to Proposed One-way Traffic Order and Associated Waiting Restrictions

Report of: Paul Mason, Head of Highways

Summary: This report seeks the approval of the Executive Member for Community Services for the implementation of a one-way traffic order and associated waiting restrictions on St John's Street, Rose Lane, Sun Street, Biggleswade on an experimental basis and the implementation of an area wide HGV prohibition on a permanent basis.

Contact Officer: Nick Chapman
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Public/Exempt: Public

Wards Affected: Biggleswade North

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety by reducing vehicular conflict. The scheme will improve conditions for public service vehicles.

Financial:

These works are being funded from the LAT Programme for 2015/16,

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.

Sustainability:

None from this report

RECOMMENDATION(S):

- 1. That the proposal to introduce a 7.5 tonnes HGV Weight Restriction be implemented as published.**
- 2. That the proposal to introduce a One-way Traffic order on St John's Street, Rose Lane and Sun Street be implemented as published initially on a 6 month experimental basis.**
- 3. That the proposal to introduce No Waiting be implemented as published initially on a 6 month experimental basis.**

Background and Information

1. This matter was initially considered by the meeting held on 11 August 2014 in response to the receipt of a petition from residents expressing concerns about traffic in St. John's Street. The decision was *"that the lead petitioner be informed that Central Bedfordshire Council is supportive in principle of a one-way traffic system in the St Johns Street triangle, but needs to undertake further work as outlined in this report and explore funding options."*
2. In May 2014, Central Bedfordshire Council (CBC) commissioned, on behalf of Biggleswade Town Council, Amey to undertake a transport modelling assessment to evaluate the implications of introducing a one-way working at St John's Street, Sun Street and Rose Lane in Biggleswade. The study was based on data collected on a weekday AM (0700-1000) and PM (1600-1900) peak on 8th and 15th May 2014, and assessed network operation with one-way working in place.

Whilst the existing network layout provides adequate capacity at all three junctions, the proposed network layout will retain capacity, with some minor gains on Sun Street / St John's Street and Sun Street / Rose Lane / Crab Lane, however due to increased movements introduced at St John's Street / Rose Lane junction, a slight decrease over the existing network layout will be seen, as expected.

3. The proposal is for the introduction of one-way working in St John's Street, Rose Lane and Sun Street, which would force traffic to travel in a clockwise direction around the triangle formed by the three roads.

4. As a result of changed traffic manoeuvres at some junctions and the re-assignment of traffic, it is necessary to introduce additional parking restrictions in the form of double yellow lines. At present the majority of traffic, including larger vehicles, such as buses, in the area uses St John's Street. The one way would mean that more traffic would have to use Sun Street where parking is heavy and larger vehicles would have difficulties.
5. It is also proposed to introduce a 7.5 tonnes HGV weight restriction in the area. This would cover a larger area bounded by Shortmead Street, Church Street, London Road and Drove Road. This would make it illegal for heavy goods vehicles to use roads in the area except for loading and unloading purposes within the restricted zone.
6. The proposals were formally advertised by public notice in May 2015. Consultations were carried out with the emergency services and other statutory bodies, Biggleswade Town Council, Potton Town Council and the Ward Members. Residents living on the three roads and those immediately adjacent were individually consulted by letter. Public notices were displayed on street

This first sections of this report considers the proposal as advertised and the responses to it and then later also considers the forthcoming works involving the temporary closure of Stratton Street railway bridge and the likely impact of that on traffic flows in the area.

Representations and Responses

7. A total of 52 written representations have been received.

The vast majority of those are objections to the one-way traffic order and/or waiting restrictions. However, seven of those who responded are in support of the proposals.

The proposed 7.5 tonnes weight restriction is generally welcomed by residents and has prompted no outright objections.

8. Copies of all correspondence are included in Appendix D. The main points of concern are summarised below:-
 - a) Residents were not consulted sufficiently early and have been given insufficient detail of the proposals, such as relocation of bus stops, junction re-modelling, traffic flows, etc.
 - b) There are concerns that one-way working and removal of parked cars will increase traffic speeds. Some have suggested traffic calming to address this.
 - c) The roads have narrow footways and the parked cars currently provide a protection from passing traffic. Better pedestrian facilities should be provided.
 - d) Parking is already limited in St John's Street and Sun Street and the introduction of more double yellow liens will create significant difficulties for the large number of residents who have no off-road parking.
 - e) The Council needs to consider the provision of additional parking facilities as the Rose Lane car park is too distant.

- f) The scheme would have a negative impact on those living on the three roads, including reduced property values.
- g) Residents ask why it is necessary for Rose Lane to become one-way. The Rose Lane/Sun Street signal controlled junction already creates congestion and tailbacks and the proposed scheme will make it worse.
- h) Traffic from the Birch Road estate will use Fairfield Road to avoid using the one-way loop, which will increase traffic on that road. Residents would have expected a one-way system to allow more on-street parking to take place.
- i) The proposals contradict the Council's current LATP, which advocates a reduction in the impact on local communities, helping businesses and reducing road risk.
- j) A proposal for one-way working was considered and rejected in 2006 by the former Bedfordshire County Council, so what has changed.
- k) No meaningful traffic data has been collected.
- l) The proposal should wait until the King's Reach relief road is open. This together with the success of 7.5 tonnes weight restriction could be assessed before making a decision on the one-way system.

9. Central Bedfordshire Highways' response to the points above are as follows:-

- a) Public consultation together with an explanation of the proposals and reasons were provided in line with the Statutory Consultation process. Access to 'further details' were provided however no requests were made.
- b) Removal of existing on-street parking is minimal, however, with the introduction of one-way systems, there is an inherent risk of increased vehicle speeds. In this case, the presence of on-street parking and constrained carriageway widths, this is not foreseen to be significant. Traffic speed data has been collected during the modelling process. It is recommended to carry out post scheme data collection in order to identify whether speeds have increased to an unacceptable level.
- c) Existing footways are indeed narrow. The proposed scheme does not exacerbate the existing arrangement. It is not clear where additional pedestrian crossing facilities may be required due to low levels of pedestrian footfall. Existing crossing points are to be retained.
- d) A review of on-street parking was carried out on the evening of Thursday 30th April between 19:00 and 21:00 hrs to gauge the existing on-street parking demand within the scheme extents. A total number of 8 vehicles were recorded on St Johns Street (between Sun St and Birch Rd); zero on Rose Lane; and 41 vehicles on Sun Street (between Rose Ln and St Johns St). As you know, to support unobstructed traffic flow throughout the proposed gyratory, we will need to impose additional parking restrictions. Allowing a minimum running lane of c. 3.3m (sufficient to accommodate expected bus types), there will be an approximate removal of 7 spaces from Sun Street. Although no parking was observed on Rose Lane, there is sufficient capacity for approximately 14 vehicles. There is no loss (or gain) on St Johns Street from observed parking, although I am aware of 2-3 vans regularly parking on St Johns St near Rose Lane which would be displaced.

- e) The provision of off-street parking is not a priority for Council funding. It is felt that sufficient on-street parking remains to satisfy the needs of residents.
 - f) This claim is subjective and is not quantifiable. Some people will see the introduction of a one-way system resulting in the removal of the current conflict that occurs as a positive change.
 - g) Traffic modelling indicates slight improvements in junction capacity, other than St Johns / Rose Lane junction. Reverting Rose Lane to two way flow will exacerbate this issue.
 - h) Traffic from Birch Road would experience increased travel distance via Fairfield Road to avoid the one-way system. It is therefore unlikely to result in increased traffic flow.
 - i) The proposals aim to reduce congestion, improve road user safety by reducing the likelihood of vehicles mounting footways at existing pinch points where opposing traffic flows meet.
 - j) The fact the scheme has previously been rejected is not thought to be relevant. The scheme has clear objectives and funding to deliver in this year's LTP programme.
 - k) Traffic data has been collected, sufficient to carry out traffic modelling.
 - l) The scheme will be delivered to coincide with the opening of the Biggleswade Eastern Relief Road, now thought to be late September/early October 2015.
10. Bedfordshire Police has raised no objections to the proposals, but have said that enforcement of the one-way system and weight restriction would be minimal.

Conclusion

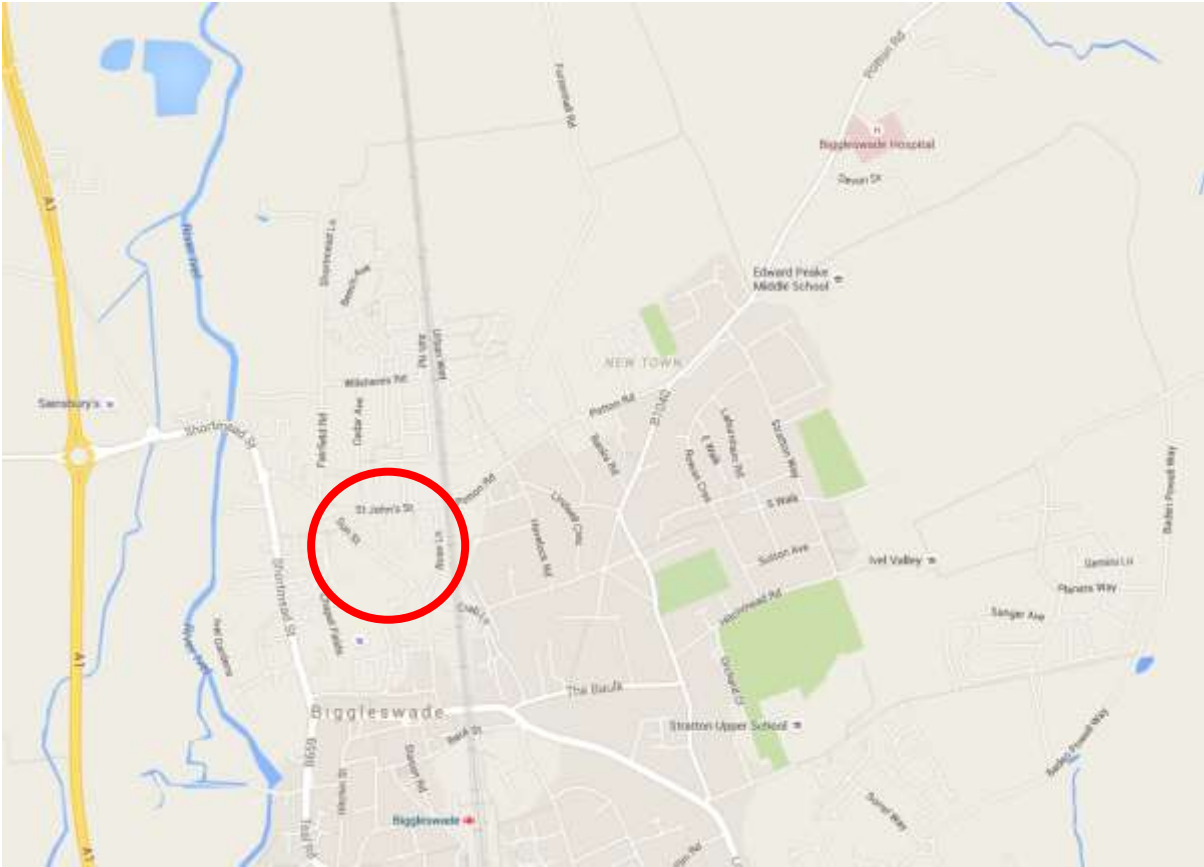
11. This scheme has been designed to address considerable local concerns in respect of traffic congestion in what are fairly narrow local roads. Despite the strength of local opinion, including the Town Council and Biggleswade elected members, behind the proposal there is clearly some local opposition to some aspects of it.
12. There is however a further additional and compelling reason for addressing the traffic flows in this area in the short term. This is the impending closure of the nearby Stratton Street railway bridge for replacement in December 2015. This will be a four month closure and, despite the traffic management and diversionary routes that will be put in place, there will be a significant re-assignment of traffic, especially local traffic, onto other routes including the Sun Street triangle. Any increase in traffic in Sun Street as a two way road will only exacerbate existing problems and would be unacceptable.
13. The current proposal will be of considerable benefit during the period of this work. The Council therefore intends to implement the proposed one-way street and waiting restrictions elements of this proposal on an experimental basis for a six month duration. This will cover the period of the enforced closure of Stratton Street bridge and a subsequent period of 'normal' traffic flows following its completion that will allow a full assessment of the scheme to be carried out prior to making it permanent.

14. The six month experimental period will also be considered as a period of objection and as a result any objections received during that period, as well as those already received, will be considered prior to the Council taking a decision on whether to make the one-way system and waiting restrictions permanent.
15. The HGV ban will be implemented as a permanent order.
16. It is agreed that pedestrian surveys would be needed to identify the need for additional pedestrian crossing facilities but there is no commitment to undertake that within the current scheme
17. Pre and post scheme traffic surveys should be carried out to identify whether vehicle speeds have increased, proposing appropriate intervention.
18. The implementation of the experimental traffic scheme utilising minimal engineering works will be concurrent with the closure of Stratton Street bridge and will be undertaken in December 2015. At the end of the 6 month experimental period all representations will be considered together with the before and after traffic figures and a decision will be made whether the scheme will become permanent. Following that decision further engineering works will be required.

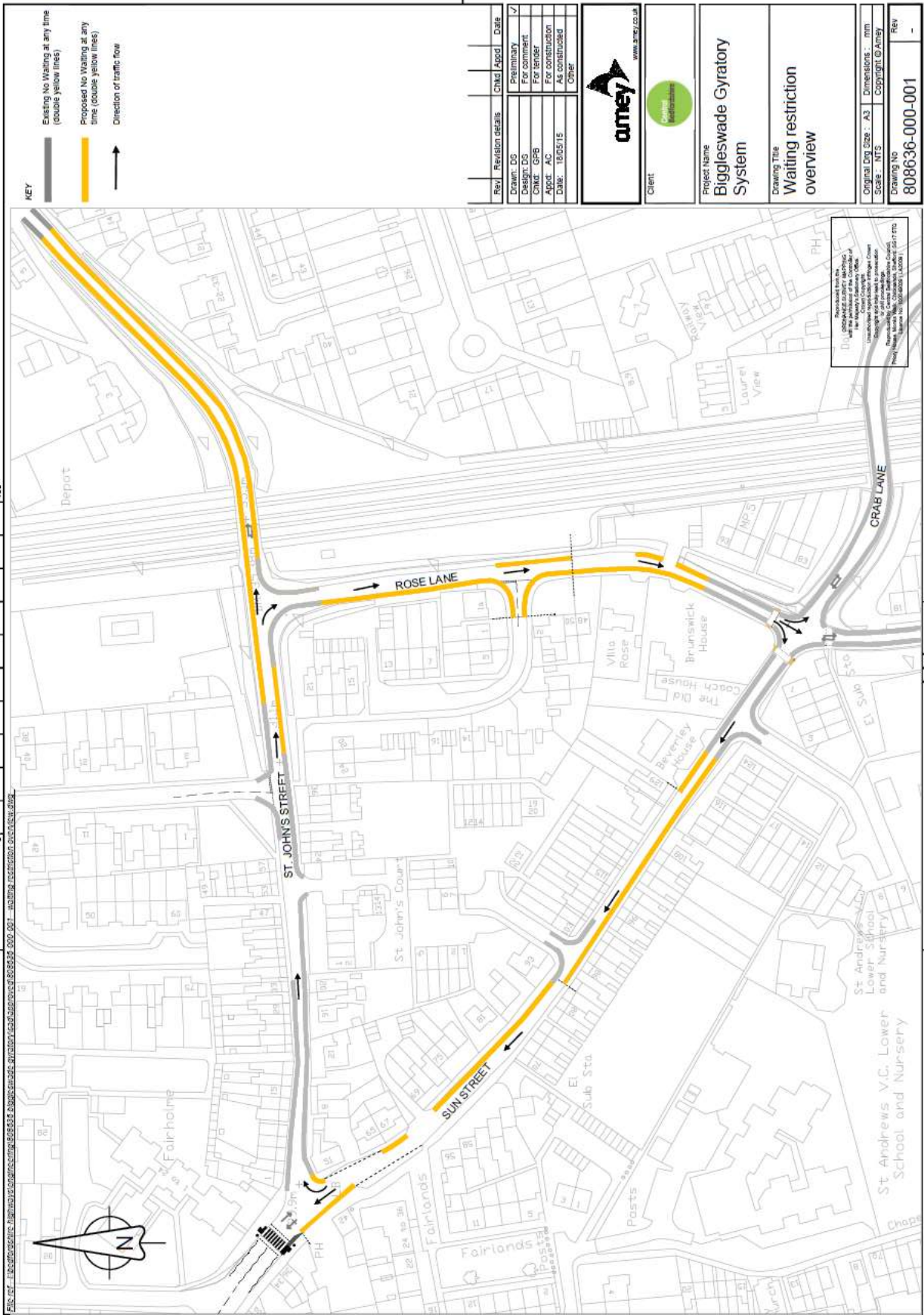
Appendices:

- Appendix B – Location plan
- Appendix B – Drawings of Proposals
- Appendix C – Public Notices of Proposals
- Appendix D – Representations

Appendix A



Appendix B





PUBLIC NOTICE

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE A ONE-WAY TRAFFIC ORDER IN ST JOHN'S STREET, ROSE LANE AND SUN STREET, BIGGLESWADE

Reason for proposal: The proposed Order is considered necessary on the grounds of promoting road safety and for preserving or improving the amenity of the area through which the roads run. The proposal will effectively create a one-way gyratory system with traffic only permitted to travel in a clockwise direction around the triangle formed by St John's Street, Rose Lane and Sun Street. The main purpose of the proposal is to reduce conflict between opposing traffic, in particular lengths of St John's Street where the road is narrow and level of on-street parking is high.

Effect of the Order

To introduce One-way Traffic on the following roads in Biggleswade:-

- | | |
|------------------|--|
| St John's Street | From its junction with Sun Street to its junction with Rose Lane - vehicles permitted to travel in that direction only. |
| Rose Lane | From its junction with St John's Street to its junction with Sun Street - vehicles permitted to travel in that direction only. |
| Sun Street | From its junction with Rose Lane to its junction with St John's Street - vehicles permitted to travel in that direction only. |

Further Details may be examined during normal office at the address shown below; viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

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 by 25 June 2015. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (St John's Street, Rose Lane and Sun Street, Biggleswade) (One-way Traffic) Order 201**"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

29 May 2014

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE NO WAITING IN ST JOHN'S STREET, ROSE LANE AND SUN STREET, BIGGLESWADE

Reason for proposal: The proposed Order is considered necessary for facilitating the passage of traffic on the road. It is proposed to introduce a one-way traffic system in St John's Street, Rose Lane and Sun Street. Due to the re-distribution of traffic and revised road layout it is considered necessary to prohibit parking on some lengths of road to ensure that traffic is not obstructed by parked vehicles.

Effect of the Order:

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

1. St John's Street, north- west side, from a point approximately 22 metres east of the east flank wall of no.36 St John's Street extending in a north-easterly direction to a point in line with the south-west flank wall of no.7 Potton Road.
2. St John's Street, south side, from a point approximately 15 metres east of the east flank wall of no.36 St John's Street extending in an easterly direction for approximately 30 metres.
3. St John's Street, south-east side, from a point approximately 85 metres east of the east flank wall of no.36 St John's Street extending in a north-easterly direction to a point in line with the south-west flank wall of no.7 Potton Road.
4. Rose Lane, west side, from a point approximately 20 metres south of the south kerb line of St John's Street extending in a southerly direction to a point approximately 2 metres south of the boundary between nos.89 and 91 Rose Lane.
5. Rose Lane, east side, a point in line with the boundary of nos.48 and 50 Rose Lane extending in a northerly direction for approximately 31 metres.
6. Rose Lane east side, from a point approximately 2 metres south of the boundary between nos.89 and 91 Rose Lane.
7. Brunswick Close, both sides, from its junction with Rose Lane extending in a westerly direction to a point in line with the boundary of nos.1a and 1 Brunswick Close.
8. Sun Street, north-east side, from a point in line with the boundary of nos.120 and 122 Sun Street extending in a north-westerly direction to a point in line with the south-east flank wall of no.129 Sun Street.
9. Sun Street, north-east side, from a point approximately 9 metres south-east of the north-west flank wall of no.93 Sun Street extending in a north-westerly direction to a point approximately 3 metres north-west of the boundary of nos.65 and 67 Sun Street.
10. Sun Street, north side, from a point in line with the front wall of no.51 Sun Street extending in a south-westerly direction for approximately 5 metres.
11. Sun Street, south-west side, from a point in line with the boundary of nos.120 and 122 Sun Street extending in a north-westerly direction to a point in line with the boundary of nos.82 and 84 Sun Street.
12. Sun Street, south-west side, from a point approximately 7 metres south-east of the south-east flank wall of no.42 Sun Street extending in a north-westerly direction for approximately 27 metres.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

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 by 25 June 2015. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Bedfordshire County Council (District of Mid Bedfordshire) (Civil Enforcement Area and Special Enforcement Area) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2008) (Variation No.*) Order 2015"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

29 May 2015

PUBLIC NOTICE



**CENTRAL BEDFORDSHIRE COUNCIL PROPOSES TO INTRODUCE
A 7.5 TONNES HEAVY GOODS VEHICLE WEIGHT RESTRICTION ON ROADS IN
THE SUN STREET, ST JOHN'S STREET AND LAWRENCE ROAD AREA, BIGGLESWADE**

Reason for the proposal: The proposed Order is considered necessary on the grounds of promoting road safety and improving the environment of the area. The proposal would prohibit HGVs over 7.5 tonnes from using the roads identified in the restricted zone below as through routes.

Effect of the Order:

To introduce a 7.5 tonnes HGV Weight Restriction on the following areas of Biggleswade:-

The restricted area covers roads bounded by, but not including, A6001 Shortmead Street, Church Street, A6001 High Street, A6001 London Road and B1040 Drove Road, with Biggleswade Common to the north. The entry points to the weight restriction zone are at:-

- a) Sun Street at its junction with Shortmead Street
- b) Rose Lane at its junction with Church Street
- c) The Balk at its junction with London Road
- d) The Balk at its junction with Drove Road
- e) Lawrence Road at its junction with Drove Road
- f) Auckland Road at its junction with Drove Road
- g) Edward Road at its junction with Drove Road
- h) Banks Road at its junction with Drove Road
- i) Potton Road, at its junction with Drove Road

Exemptions: The proposed Order will include exemptions to allow heavy goods vehicles over 7.5 tonnes to enter the restricted zone for access and delivery requirements. There will also be exemptions for emergency vehicles and for certain other building and maintenance purposes.

Further Details may be examined during normal office hours at the address shown below, viewed online at www.centralbedfordshire.gov.uk/publicstatutorynotices or tel. 0845 3656116.

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 by 25 June 2015. Any objections must state the grounds on which they are made.

Order Title: If made will be "Central Bedfordshire Council (Sun Street, St John's Street and Lawrence Road area, Biggleswade) (Weight Restriction) Order 2015"

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

29 May 2015

Appendix D

A total of 18 copies of the following letter have been received:-

On Sunday 7th June a well attended local residents meeting was held to provide us with an opportunity to voice our concerns about the negative impact the above plans will have on us as a community, due to the issues raised at this meeting I wish to formally object to the proposals put forward by central Bedfordshire Council for the following reasons.

Consultation Process and Plans Supplied

It was noted by everyone present at the above meeting that we, the local residents have felt excluded from this consultation process and that the documents supplied to us do not provide sufficient information for us to accept your plans as they are currently proposed. We are aware that other official bodies such as the Biggleswade Town Council have been asked for their comment and all present felt it would affect their ability to make any informed decision whether to adopt or object to the plans.

The issues raised around this point are as follows

- The map provided is not accurate and contains mistakes, for instance the area around the junction of St Johns Street and Sun street are currently shown as being a Public House and Sheltered accommodation for the elderly, these have in fact all been built on, in the case of the Public house this was 3 years ago and is now residential properties, where once the sheltered accommodation once stood we now have Vickers Close residential estate, as they are not shown on your map we have concerns whether the proposed new road layout takes into account their vehicle access and more importantly whether these residents have been included in your consultation.
- The proposed plans are very basic in their design and do not show any of the following
 - Lack of traffic flow data to back up the need for a one way system
 - It contains no details of any junction remodelling required
 - It provides no details of any new proposed bus stops, in particular the community will lose the one currently situated in St Johns Street, how will this be replaced and how will the residents from the local estate be able to access this, a new stop in Rose lane would be impossible to access for anyone with restricted mobility due to the incline of the railway bridge
 - Enforcement – The plans show no method statement for how the one way system will be enforced, will this be done by physical barriers or by signage only, we live in a the modern era of the Sat Nav and concerns were raised that this will cause issues with vehicles trying to move against the flow of traffic
 - Without the finished construction and effective monitoring of the new Eastern bypass (Kings reach estate) no one can be certain of the affect to local traffic through our roads, therefore should any proposed changes to the existing layouts not be put on hold until the significance of this new bypass is understood and the appropriate traffic monitoring carried out

Safety Concerns

- With the traffic flowing in one direction the speed of flow will increase and your plans appear not to give consideration to this, to be clear these are residential roads and the pavements in many places are very narrow, any increase in traffic speed will put pedestrians and traffic in immediate danger. At present the two way flow and parking that we currently have forms a natural barrier to reduce speed and this in turn makes

the pavements safer for pedestrian use, this very fact is noted in the minutes from the Biggleswade Town Council meeting held on 17th February 2015

- The plans currently shows no new proposed crossing points for pedestrians, with the implementation of one way traffic and the fact that traffic will flow unhindered what is the likely safety impacts for those wishing to cross St Johns Street or Rose Lane, at present we only have one existing Zebra Crossing on Sun Street and this itself is an extremely dangerous crossing to use due to the number of road users who simply ignore it, any increase in the speed of traffic through our roads will affect our safety, with the locations of St Andrews and Edward Peake Schools our pavements are on the walk to these schools and as such the impact to the safety of these children needs to be addressed and more provision of safe to use crossing points. The impact of these proposals will also be of serious concern to the elderly and disabled within our community
- With the proposal to send traffic along Rose Lane and to use the traffic light controlled junction there are grave concerns that the junction will not be able to cope with the increased traffic flow, this particular junction is raised and as such will require hill starts, this will slow the ability for it to cope down and so as currently happens road users will back up along the length of Rose Lane, this would clearly counteract the purpose of these alterations. The resulting pollution from stationary traffic and increased noise levels to the residents of Rose Lane would also be of concern and needs to be considered.
- With the present road layout any road users currently have a few options which they can use, by placing all the traffic onto the same roads any traffic accident or failure of the lights controlling Rose Lane, Sun Street junction for instance will result in gridlock
- Those residents of Birch Road and the neighbouring streets will be forced to use Fairfield Road if they wish to access the A1 motorway, Fairfield Road is already unsuitable for the traffic volume it currently has and these plans will make the problems for these residential areas even greater.
- There appear to be no consideration for other road users such as cyclists

Parking

- Parking is already a serious issue for all of us and your proposals will have a severe impact on the residents who not only live on these roads but those in the local side streets. This area needs more parking to be made available to residents and not less
- At a local meeting of the Biggleswade Town Planning committee it was suggested that Rose Lane Car Park was a suitable alternative for residents to use, this car park is already used to it's maximum and with the plans being made by Central Bedfordshire Council to reduce the level of commuter parking in the Dells Lane area it is evident this car park will not be suitable, those of us with young families, disabilities, special needs or the elderly will not be able to access this car park and this is why your plans should be increasing the street parking made available to us and not removing it.
- It was also noted that in your very own 'statement of reason' for the proposals your intention is to retain as much parking as possible due to the residents having little or no parking, your plans to introduce further double yellow lines and a no waiting restriction therefore contradict this statement.

No Waiting Restrictions

- Your proposals to include 'no waiting' restrictions will bring further hardship to the residents of those roads affected, we will already see our parking further restricted and then this will be further compounded by our ability to unload outside or in many cases even near our homes, how are families expected to unload their shopping for instance, how will those who currently rely on council run transport services such as the elderly or disabled be able to access these if they are unable to pick up from outside or near their homes. How will the deliveries of grocery and goods to our homes continue.

- Illegally parked vehicles are an issue now and the parking restrictions in place are currently rarely enforced, how will these new restrictions be policed and has consideration been given to the fact that by effective control of those who currently park illegal many of the traffic flow problems we have now will be eradicated.

Central Beds Councils Local Transport Policy Apr 2011 – Mar 2016

The proposals would appear to contradict your own policy as taken from the above document for the following reasons

- **To reduce the impact of commuting trips on the local community** – it is quite clear that your proposals are not being done for the local community but are in fact to help increase access to the east of Biggleswade and towards Pottton, as mentioned above the local community around the immediate area will suffer immensely due to the impact of the faster flowing traffic which by its very design will encourage more users to onto our residential streets
- **Increase the number of children travelling to school by sustainable modes of transport** – the most sustainable and environmentally method for children to journey to school is by foot, to increase the quantity and speed of traffic flow through the area and with a lack of safe crossing points you will deter parents from viewing this as a safe alternate
- **Insure access to food stores and other local services** – There are business directly on the proposed 'no waiting' area that will suffer from loss of trade due to the no parking outside they're shops, these are much needed services within in our communities, any reduction in passing trade will have a detrimental effect on their viability to trade, once lost the local community will be unlikely to replace them
- **Reduce the risk of people being killed or seriously injured** – For road users and pedestrians alike any increase in traffic numbers and their ability to speed unhindered will be at odds to this policy, in some places our pavements are no more than 2 feet wide, by encouraging faster flowing traffic any pedestrians using these pavements will be placed in imminent danger, currently the two way traffic flow and parking we have in place helps to reduce the risk to road users and pedestrians.

Finally to summarise and as discussed at our Local residents meeting we all feel the proposals are too much, they are not designed with the best interest of the local residents or the community in mind, they are dangerous for residents, pedestrians and road users alike and that they will by their very nature increase the use of our residential roads when in fact the council should be looking at ways to remove traffic from our streets and to reduce their speed to increase safety for all users. With this in mind we ask that the plans be rejected and that a proper consultation by means of open dialogue and meetings with the local community and road users be put into place so that we can work together to understand and resolve the current issues we have around our roads and more importantly our homes.

Many thanks and I look forward to your response on this matter

Whilst we are in favour of the introduction of a one-way traffic system for St. John's Street, Rose Lane, and San Street, we do have a couple of concerns regarding road safety & parking:-

1). We live in Brunswick Close, and as the road layout in Rose Lane and St. John's Street stands at present, even though it is two way traffic, there is often vehicles travelling at speed down these roads,

and we feel that once the one way system is in place, this could increase the frequency of such instances.

The pavements are narrow in St John's Street, and children and parents use these paths to go to St. Andrews Lower School, Edward Peake Middle School, and Stratton Upper School.

Therefore we ask is there any proposals to put traffic calming measures in place e.g. road humps?

2). On viewing the map of said plans, we note that there is to be extended double yellow lining, therefore pushing car parking for St. John's Street residents elsewhere.

As previously stated, we live in Brunswick Close, which has only a few number of houses, with parking space at a premium, but

by means of a public footpath has access to St. John's Street.

We are therefore asking if it would be possible to have "Residents Parking Only", allocated to Brunswick Close?

Thank you for your letter dated 29th May 2015, outlining a proposal to create a gyratory system incorporating St John's St, Rose Lane, and Sun St in Biggleswade.
I have been a resident of Brunswick Close since 1995 and feel qualified to raise concerns about your plans that would have an impact on the local area, particularly residents of Brunswick Close.

Firstly, I would like to know your thinking on WHY Rose Lane should become one way in the first place, when a no-entry sign and appropriate road markings at it's junction with St John's Street should be adequate. Furthermore, all the A1 bound traffic coming from the Potton direction will have to turn into Rose Lane, increasing the traffic flow by more than 50% and creating queues and congestion at the traffic lights at the Rose Lane and Sun Street intersection. This would also bring about a very potential hazardous situation with vehicles wishing to turn right over the railway bridge from the Asda's direction, and opposing traffic wanting to turn right, and travel along Sun Street. In recent years, there have been THREE collisions at this junction with vehicles doing this very thing, and I feel this would only INCREASE with the implementation of your plans for Rose Lane.

If Rose Lane is to be one-way, the traffic will become more fast paced, making it MORE HAZARDOUS to emerge from Brunswick Close than it already is. A "KEEP CLEAR" sign SHOULD be painted on the road opposite Brunswick Close, or even a yellow box junction, to make it easier for Brunswick Close residents to join the traffic on Rose Lane. Also, the hedge and vegetation on the Brunswick Close side of Rose Lane up to St John's Street should be REGULARLY trimmed back, as at present it is VERY difficult to see oncoming traffic from the left when emerging from Brunswick Close, unless you move out into the road by a car's length. I would like to invite you to try to come out of Brunswick Close and see EXACTLY what I mean. In your proposal, there is NO mention of where the buses would be re-routed from Potton Road, having buses travelling down Rose Lane, and turning right at the traffic lights into Sun Street to continue it's journey would in my opinion be VERY hazardous. I would like to hear from you what measures will be in place to enforce this scheme, against road users who either intentionally or mistakenly ignore the new road scheme.

Finally I would like to register my objection to the scheme due to the lack of detail in your proposal.
Yours Sincerely,

I am disabled and very concerned about Rose Lane being made One-way. What happens when the Charity Buses i.e. Sandy Stoke Club come to pick me up and return me? In winter is this a diff!!

The traffic light junction is already a very dangerous crossing in my mobile buggy and I have to have someone to guide me across. Now.

No consideration has been given to those of us who live on the left side of Rose Lane from the junction with Sun Street.
With regards

With regards to your consultation letter reference the above I attended a local residents meeting on Sunday 7th June and this gave me an opportunity to voice my opinion. In my opinion this meeting was not very well attended and no 'for or against' vote was taken at the end of the meeting and I felt from the comments that most people were in favour of the one way system but concerns over the consequences of speeding and resident parking were raised.

I also attended the Biggleswade Joint Committee meeting this morning Weds 24th June at Priory House, Chicksands and was kindly given the opportunity to voice my own point of view as were two other residents, one of St John's St and the other of Sun St. The resident in Sun St was also in favour of the proposed one way system and both these gentleman voiced concerns over speeding and parking issues.

I have now lived at No [] St John's St for over 14 years and have lost count of the accidents I have witnessed and photographed directly opposite my house (the narrowest part of the street at 13 feet) where oncoming traffic has collided and on one occasion a lorry and bus were actually jammed together causing hours of delay and police attendance. On this occasion I was requested by Stagecoach Company to act as witness to the accident to which I complied and sent a statement and photographs of the incident. The bus window was actually broken and it was fortunate no passengers were actually injured.

I also presented a case to the Traffic Management Group last year at Priory House accompanied by a signed petition by twenty local residents and neighbours complaining about the increased traffic flow and the incumbent dangers and I am therefore delighted that you have finally decided on a solution to the high density and size of the traffic now using St John's St.

I also applaud your decision to limit the area to 7.5 tons and this will I am sure help to relieve most of the accidents I have witnessed over the years. I have had my front wall re-built twice during this period where heavy traffic constantly mounts the pavement and on two of those occasions destroyed my front wall and has cost me dearly to have re-built.

The only concern is that a one way system up St John's St will encourage the traffic to travel faster as currently the roadside parking has a natural traffic calming effect and a one way system may negate this natural deterrent

I feel some form of speed restriction should be put in place to address this issue and perhaps more consideration should be given to local resident parking and maybe a residents parking permit.

I am delighted that the one way system will come into force, the sooner the better from my standpoint.

I look forward to being kept abreast of the developments and wish you every success in your endeavour.

1 The problem that this proposal is aiming to solve is ill-defined and over-exaggerated.

I have lived in the affected part of Rose Lane for more than 43 years and have travelled in both directions along St John's Street on very, very many occasions without any real difficulty. A little judicious consideration by drivers usually resolves any contentions without any great dramas.

These so-called contentions will be nothing compared to the problems that will occur along Rose Lane up to the traffic lights!

The traffic already backs up to Brunswick Close and beyond at times.

Can you imagine what will happen when **ALL OF THE TRAFFIC** is directed into this part of Rose Lane? There will be some very angry motorists at busy times – I will guarantee that.

There will also be a very real danger to the neighbourhood when frustrated motorists finally pass through the lights. Some will rush to make up time. Excess speed is already a problem at times!

2 This particular proposal in its current form will create more problems than the one it claims to solve.

The letter, which I fully support, from on behalf of the residents has details many of these.

3 No meaningful traffic census has been carried out.

This needs to be done via road sensors placed simultaneously at all points on every junction and **over an extended period of time**. Meaningful analysis must then follow to allow for possible solutions to be developed.

The proposal detailed in the minutes of the Biggleswade Joint Committee Meeting, dated 15th October 2014, to collect the traffic flow data by video camera at the three relevant junctions is too ridiculous for polite, serious comment – it simply will **NOT** do the required job.

If this did take place, when was it and where is the analysis and conclusions?

4 Blockages in traffic circulation

What contingency plans will there be when the traffic is prevented from following the one-way system?

Congestion could happen for many reasons, including accidents etc., but

How will the waste bins be collected?

How will emergency vehicles be able to proceed as necessary?

No vehicle will be able to pass the collection vehicles in St John's Street and they will also have great difficulty in Sun Street!!

It may be said that this happens at the moment, but when all the traffic is forced round this one-way system there will be a very much greater problem.

I foresee great trouble here.

5 No alternative proposals have been presented for consideration.

The proposals to the change in parking in Dells Lane and London Road etc. do contain alternatives for comment. These parking proposals go into great detail, unlike this gyratory system proposal which is severely lacking in any meaningful details.

It will also not be convenient for anybody with special needs.

6 The residents of the three streets directly concerned and the surrounding area have not been consulted.

That is unless the Public Notice letter from Marcel Coiffait, Director of Community Services at Central Bedfordshire Council dated **29th May 2014** (sic) is a very belated attempt at a consultation!

It seems that the residents have been treated like mushrooms, which, as you know, are kept in the dark and fed on horse manure!

7 This proposal is being put into place before the King's Reach development relief road has been built – which in itself will affect the traffic flow data.

Apparently, the Town Council want to implement this proposal independently of the 7.5 tonne weight restriction zone!

Oh dear, I thought this gyratory system proposal was intended to solve the traffic conflicts in St John's street!

These two proposals should be considered together with the King's Reach relief road because they interact.

8 No consideration has been given to the implementation of this scheme (or any alternative), on a temporary basis in order to gauge the effectivity.

It rather seems like a rushed attempt to garner some **Section 106** money from the Developers to fund the scheme. **There is a need to get any scheme that may be put in place right the first time** – if not, there will not be any money in the pot to change it.

The debacle over the non-reversal of the direction of traffic flow in Hitchin Street bears witness to this.

- 9 **The map presented with the Public Notice letter is long out of date.**

Brunswick House in Rose Lane was demolished years ago and was replaced by Brunswick Place, a set of 16 flats.

Because of a planning blunder stemming from a late amendment to the plans slipped in by the developer, Brunswick Place does not even have enough parking for its own residents!

Allowing parking opposite number 48 Rose Lane, Villa Rose and the entrance to Brunswick Place will be problematic. Vehicles parked in this area will make turning into Villa Rose difficult (I have already simulated it!). It may also be impossible to get furniture removal vehicles or big delivery vehicles into, or out of, Brunswick Place! It can be difficult even now.

- 10 **The 7.5 Tonne Weight Restriction Zone in itself may have a positive impact on the existing perceived "problem".**

Why not wait to see the effect of this.

- 11 **Lack of additional parking for displaced vehicles.**

Is the suggestion that Rose Lane car park will suffice serious? Not only is that very inconvenient for the owners of the displaced vehicles, what will happen when commuters that currently park in Dells Lane, London Road etc. are displaced by the new parking restrictions proposals currently under review?

With the limited information available to me to date I am **not in favour of this plan and wish to object**. More information than a "Waiting Restriction Overview diagram" is needed for the local residents in the affected areas. Councils may have been discussing this for some years but despite the Town Council agreeing that local consultations must/would be done this has yet to happen. The quality of life to the local residents will be much reduced by this scheme to please resident commuters some distance away.

There are many unspecified features which need explaining and maybe adding to this plan which I will only summarise, in a constructive way I hope, a fuller exchange from all should take place.

My comments are:-

- Traffic flow determined after the Eastern Relief Road is open and fully utilised and the 7.5T restriction in place and effectively enforced. **This may eliminate the need for the system altogether.** I believe this was agreed and recorded in a town council meeting by some Councillors.
- Traffic speeds will be greater therefore reduction measures must be put in place. Correctly parked vehicles maybe an option for this rather than 'speed hump' construction. The humps had been rejected by some Councillors previously according to the record.
- There is no pedestrian crossing in St John's St and the one in Sun St, near Vicars Close, has no traffic light controls and this is very poorly observed by motorist now. The increased traffic speed would make a St. John's crossing a must and for it to be traffic light controlled. Many school children use this route some unaccompanied and some at lower school age with parents and pushchairs.
- The traffic lights at the Crab La, Sun St, Rose La junction would not be suitable as currently set up. At peak times now there are tail backs and the Crab La timing is not "safe" even now at cyclist or electric scooter speeds.
- The westward bound bus stop in St John's St opposite Birch Road would be lost and this effectively serves the whole of the Fairfield Estate and Brunswick Close. A nearby one would not be effective as many elderly people use this stop so walking distances and inclines can be a big problem.
- People heading to the A1 north roundabout from the Fairfield Estate will use Fairfield Road, this street and the resident parking at present would not be a suitable safe route for any increased volumes for traffic.
- Vehicle parking can be the most contentious issue and this proposal seems no exception. Street parking will be reduced in St John's St and those will almost certainly be looking at Birch Road to re-locate. We have several vehicles from St John's St already using Birch Rd and we understand their problem. As there are no restrictions, other than at the junction itself, I believe more restrictions would be needed, i.e. west side parking only perhaps.

There is a local option which may be considered. There are generous grassed areas at either side of Birch Rd at the St John's St junction, maybe a portion of one of these could be modified to take a few cars from St John's St. Commuter parking is a feature even in St. John's St / Brunswick Close area. With correctly erected barriers I feel sure 5 – 6 spaces could be created which is about what St. John's St will lose I believe.

A constructive reply would be appreciated.

Concerns regarding Biggleswade Gyrotory system.

1. There will be greatly increased traffic flow along Rose Lane and Sun Street, because of additional traffic from Potton Rd and the whole of the Bird estates.
 2. This heavy flow at the junction of Rose Lane/Sun Street will back up traffic making this junction very dangerous. Pedestrians and cyclists have major problems now crossing the junction.
 3. Restricting parking in all three roads will badly effect residents as most areas are to become no waiting areas.
 4. If the bus service is to use this route the junctions need further improvements traffic calming measures need to apply I.E. Speed ramps, 20 M.P.H. speed limit.
 5. How will the weight restrictions be policed and at Sun Street/St Johns Street work is needed to deter traffic from travelling the wrong way up Sun Street.
-

With reference to the above proposed one way notice, I wish to object to the creation of said one way system on the following grounds.

1) The proposals will not rectify the basic problem, that of too much traffic using St John's Street and of the wrong type. St John's Street is a narrow road not designed for the road use that is now expected of it. This problem has been exacerbated over the last few years by The Council's decisions to permit large scale development of the eastern side of Biggleswade, without due regard being paid to the poor access from/to the A1, Bedford, surrounding villages, Sainsburys etc. Traffic from the eastern side of Biggleswade and traffic entering from the Potton direction, generally utilises Potton Road, Drove Road, St John's Street and thence via the end of Sun Street and then either out towards the A1 end of Biggleswade Town via Shortmead Street. The result of these developments has been an increase in traffic along the aforementioned roads and increased congestion, together with its associated noise and dirt. Traffic often has to queue and wait for extended periods at various junctions. Footpath access, especially along the railway bridge section of Potton Road and St John's Street generally is extremely precarious and dangerous, which is further exacerbated by Heavy Goods Vehicles and Buses. The so called Eastern Relief Road (yet to be completed) will not assist to reduce the problem, as the traffic heading for the A1, Bedford etc will not drive some 3 miles around the relief road/A1 just to reach the same point as it can by going down Potton Road/St. Johns St/ Sun Street. The entries/exits to the northern A1 and Southern A1 are congested now at peak times, a situation that is only going to get worse with the continuing development of the eastern side of Biggleswade. The result of the proposal will not solve the problem, but will only exacerbate it due to the increasing traffic flows as outline above. Also at present some of this traffic can decide to access other areas by using Sun Street rather than St Johns St. Following this proposal that traffic will have no choice and must follow St Johns St in an easterly direction, so increased traffic flows will result. This will be to the detriment of road users, pedestrians and residents. Residents from Birch Road estate will now have to utilise Rose Lane/Sun Street to exit Biggleswade via the A1, and so traffic levels on these roads will increase. It would appear from this proposal that this is not a genuine proposal to benefit existing road users and residents of the area, but an attempt to placate not only the objections to increased traffic and danger levels, but also to attempt to placate existing residents fears regarding the detrimental impact of those eastern developments that have already been granted planning permission and now in the construction stages. Various representations and letters have been written to the Planners at Central Beds (including form myself) at the appropriate times over the last few years regarding these detrimental effects to existing residents, road users, pedestrians etc of these developments. Those letters and representations appear not to have been taken into consideration in the past and now what was forecast has come into fruition. The only ways to stop these detrimental impacts and to prevent a worsening of the situation is to (1) Stop all further development on the eastern side of Biggleswade or (2) Force developers to pay for a relief road that will go across the Biggleswade Common in a northwesterly direction, cross the railway line, cross the river Ivel and then join the A1 at a new intersection.

2) St John's Street - Increased traffic flows will result by the fact that all traffic will now have to proceed along St John's St in an easterly direction not only to go in the direction of Potton, but also to access areas that previously would have utilised Sun St. All Asda traffic that formally used that route will now also have use St John's St. Due to this increase in traffic flows, existing residents will suffer from the increase and also from increase in noise, dust and dirt levels.

3) Rose Lane - obviously Rose lane will suffer from significant increase in traffic, noise, dust and traffic generated dirt and significant effects will be felt from the increased traffic from goods vehicles and buses that currently do not use these routes. This will be to the detriment of existing residents as previously outlined.

4) The existing traffic light controlled Rose Lane/Crab Lane/Sun Street junction. This junction is incapable of dealing with the increased traffic flows which will result from this proposal. Queues will result in both directions of Rose Lane and within Crab Lane. These lights are currently poorly timed and would appear to be incapable of dealing with the increased traffic flows. There is no footpath access on the north eastern side of the junction. Buses and goods vehicles trying to turn right into Sun Street will have extreme difficulty manoeuvring around the junction. An increase in danger levels to pedestrians and other road users will result. Traffic now exiting from Rose Lane car park and the rear Asda entrance will have to turn down into Sun Street or Crab Lane rather than being able to opt also for Rose Lane and thus increased traffic flows will result within Sun Street, to the detriment of existing residents.

5) Sun Street - obviously Sun Street will suffer from significant increase in traffic, noise, dust and traffic generated dirt and significant effects will be felt from the increased traffic from goods vehicles and buses that currently do not use these routes. This will be to the detriment of existing residents as previously outlined. Virtually all of Sun Street will now become a "No Parking" zone, so where are the existing residents now going to park their vehicles? Will they try to use Rose Lane car park?- this will not work as it is virtually full now without the effect of this proposal. They will also probably try to park in the parts of Rose Lane that are available, and this will only exacerbate the increased traffic movements and congestion within Rose Lane. They will also try to park in small residential roads off Rose lane/Sun Street, again causing congestion and a detrimental effect to existing residents. No proposal have been made in this proposal of how to resolve the parking issues that will inevitably result.

6) The 7.5 tonne limit - Why has the zone been drawn to include farm land to the north/northeast of Biggleswade where no public roads exist? Similarly to the northwest go Furzenhall Road. Is this an attempt to pre-empt that development is going to take place in these prime agricultural land areas where currently no such planning permissions have been applied for and the land in question is specifically excluded from development. This zone must be re-drawn to only include the boundaries of the current residential road area it is designed to protect.

I hope these objections and grounds will be taken into account in the consultation process of the proposed one way traffic order (St John's Street, Rose Lane, Sun Street.)

As residents of Sun Street my husband and I wish to register our dissatisfaction with and therefore formally object to the proposal named above. We feel very strongly that the affected residents were given no opportunity to input our expert knowledge & experience of the traffic situation prior to the drafting of your proposal. Nor have we had the opportunity to voice our concerns on the current proposal until what seems to be the 11th hour, and are concerned that this appears to be an exercise in rubber stamping a decision completely lacking in due process.

The Public Notice we received states the reasons for the current proposal being considered necessary:

1. on the grounds of safety
2. to improve the amenity of the area.
3. And that "The *main purpose* (my italics) is to reduce conflict between opposing traffic, in particular in St John's Street where the road is narrow & level of on-street parking is high".

Breaking this down into 3 parts, we consider the current proposal will not fulfil any of the proposals stated aims.

1. Safety Concerns

In our experience the current situation where cars are able to park on both sides of the road means that cars are unable to speed, must drive slowly with great care & attention & give way to each other in turn to pass along the road.

If the one way system is introduced as proposed then traffic will be free to travel along at much higher speeds than is currently possible as you will effectively have cleared a path for them. This is of grave concern to us as parents of a four year old

child who is due to start at St. Andrew's School in September this year. Are you aware that many of the school children who have to cross these streets will now be in greater danger than currently? There is no mention of provision for any traffic calming measures in your proposed order, no mention of speed cameras, speed humps, new pelican or zebra crossings. Nor is there mention of any consideration for elderly & disabled residents, or those who, like the school children, would find it harder to cross the road in safety as a direct result of your actions.

We also feel that the 2 new housing developments under construction along the Potton Road will result in an increase in traffic to the area from new residents wishing to join the A1 at the Northern Junction at the Sainsbury's roundabout. By removing the current slow rate of flow due to parked cars on Sun Street & St John's Street you make this route to the A1 a much more viable option, rather than forcing traffic to use the eastern relief road to the A1 Southern Junction as you have stated is the intention.

This cannot be seriously intended as a safety measure if you are effectively clearing a path, enabling the speed of traffic flow to be that much greater than is current & for an increased traffic load.

2. Improving the Amenity of the Area

The OED definition of amenity being the 'pleasantness or usefulness' of an area. I am at a loss to see how the pleasantness or usefulness of Sun Street, Rose Lane, or St John's Street can be improved upon under your proposed plans. The residents can expect greater & faster traffic flow. Sun Street will now be subject to the noise & diesel fumes from buses passing approximately every 30mins where currently there are none. Having double yellow lines in front of our houses & reduced on street parking capacity will reduce the 'usefulness' we currently enjoy. In fact being permanently unable to park in front of your house will mean residents will struggle to load & unload the car every time they do a supermarket shop, every time they load their car for a holiday or weekend away, every time they take things to the recycling centre, and many more incidences beside. Residents with elderly or disabled relatives will be unable to drop them off at the door. Absolutely removing the amenity they currently enjoy & need.

Those residents who are fortunate enough to have the space will be encouraged to drop their kerbs & pave over their front gardens to create a parking space & gain access to their homes, much to the detriment of the local environment & wildlife. These proposals will actively reduce the pleasantness & usefulness of the area for all local residents.

It may be that the possible amenity of the area you wish to improve is less to do with the pleasant environment the residents currently enjoy, & more to do with the usefulness of our area in catering for non-resident motorists thereby creating a fast track gateway to the northern A1, also enabling the developers to advertise their new homes as being only 5mins drive from the A1 north.

3. Reducing Conflict between Opposing Traffic

Since we moved to this address in January 2011 we have not had any major problems with conflict between opposing traffic; the current situation where traffic flows in both directions means that cars are unable to speed, drivers must use due care & attention & give way to each other in turn to pass along the road. There seems to be no problem for larger vehicles & we regularly get lorries, fire engines, ambulances, refuse collection lorries, supermarket delivery vans & tractors passing without incident. In fact I am unaware of any serious accidents on Sun Street in all the time we have lived here.

It seems the main aim of your concern is the conflict to traffic in St John's Street, hence is there not a better way to reduce this conflict in that narrow zone without creating a whole new gyratory system over 3 streets? Have you considered a short stretch of single lane traffic on a timed traffic light system similar to the railway crossing bridge on Crab Lane? Or a formalised section of 'priority over oncoming traffic' to that area? It seems to be like taking a sledgehammer to crack a nut.

I would like to add that the timing of the traffic lights from Sun Street going up & over to Crab Lane are currently dangerous to cyclists coming from the direction of Sun Street as there's barely enough time to get over the bridge before the oncoming traffic from the other side is given the green light to proceed, something that was complained about by residents in the last year or so but does not seem to be much better. However, it seems that these lights are not under consideration in your proposal, just to changes to Rose Lane which in itself is a dangerous & unsighted junction, which will get busier & therefore more dangerous,

The front page article in this week's Biggleswade Chronicle states that long standing issues with parking and emergency access to the A1 has meant action was needed. We are not aware of any issues with emergency access to the A1 & indeed the ambulance & fire service already use Sun Street as their preferred route to the A1 it seems without incident. Also any issues with parking will only be exacerbated with the restrictions you are planning to impose.

Finally, my husband & I agree strongly with the points raised in Mr Mark Tripp's letter which lists the points raised at the residents' meeting, and copied below for your reference. We would appreciate a response from you & express our regret that we cannot be at the meeting at Chicksands this Wednesday given the short notice as we are both committed to meetings at work.

I object to your proposals as detailed in the Public Notice which I received recently on the grounds that it would cause significant inconvenience to all people who use these roads but more importantly that it would raise the potential for traffic accidents.

The traffic lights at the junction of Rose Lane and Sun Street are already a source of frustration to drivers and pedestrians alike.

Under your Proposal there will be a significant increase in traffic (e.g. all A1 bound traffic from Potton Road and St John's Street etc.) being forced through the traffic lights via Rose Lane.

There has already been several accidents at these lights no doubt as a result of frustrated drivers trying to 'beat the lights' and with the likelihood of longer queues and longer delays there is potential for an increase in such accidents.

This would get much worse if buses were forced to use this section of Rose Lane.

Any accident or major incident at the lights or indeed anywhere in the proposed one-way system would leave drivers stranded with nowhere to go.

In addition, without opposing traffic there is every likelihood that some drivers will drive much faster than is safe for these residential roads again increasing the potential for accidents.

I note from your proposal that there are no plans to restrict parking along the side of Rose Lane that runs parallel to the railway line. Without such restrictions I fear that this may become a 'parking zone' for vehicles displaced by other proposed restrictions. The people of Brunswick Close already have to take great care on exiting from the close and it would become positively dangerous if drivers began parking in this area.

My family and I live at 42 Sun Street and as the plans stand at the moment I feel the proposal would have a detrimental effect on accessibility to our home, also as a community the impact will have a drastic effect.

Please see listed below my formal objection to this proposal.

Consultation Process and Plans Supplied.

As a resident I have felt excluded from this consultation process and the documents supplied do not provide sufficient information for me to accept the plans that you currently propose. The map is not accurate as the Public House is now a refuge and the Sheltered accommodation is now Vickers Close a residential estate.

The plans are basic and do not show how this will effect Fairfield Road and other neighbouring streets with the option of placing all traffic onto the same road.

Parking

This is already a serious issue and the proposal will have a severe impact on all residents. We need more parking to be made available. Rose Lane Car Park is not a suitable alternative and this car park and there will be no guarantee of space available as this will be used by commuters due to the restrictions planned for Dells Lane.

It was noted in your 'Statement of reason' for the proposal that it was your intention to retain as much parking as possible therefore your plans to introduce further double yellow lines and a no waiting restriction is a contradiction.

No Waiting Restriction

This proposal will bring further hardship to myself and the residents who will have restricted parking and no access for deliveries and unloading vehicles. For families with young children, elderly or disabled this will be a huge issue. Illegally parked vehicles are an issue and are rarely enforced how will these new restrictions be policed.

Safety Concerns

With the traffic flowing in one direction the speed flow will increase this will put pedestrians ,cyclists and all road users in greater danger. Taking into account

the narrow pavements and bearing in mind it is a safer walk to school route. At present the parking create a natural traffic calmer.

The plans currently show no proposed new safe crossing points this is a concern and needs to be addressed . The traffic light controlled junction at Rose Lane with hill starts and its ability to cope the increased traffic flow is a grave concern. In addition there will be backed up traffic which raises an issue of pollution, noise from the stationary traffic.

To summarise I feel that the proposal is not designed with the best interest of my home, the community, local services and food stores in mind. They are dangerous for residents, pedestrians and road users alike. The very nature of the plans will increase traffic flow and speed and the parking / no waiting will cause a negative impact to residents. On a personal level I have ongoing issues due to building of the refuge on Sun Street (I neighbour it) this has restricted my access rights to my property and the parking restrictions and no waiting restrictions will have a severe impact on all access to my home. With this in mind I ask that these plans be rejected and that the current issues be taken into consideration with the local community having proper consultation.

Thank you for your time and I look forward to your response.

My comments are that this seems like a really bad idea for the following reasons:

- The proposed additional yellow lines will remove around 16 or possibly even more parking spaces from Sun Street. The street already has major parking issues and this will make things dramatically worse. What is the justification for penalising those of us who live down Sun Street because we are unable to afford to live in a more expensive property with it's own parking facilities and driveway?
- If the road is to be made one way then why is it necessary to remove parking facilities by placing more yellow lines along the road? The proposal states that making Sun Street one way will improve the traffic flow so surely this negates the need to further restrict parking if the one way system will solve this issue?
- Sun Street already has a huge issue with cars speeding along it. My partners car has been hit and damaged by a speeding driver who didn't stop as have the cars of several of my neighbours. Making it one way and reducing the number of parked cars that may act as obstacles to slow traffic will simply mean cars will be able to use it as a race track and reach even greater speeds as will the emergency vehicles that currently use the street. How is this a good idea on a residential road and how can it possibly improve road safety? Please explain. Are there going to be any additional safety measures to limit the speed which vehicles can reach down the street such as speed bumps? If not why not?
- How will the restriction on vehicles over 7.5 tonnes be enforced?
- Do any of the Council members who voted to pass this proposal live down Sun Street? I doubt it very much because if they did they would surely not be supporting such a poorly thought out scheme.
- The scheme is likely to devalue properties along Sun Street due to even greater parking restrictions and please don't suggest that residents would be able to use the free parking at the newly refurbished Rose Street car park as this is not a practical solution.

My very strong feeling about this scheme in general is that it is a ridiculous and badly thought out proposal which will not benefit the residents of Sun Street in any way, shape or form. I would appreciate a response to this email and would be delighted if it included a whole raft of reasons why I am wrong.

As a resident of Sun Street, I received your Public Notice yesterday.

After studying your proposal, I completely agree with the need to make the road part of a One-Way system, my only concern would be that some sort of speed restrictions also need to be included in any improvement works. Many vehicles currently exceed the 30 mph speed limit despite the possibility of traffic coming in the opposite direction, these drivers will only feel even more confident at exceeding the speed limit if the road is made one-way. I strongly believe that either speed bumps or speed reducing chicanes that would also protect the cars parked on the street are necessary. Many of the homeowners have young children and pets, and the road is crossed by lots of schoolchildren during peak times.

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street are necessary. Many of the homeowners have young children and pets, and the road is crossed by lots of schoolchildren during peak times.

I wish to voice my objections to the proposed plans on cutting the parking on Sun Street proposed by the one-way gyratory system. I live at number 7 St John's Street and the house does not have parking. My husband is disabled and cannot walk far, even with a stick, so the car needs to be as near as possible. I do not drive myself and this is his only method of leaving the house that he has. I'm sure you can understand how his quality of life would deteriorate if this was taken away from him. I am hoping that you will reconsider as with a one-way system in place the parking will not be an issue for free flowing traffic.

I am writing with regards to the above proposal and am fully behind this and think it is far to long in coming

I was wondering if there is going to be some sort of changes to the traffic lights at the top of sun street? The reason I ask is because if you are coming down rose lane and wish to turn down sun street at present you have to wait for all the traffic coming from the asda end of sun street to filter left first so thi would cause conjection in Rose Lane its self.

Also can you confirm that te yellow lines would be adheared to as at present they are not

I am writing in conjunction with the notice proposing a one-way traffic system around St John's Street, Rose Lane and Sun Street and have a few queries.

1) I live in Brunswick Close and my main concern is the traffic congestion this is going to cause at the traffic lights on Rose Lane. With the traffic only able to go in this direction this is going to cause a build-up of traffic at the lights. At present you sometimes have to queue to get out of this junction and this will only get worse. What will be put in place to deal with this issue?

2) Why is Rose Lane being made one-way? We have family who live over the bridge towards Potton and this would mean going all the way round the one way system instead of being able to turn left out of Brunswick Close. This road is not narrow and doesn't cause any issues. If this was still two-way it would ease the congestion at the traffic lights.

I look forward to your response.

I must object to the proposed double yellow lines down St Johns Street, Rose Lane and Sun St. I live at xx Brunswick Close and my housefront faces St Johns Street where I have to park, as parking is limited around these roads. I feel it is unnecessary to add double yellow lines on these roads as one-way traffic would be creating more space on the carriageway. I also feel that people who live on these roads should be able to park their cars outside their homes. Where else should these households park? As these roads are proposed to be one-way traffic, which I consider a good idea, there would be no conflict from opposing traffic.

Proposed 7.5T Weight Restriction within St. John's Gyratory System.

I see this as a sensible proposal because any 'log jams' in St. John's Street very often has a HGV involved.

- Making it effective is very important as many delivery drivers rely on sat navs so signage would need to be reinforced with a chicane or something, legally parked vehicles if correctly positioned could possibly do this.

Proposed Gyrotory System for St John's St, Rose La & Sun St.

With the limited information available to me to date I am not in favour of this plan, more information than a "Waiting Restriction Overview diagram" is needed for the local residents in the affected areas. Council may have been discussing this for some months but it is not realistic to expect the general public to obtain minutes of these meetings if the agendas are not made widely known.

There are many unspecified features which need clarifying or adding to this plan which I will only summarise in this document, in a helpful way I hope, a fuller exchange from all should take place.

- Traffic flow determined after the Eastern Relief Road is open and fully utilised and the 7.5T restriction in place and strictly enforced. **This may eliminate the need for the system altogether.**
- Traffic speeds will be greater therefore reduction measures must be put in place. Correctly parked vehicles maybe an option for this rather than 'speed hump' construction.
- There is no pedestrian crossing in St John's St and the one in Sun St, near Vicars Close, has no traffic light controls and this is very poorly observed by motorists now.
- The traffic lights at the Crab La, Sun St, Rose La would not be suitable as currently set up. At peak times now there are tail backs and the Crab La timing is not "fail safe" even now.
- The westward bound bus stop in St John's St opposite Birch Road would be lost and this effectively serves the whole of the Fairfield Estate and Brunswick Close. A nearby one would be needed as many elderly people use this stop so capable walking distances can be limited.
- People heading to the A1 north roundabout from the Fairfield Estate will use Fairfield Road, this street and the resident parking at present would not be a suitable safe route for any increased volumes for traffic.
- Vehicle parking can be the most contentious issue and this proposal seems no exception. Street parking will be reduced in St John's St and will almost certainly be looking at Birch Road to re-locate. We have several vehicles from St John's St already using Birch Rd but as there are no restrictions, other than the junction itself, I believe more restrictions would be needed, i.e. west side parking only. There is a local option which may be considered. There are generous grassed areas at either side of Birch Rd at the St John's St junction, maybe a portion of one of these could be modified to take a few cars from St John's St. Commuter parking is a feature even in the gyrotory affected areas.

In regards to the proposed Order 201, I would like to voice the following comments.

I am a house owner living at xx Sun Street, Biggleswade and will be greatly affected by the proposed changes to the traffic flow and parking. I can see the benefits of the one-way traffic flow, however the proposed changes to the on-street parking are extremely unfavorable to many living on the affected

roads. In my case, we own two vehicles which we park on the street directly outside our house. However with the changes proposed, we will no longer be able to do this and will be required to park across the road or further down the road. These areas are already utilised for parking throughout the day and as such there is limited parking areas currently for residents, let alone visitors, and customers of the Salon and the Indian restaurant. By making some of these areas unavailable for parking will significantly inconvenience many people as there are no alternative areas for parking proposed.

Where do you propose/foresee people parking following the proposed reduction in parking areas?

Is there a possibility for the proposal to be altered to allow for curbs to be lowered for those residents that might be interested in parking on their drive? This would be a benefit for all parties as it would reduce the level of on-street parking and reduce the extreme inconvenience and dissatisfaction for many residents affected by the lack of parking areas.

Given that the roads will be one-way traffic, why do parking areas need to be effected? As stated, the main purpose of the proposal is to reduce conflict from opposing traffic, therefore changing the flow to one-way solves that issue, without having to make any changes to parking areas. If safety is an issue then wouldn't it be more beneficial to reduce speed limits on the affected roads or alternatively install road humps?

I look forward to receiving your response to my comments and questions.

I confirm I wish to object to those aspects of the proposal.

There are no junctions outside my house or in close proximity which would impact traffic proceeding through the area. I can understand this point where it is close to junctions but not with regards to the area outside my house. I therefore object to the parking restrictions outside my house unless suitable alternative parking arrangements are proposed i.e. dropping the kerb etc.

I previously asked the question "Where do you propose/foresee people parking following the proposed reduction in parking areas?" Are you not able to answer this?

We have several concerns about the proposed plans to make Sun St, St Johns St and Rose Lane into a one way system.

We have noticed on the map that our drive way is the only on in Sun Street that doesn't have a yellow line across it. (While we notice that 131 Sun St which has two drive ways has a yellow line across both of them). We have problems now with people parking too close to our drive way and making it very difficult for us to get out and we feel with the proposed limited parking this will make the situation even worse.

We also wonder why Rose Lane has to be made one way as this will increase the volume of traffic using Sun St and St Johns St for people wishing to come and go to Potton and the new houses which have been built and are going to be built on Potton side of the town.

Finally we feel that the parking in Sun St and St Johns St should be limited to private vehicles and not commercial vans etc.

To introduce One-way Traffic on the following roads in Biggleswade:-

St John's Street From its junction with Sun Street to its junction with Rose Lane - vehicles permitted to travel in that direction only.

Rose Lane From its junction with St John's Street to its junction with Sun Street - vehicles permitted to travel in that direction only.

Sun Street From its junction with Rose Lane to its junction with St John's Street - vehicles permitted to travel in that direction only.

Being a resident of Biggleswade and a daily user of the proposed route I would like to add my support to the proposal on the basis the existing parking restrictions in St John's street remain.

I believe this proposal whilst having slight negative impact in distance for those travelling from Potton road towards the A1 the overall impact would be positive for the flow of traffic.

Could you advise when this proposal will be decided upon and assuming agreement, implemented?

As a resident I would like to register my very strong opposition to the proposals for a one way system along Sun Street for the following reasons:

The safety of residents will be compromised as traffic already speeds along the street. Without the current parking to slow it down and with no traffic travelling in the opposite direction drivers will reach increasingly dangerous speeds. I do not imagine any traffic restrictions such as speed bumps will be installed due to the apparent need for emergency vehicles to cut through. Why are you trying to increase traffic speeds and access along what is basically a residential side street? I and several of my neighbours have already had our vehicles damaged by speeding drivers. Under this ridiculous proposal it is likely that the next victim of a speeding motorist will be one of the residents.

If the street is to be made one way why is there a need for such a great increase in yellow lines? With traffic travelling in only one direction all vehicles should be able to access the street without difficulty. The removal of so much parking will make it impossible for residents to park anywhere near their own houses which will then impact on surrounding streets. Using the Rose Lane car park is not an option as that is not remotely secure, is too far for old or infirm residents to walk to and from and is also highly unlikely to remain free for long.

The complete lack of parking is likely to devalue properties along the street. Residents manage parking currently and are mostly considerate in the manner in which they park.

The volume of traffic queueing at the Rose Lane traffic lights waiting to turn right onto Sun Street will likely cause major traffic problems.

It has also been noted that documents seem to suggest that this scheme is to be paid for by financial contributions from developers who have no interest in or concern for residents who are not living in their houses. I find this quite appalling that such disregard for existing residents of Biggleswade is being shown and that our quality of living is being sacrificed for financial gain.

Please find attached a letter voicing our objection to the above proposed gyratory system.

In addition to this letter I would like to add my dismay that this proposal has been forwarded and championed by our Town council without any prior consultation to those likely to be most affected, ie us residents, what you are planning is like using a sledge hammer to crack a nut, the issues around these roads are very focused between 08.30am and 09.00am and the school run period. As a resident for 10 years in our home I can assure you these roads are not gridlocked or in fact an issue for road users 95% of the time and your one way system is likely to reduce safety levels for road users, pedestrians and residents.

As we have a young family with two children, one of which has special needs, we as a family will suffer a great detriment to our safety and well being should these plans go ahead in their current state.

Your proposals to implement a 7.5tonne weight limit are however to be congratulated as they will greatly reduce the issues that are currently present, surely this needs to be implemented a proper traffic survey completed before any long lasting changes are made to our roads.

Please note I have copied in Alistair Burt MP and Biggleswade Town Council so that they are aware of our concerns and I welcome their input.

Please do not allow this proposed parking restriction to happen. Personally it will be highly detrimental to myself and my husband. I live at number x St John's Street and the house does not have parking. My husband is disabled and cannot walk far, even with a stick, so the car needs to be as near as possible. He is unable to walk as far as Rose Lane carpark and as I do not drive myself this is his only method of leaving the house. I'm sure you can understand how his quality of life would deteriorate if this was taken away from him. We are certainly not in a position to move and I imagine the value of our small property will deteriorate without nearby parking.

Approximately 18 months ago I had a speeding driver plough his car straight through my wall throwing the bricks into my house two metres away. Luckily it was at night or it may have been a lot worse. I fear that this will become a regular event if the gyratory system is put in place.

On a rather cynical note, it does appear that suggestions were put forward on how to make traffic flow easier and a decision could not be made so both options were chosen. This does appear to be ridiculous as with a one way system parking could actually be increased not cut. If not it will become a race track allowing dangerous overtaking. There is evidence that the parked cars will actually prevent this from happening.

I am urging you all to look at the bigger picture and consider the people who live here and not just at signing a piece of paper and forgetting the negative effect the proposals will have on many individual lives.

I look forward to hearing your responses.

I wish to voice my objections to the proposed plans on cutting the parking on Sun Street proposed by the one-way gyratory system. I live at number x St John's Street and the house does not have parking. My husband is disabled and cannot walk far, even with a stick, so the car needs to be as near as possible. I do not drive myself and this is his only method of leaving the house that he has. I'm sure you can understand how his quality of life would deteriorate if this was taken away from him. I am hoping that you will reconsider as with a one-way system in place the parking will not be an issue for free flowing traffic.

As residents of Sun Street my husband and I wish to register our dissatisfaction with and therefore formally object to the proposal named above. We feel very strongly that the affected residents were given no opportunity to input our expert knowledge & experience of the traffic situation prior to the drafting of your proposal. Nor have we had the opportunity to voice our concerns on the current proposal until what seems to be the 11th hour, and are concerned that this appears to be an exercise in rubber stamping a decision completely lacking in due process.

The Public Notice we received states the reasons for the current proposal being considered necessary:

1. on the grounds of safety
2. to improve the amenity of the area.
3. And that "The ***main purpose*** (my italics) is to reduce conflict between opposing traffic, in particular in St John's Street where the road is narrow & level of on-street parking is high".

Breaking this down into 3 parts, we consider the current proposal will not fulfil any of the proposals stated aims.

1. Safety Concerns

In our experience the current situation where cars are able to park on both sides of the road means that cars are unable to speed, must drive slowly with great care & attention & give way to each other in turn to pass along the road.

If the one way system is introduced as proposed then traffic will be free to travel along at much higher speeds than is currently possible as you will effectively have cleared a path for them. This is of grave concern to us as parents of a four year old child who is due to start at St. Andrew's School in September this year. Are you aware that many of the school children who have to cross these streets will now be in greater danger than currently? There is no mention of provision for any traffic calming measures in your proposed order, no mention of speed cameras, speed humps, new pelican or zebra crossings. Nor is there mention of any consideration for elderly & disabled residents, or those who, like the school children, would find it harder to cross the road in safety as a direct result of your actions.

We also feel that the 2 new housing developments under construction along the Potton Road will result in an increase in traffic to the area from new residents wishing to join the A1 at the Northern Junction at the Sainsbury's roundabout. By removing the current slow rate of flow due to parked cars on Sun Street & St John's Street you make this route to the A1 a much more viable option, rather than forcing traffic to use the eastern relief road to the A1 Southern Junction as you have stated is the intention.

This cannot be seriously intended as a safety measure if you are effectively clearing a path, enabling the speed of traffic flow to be that much greater than is current & for an increased traffic load.

2. Improving the Amenity of the Area

The OED definition of amenity being the 'pleasantness or usefulness' of an area. I am at a loss to see how the pleasantness or usefulness of Sun Street, Rose Lane, or St John's Street can be improved upon under your proposed plans. The residents can expect greater & faster traffic flow. Sun Street will now be subject to the noise & diesel fumes from buses passing approximately every 30mins where currently there are none. Having double yellow lines in front of our houses & reduced on street parking capacity will reduce the 'usefulness' we currently enjoy. In fact being permanently unable to park in front of your house will mean residents will struggle to load & unload the car every time they do a supermarket shop, every time they load their car for a holiday or weekend away, every time they take things to the recycling centre, and many more incidences beside. Residents with elderly or disabled relatives will be unable to drop them off at the door. Absolutely removing the amenity they currently enjoy & need.

Those residents who are fortunate enough to have the space will be encouraged to drop their kerbs & pave over their front gardens to create a parking space & gain access to their homes, much to the detriment of the local environment & wildlife. These proposals will actively reduce the pleasantness & usefulness of the area for all local residents.

It may be that the possible amenity of the area you wish to improve is less to do with the pleasant environment the residents currently enjoy, & more to do with the usefulness of our area in catering for non-resident motorists thereby creating a fast track gateway to the northern A1, also enabling the developers to advertise their new homes as being only 5mins drive from the A1 north.

3. Reducing Conflict between Opposing Traffic

Since we moved to this address in January 2011 we have not had any major problems with conflict between opposing traffic; the current situation where traffic flows in both directions means that cars are unable to speed, drivers must use due care & attention & give way to each other in turn to pass along the road. There seems to be no problem for larger vehicles

& we regularly get lorries, fire engines, ambulances, refuse collection lorries, supermarket delivery vans & tractors passing without incident. In fact I am unaware of any serious accidents on Sun Street in all the time we have lived here.

It seems the main aim of your concern is the conflict to traffic in St John's Street, hence is there not a better way to reduce this conflict in that narrow zone without creating a whole new gyratory system over 3 streets? Have you considered a short stretch of single lane traffic on a timed traffic light system similar to the railway crossing bridge on Crab Lane? Or a formalised section of 'priority over oncoming traffic' to that area? It seems to be like taking a sledgehammer to crack a nut.

I would like to add that the timing of the traffic lights from Sun Street going up & over to Crab Lane are currently dangerous to cyclists coming from the direction of Sun Street as there's barely enough time to get over the bridge before the oncoming traffic from the other side is given the green light to proceed, something that was complained about by residents in the last year or so but does not seem to be much better. However, it seems that these lights are not under consideration in your proposal, just to changes to Rose Lane which in itself is a dangerous & unsighted junction, which will get busier & therefore more dangerous,

The front page article in this week's Biggleswade Chronicle states that long standing issues with parking and emergency access to the A1 has meant action was needed. We are not aware of any issues with emergency access to the A1 & indeed the ambulance & fire service already use Sun Street as their preferred route to the A1 it seems without incident. Also any issues with parking will only be exacerbated with the restrictions you are planning to impose.

Finally, my husband & I agree strongly with the points raised in Mr Xxxx Xxxxx's letter which lists the points raised at the residents' meeting, and copied below for your reference. We would appreciate a response from you & express our regret that we cannot be at the meeting at Chicksands this Wednesday given the short notice as we are both committed to meetings at work.

I wish to object to the above proposed order on the following grounds:

1. The associated removal of significant stretches of on road parking by the addition of double yellow lines and no-waiting will mean there is insufficient parking available for the residents of the affected streets. As a resident of Sun Street I am acutely aware that there is barely sufficient parking in the area as is and the removal of at least 12 spaces on Sun Street, not to mention more on the other streets will be a great loss. There is no alternative parking offered as part of this proposal and other parking in the area is a significant walk to residential properties and may become charged for in the not too distant future.
2. Making Sun Street one way will (as predicted in the proposal) cause and increase in traffic volume and speed along this residential road. The road is heavily used by parents and children walking to two schools and two pre-schools (Lawnside, St Adnrews, The Lawns and Rainbow Preschool) as well as other users. Any increase in the speed and volume of traffic will increase the danger to pedestrians along this road which is highly undesirable. IN addition the removal of large amounts of parking will help to increase the traffic speed and remove the buffer between the road and pedestrians currently provided by the parked cars.
3. These roads are residential roads and should not be modified to produce high speed rat runs for people attempting to travel through town but maintained as low speed low flow residential areas. Other more suitable through routes exist in town.
4. Unfortunately no traffic monitoring reports seem to be available to view in connection with this proposal and likewise there seems to be no detailed document outlining the impacts this proposal will

have. It therefore seems premature at best to propose such drastic measures without fully understanding the current use of the roads or the potential impacts the changes will have.

5. There has been no consultation with local residents prior to this proposal which is very disappointing given the potential impacts on local residents.

6. The map provided is not up to date, does not represent the situation on the ground (significantly more residential properties are now present in the area than are on the map) and therefore the proposal is not based on the most up-to-date information available and could therefore be considered invalid.

Notwithstanding these objections some aspects of the proposal do seem to me to be a good idea.

1. Some areas that currently don't have double yellow lines could benefit from them, in particular the stretch of Sun Street immediately opposite Gladstone Close. The removal of parking from this stretch will remove the single most problematic part and will allow the free passage of emergency vehicles along the road with no problems. Also the stretch near The Viceroy where sometimes visibility at the junction and pedestrian crossing are reduced causing potential hazardous situations.

2. The 7.5 weight restriction will be highly beneficial removing the occasional HGVs that use the roads.

3. I understand that St. Johns Street may benefit from being made one-way in that it contains a pinch point that causes some traffic flow problems at peak times but for the majority of the day there are no problems visible to me as a local resident. I see no reason why Sun Street and Rose Lane should be made one way as they are wide enough and with some slight changes to the parking on the street two-way traffic flow can be maintained at sensible levels and speeds.

In addition it should be remembered that extensive changes to the road system throughout Biggleswade are underway independently of these proposals and these (particular the Eastern Relief Road) will (in theory) have a significant impact on the road use in this part of town (i.e. reducing through traffic using St. Johns Street and Sun Street). It seems premature to make expensive changes immediately prior to the completion of these other projects which may mean they are not necessary.

Please can you confirm receipt of this email.

Further to my email and letter objecting to the above proposed gyratory system I would ask that the attached document is included as an addition to our objections.

This report was carried out by Bedfordshire County Council in 2006. I am aware that since this date the council structures have changed and we are now known as Central Beds, a quick look at the new transport Strategy however as published on the central Bedfordshire website shows that it is recommended St John's has traffic calming measure installed and a gyratory system is not even mentioned, it would appear to me that the recommendations as listed within the Bedfordshire County report were accepted when the Central Bedfordshire Report was completed..... The obvious question is what has changed since these reports were published and why have traffic calming measures not been implemented ?

Within the Bedfordshire County Council report you will note that the gyratory system was raised and subsequently rejected due to the fact that our streets are classed as residential and that any further traffic should be deterred and not encouraged, something which the current strategy still recommends. you will also note that the recommendation was for local residents to be consulted prior to any plans being pursued in the future, something which clearly hasn't happened in this case.

Many thanks and I await the response to the public consultation process.

I am writing in response to your consultation letter dated Sunday 7th June. I am a resident of Sun Street, a father of two young daughters who walk to St Andrews School and a commuter who invariably cycles to work. In summary I wish it to be known that I

- SUPPORT the proposal to introduce a 7.5 ton weight restriction on the grounds it will improve road safety, reduce noise and congestion and improve air quality
- OBJECT to the proposal to introduce a one way “gyratory” system on grounds of
 - *Lack of proper consultation*
 - *Safety & Traffic Volume*
 - *Incompatibility with Central Bedfordshire’s adopted transport policy*
 - *Failure to assess impacts of proposals in combination with new development and functioning of proposed Eastern Relief Road*

Objections in detail

Lack of proper consultation:

It is unclear to me whether the support for this “gyratory” scheme expressed by the Town Council have a formal standing in the planning process for which Central Bedfordshire have competency. However as a resident of Sun Street for nearly ten years I want to make it clear it at no point have the Town Councillors or any other body sought the opinion of residents on these proposals. The Town Council’s support should therefore be treated as being an uninformed by the views of those most directly impacted.

I also note that the scheme does not feature in the Central Beds Transport Plan for Biggleswade & Sandy therefore the notice residents received from your department is our first formal point of contact. This despite a specific recommendation in the Biggleswade Transport Plan *Technical Report* (Bedfordshire County Council, 2008) that local residents should be consulted stating:

“10.3 Potential One Way ‘Triangle’ of St Johns Street / Sun Street / Rose Lane
10.3.1 This was specifically mentioned by a number of questionnaire respondents and by several visitors to the exhibition. It is also supported by the Town Council. The study acknowledges the narrowness of Sun Street and St Johns Street, and the concern felt about them. It is recommended that a specific consultation is carried out amongst local residents and funding be allocated through the Local Transport Plan for this if the changes are supported.” (emphasis added)

Bearing this in mind I would like to express my disappointment with the poor level of information offered by Central Beds in support of the scheme and the very lacklustre approach that has been taken to consultation. All that has been provided are some unsubstantiated and vague high level Statement of Reasons and an out of date map that does not reflect the current mix of business and residential development in the area.

Safety, Traffic Volume & Speed:

I note that the stated aim of the proposed order for creating the gyratory system cites “*grounds of promoting road safety and for preserving or improving the amenity of the area through which the road runs*”. It is unclear what, if any studies have been undertaken to substantiate these claims however it is clear that these proposals have been considered and **rejected** in the Biggleswade Transport Plan *Technical Report*. The report concluded the overall impact would be to encourage more traffic onto a route that should be considered as a local access route. In other words creating a rat run for commuters. The 2008 Biggleswade Transport Study Technical Report states

“8.1.25 It [the one way proposal] was considered that this scheme would have some benefit, in terms of increased capacity, although it was not considered that it would address any key problems highlighted in the study. Encouraging the use of the Potton Road / St John’s Street corridor as a through route would also be considered at odds with the functional road hierarchy set out in the Biggleswade Travel Framework, which

classified this route as a local access route. In accordance with this classification, traffic calming has been proposed as a means of deterring through traffic, as discussed earlier in this report, whereas the one-way triangle would increase capacity and therefore be likely to encourage traffic onto the route. This study did not therefore support the provision of the proposed oneway triangle as an exhibition proposal, except in the case of pedal cycles, where a contra-flow lane is proposed as part of the cycle network."

It is unclear what, if anything has changed since this study or what has led Central Bedfordshire to come to a radically different conclusion that the gyratory will improve amenity and safety. Of course this is about more than just volume of traffic. Speed is one of the most critical factors in pedestrian/cyclist safety with chances of survival rapidly decreasing as cars travel above 20mph. The current two-way system and parking acts reduces average speeds by creating uncertainty for drivers, forcing them to approach with caution. This is a well understood phenomenon and one which is actively being encouraged in the design of many town centres and residential areas as a tool for improving amenity and reducing accidents, especially at high speeds.

By contrast, the introduction of the gyratory combined with substantial parking restrictions will actively enable motorists to travel faster apparently safe in the knowledge they will not meet cars coming the other way. This amounts to placing the interests of drivers and in particular commuters using the route as a rat run, over and above those of residents, cyclists and pedestrians in particular the elderly, disabled and young who are less able to judge and deal with high speed traffic. **This is of particular concern to me as a father who regularly walks and cycles with his children to school and the town centre.**

Incompatibility with Central Bedfordshire's adopted transport policy:

Central Beds Councils Local Transport Policy (Apr 2011 – Mar 2016) contains a number of highly commendable policies which this proposal contradicts including:

- **To reduce the impact of commuting trips on the local community** – As outlined above, the Bedfordshire County Councils Transport Study rejected the proposed gyratory as an option specifically because it would encourage traffic onto streets identified as being for local access. Indeed it was considered active deterrent in the form of road calming would be more appropriate.
- **Increase the number of children travelling to school by sustainable modes of transport** – Increased volume and speed of traffic will inevitably increase risk and perception of risk by children and parents. As such it will actively discourage walking and cycling to school.
- **Insure access to food stores and other local services** – There are business directly on the proposed 'no waiting' area that will suffer from loss of trade due to the no parking outside they're shops,
- **Reduce the risk of people being killed or seriously injured** – As outlined above, the gyratory will increase volume and speed of traffic, both key risk factors particularly for pedestrians.

Failure to assess impacts of proposals in combination with new development and functioning of proposed Eastern Relief Road

It does not appear that the impact of this proposal has been assessed in light of plans for significant housing development to the east of Biggleswade and the proposed eastern relief road. I believe this is a fatal flaw. As outlined above, it is acknowledged that the gyratory will encourage additional traffic use Sun Street, Rose Lane and St John's Street. The route will be particularly attractive for those living in new housing near Potton Road who will see this as the most direct route to the northern junction of the A1. As such the gyratory will undermine the strategic function of the **relief** road, the policy objectives of Central Beds transport policy and most importantly blight the life of local residents and increase the risk of death and injury to vulnerable road users.

I wish to object to the proposal for the following reasons.

The area encompassed by and surrounded by the proposal is a high density residential area and you state that the reason for the proposal is that it is considered necessary on the grounds of promoting road safety and the preserving or improving the amenity of the area.

It will have completely the opposite effect.

Additional traffic will legally drive through the gyratory system at speeds of up to 30ph presenting a grave danger to pedestrian safety.

There should be a 20mph speed limit throughout with adequate provision for road safety.

The intention is to remove a significant amount of the on street parking and replace it with double yellow lines with no provision for deliveries or setting down.

The area will become isolated, depressed and a rat race.

What is needed is the retention of the parking spaces with residential only parking and adequate provision of spaces for picking up and setting down the elderly and disabled and also loading and deliveries.

Thank you for informing us of the proposals of the one way system. I'm at xx St John's Street - right on the narrowest section.

I do agree that something needs to be done with these roads. My concerns are that making it one way will create a 'rat run' if there is not traffic calming put in place too. The speed that cars come along there anyway if they can see that they have a clear run is dangerous, due to how narrow the road is and how narrow the footpaths are.

I do fully support the 7.5t weight limit - the hgv's coming down the road are ridiculous and daily nearly take out my front fence!

I am concerned about the lack of parking along Sun Street too. The residents do not have parking on their properties as neither do most of us on St John's Street. Parking has started to get more difficult already and I work shifts so can get back at 3am and have to park some distance away and walk alone in the early hours. If the parking is taken away from Sun Street they are going to have to find somewhere to park and can only see the parking situation getting worse, and this may then also have a detrimental effect on house prices too.

Many thanks and I look forward to seeing the revised plans

I am writing to inform that I strongly oppose the proposal to introduce the above one-way gyratory system as proposed. As a resident of Sun Street, not only would this greatly inconvenience me on a daily basis (as I drive to work, this new system would force me to take an alternative route to work, potentially increasing congestion in Biggleswade town centre during the morning rush hour), but I feel the measures are entirely unnecessary; motorists have been able to successfully traverse all three roads under the current system for many years.

Although I strongly oppose the proposed system, if a one-way system were to be implemented, I feel that the system may be more appropriately directed in an anti-clockwise direction. Sun Street is the direct route from the A1/Sainsbury's to Cambridge, and as such closing this route off will only lead to greater issues on the surrounding roads, particularly in the morning rush hour.

As a further point, I would like to mention that I feel it excessive to introduce so many more areas with no waiting restrictions (double yellow lines). Residents continue to be capable of organising their parking without causing obstruction as it is, so this would be a pointless inconvenience.

I am a resident of Sun Street, Biggleswade, and have strong safety concerns regarding the proposal to create a one-way system around Sun Street, St John's Street and Rose Lane in Biggleswade (Order 201).

The statement of reason is given as "The proposed Order is considered necessary on the grounds of promoting road safety and for preserving or improving the amenity of the area through which the roads run."

I strongly disagree that these reasons hold true. In fact, a one-way system will instead:

- Increase traffic speeds, **reducing safety** for myself and my two young daughters who live on Sun Street and use Sun Street to walk to school each day, together with the many other parents/carers who are trying to walk or cycle to school each day (cycling is already immensely dangerous given the traffic light timings of the railway bridge that does not allow enough time for cyclists to cross the bridge before meeting oncoming 'one way' traffic). It will also reduce for myself who uses Sun Street/Rose Lane to cycle down to commute to work.
- Faster cars and increased traffic will **decrease** the amenity of the area through which the roads run for reasons of decreased safety. In addition to this of course is the inconvenience that would be thrust upon residents trying to navigate to school and work.

For the reasons above, particularly those of decreased safety, **I strongly object to the proposal.**

I am also concerned that the real reason for this proposal (given that the stated reasons clearly don't ring true) is because of the high number of new houses that have been built in east Biggleswade, it seems built without consideration of the impacts of the increased traffic on the rest of the town. St John's Street, Rose Lane and Sun Street are residential areas that should NOT be used to mitigation for poor transport planning in the new build.

My main concerns to the order are listed below:

1. Speed, I would rate St John's Street already the fastest road in Biggleswade, in either direction traffic speed up dramatically, including buses.
Making it one way will increase the problem.
2. xx St John's Street is one of the few to have a drive for parking, but like most of the other Victorian buildings in the street it was not built with modern traffic in mind, to aid access years ago my father removed the gate posts and part of the fence giving reasonable access in and out coming from Potton Road.
The access from the proposed one way direction is hampered by the old Church wall needing countless manouvers to get in or out with cars parked opposite.
In this process the street is blocked, if a van parks outside access to and from xx St Johns St is not possible from that direction.
3. Parking, this is the biggest problem especially in Sun Street. The emergency services access via Sun Street was finished when the traffic lights were installed at the crossroads of Sun Street and Rose lane as they would have to wait for the lights to change due to the high chance of meeting vehicles head on over the bridge.
Certainly more double yellow lines are required especially on the corner of St John's St and Sun St, the pavement was widened last year and all it has done is let vehicles visiting the Viceroy park more dangerously on the corner blocking any view of vehicles coming down Sun Street.
4. Buses, In making the area a 7.5T limit is senseless while large Buses and Coaches are allowed to carry on thundering up and down St John's Street, with their automatic transmissions they accelerate faster than any HGV vehicle can. A smaller bus should be used around the town.

5. Why not widen St John's Street! With building 2000 plus houses east of Biggleswade St John's Street is the only access to the North end A1 junction, unless a North bypass is built (not going to happen) St John's Street with all its Victorian design problems needs to cope with more traffic over the coming years not less. Even though this idea would affect this house it makes better sense than putting more traffic onto other already packed roads in the town.

First of all I apologise for lateness in contacting but I have been in hospital.

I think a one-way system is a brilliant idea and will create a good traffic flow. However, I do not agree with the extensive parking restrictions proposed. If vehicles are parked on one side of the road(s) there is ample room for vehicles to pass including buses like they do at present.

Parking does not affect me as I live in Brunswick Place (not "Brunswick House" as described in your map) but it will affect visitors as there is no visitor parking here.

I sincerely hope you can see your way clear to include my comments in your meeting(s) in this matter.