
Meeting: Traffic Management Meeting
Date: 28 February 2017
Subject: St John's Street area, The Baulk and Back Street, Biggleswade – Experimental One-way Traffic Orders

Report of: Paul Mason, Assistant Director Highways

Summary: This report seeks the approval of the Executive Member for Community Services to make permanent the existing experimental one-way traffic orders in St John's Street area, The Baulk and Back Street, Biggleswade.

RECOMMENDATIONS:-

1. That the existing experimental one-way traffic order on St John's Street, Rose Lane and Sun Street, Biggleswade be made permanent.
2. That the existing experimental one-way traffic order on The Baulk, Biggleswade is not made permanent and two-way traffic be restored.
3. That the existing experimental one-way traffic order on Back Street, Biggleswade be made permanent.

Contact Officer: Gary Baldwin
gary.baldwin@centralbedfordshire.gov.uk

Public/Exempt: Public

Wards Affected: Biggleswade North and Biggleswade South

Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal will improve road safety, traffic management and the amenity in the affected roads.

Financial:

The works are being funded by section 106 funding associated with Kings Reach development.

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:

None from this report.

Sustainability:

None from this report.

Budget and Delivery:	
Estimated cost: £40,000	Budget: Section 106
Expected delivery: June 2017	

Background and Information

1. Temporary one-way traffic orders were introduced in the following roads in Biggleswade to improve traffic management while the Stratton Street bridge works were carried out:-

1. St John's Street, Rose Lane and Sun Street;
2. The Baulk;
3. Back Street.

These have been kept in place on a experimental basis and the purpose of this report is to determine whether these arrangements should made permanent or removed.

2. St John's Street, Rose Lane and Sun Street

There have been longstanding concerns about traffic movements in St John's Street, particularly involving conflict with buses and larger vehicles. A petition expressing concerns about traffic volumes and road safety was considered by this meeting on 11 August 2014. As a result, a proposal was published to introduce a one-way traffic order and associated waiting restrictions. Objections to that proposal were considered at the 25 August 2015 meeting.

The decision was as follows:-

- (i) that the proposal to introduce a 7.5 tonnes HGV weight restriction be implemented as published, subject to the eastern relief road being open;

- (ii) that the proposal to introduce a one-way traffic order on St John's Street, Rose Lane and Sun Street be implemented initially on a 6-month experimental basis to commence after the reopening of the Stratton Street railway bridge;
- (iii) that the proposal to introduce No Waiting be implemented on a 6-month experimental basis after the reopening of the Stratton Street railway bridge;
- (iv) that in relation to decisions 2 and 3 above, following the experimental period of 6 months, the proposals as amended through consultation will be brought back through this process for determination.

3. The Baulk and Back Street

It was decided that whilst the High Street was closed to traffic during the Stratton Street bridge works traffic movements would be improved if The Baulk was made one-way from High Street to Drove Road and Back Street became one-way from London Road to Station Road. On-street parking is relatively high in both roads and Back Street is narrow. Consequently, there are sound traffic management reasons for these roads to operate as one-ways. As with the St John's Street area, it was felt that the temporary one-ways worked well and there would be value in seeing how the restrictions operated under normal traffic conditions.

4. It is permissible for local authorities to introduce such restrictions on an experimental basis for a maximum period of eighteen months. It is usual practice to run the trial for six months, during which time interested parties may submit objections and other representations on the experimental orders. At the end of the six month trial the Council needs to decide whether to make the arrangements permanent or remove the restrictions. The trial period ran from 6 June 2016 to 5 December 2016.

Representations and Officer Responses

5. St Johns Street, Rose Lane and Sun Street

A total of 19 representations were received, including one from Biggleswade Town Council, about the experimental one-way traffic and waiting restrictions. Of those who submitted representations, 9 support the one-way working and others have comments to make. Only one outright objection was received.

The main issues raised were as follows:-

- a) Most of those who responded are concerned about increased traffic speeds and road safety issues due to the removal of opposing traffic. Many asked for traffic calming features and/or a 20mph speed to be installed.
- b) Loss of parking in Sun Street and obstructive parking in Gladstone Close.
- c) Issues around congestion and capacity at the Rose Lane traffic signals.
- d) Use of the roads by traffic, including HGVs, wishing to reach the east side of Biggleswade despite the introduction of a 7.5 tonnes weight limit.
- e) Inadequate one-way signage at the Sun Street/St John's Street junction leading to non-compliance.

6. Officer response to the above points:-

- a) There is always the possibility that the removal of opposing traffic that results from the introduction of one-way working can result in higher traffic speeds. The provision of additional double yellow lines, which was necessary in this case, may also bring about an increase in speeds. The additional yellow lines were needed to ensure that larger vehicles were able to safely manoeuvre through roads, particularly Sun Street, which were likely to see a significant increase in traffic flows.

Traffic speeds were collected in the three roads in May 2014 while they were still operating two-way. The counts were repeated in October 2016 whilst the roads were operating as one-way. This is a summary of are the results:-

Road	BEFORE speeds	AFTER speeds	BEFORE flows (Average 7 day total)	AFTER flows (Average 7 day total)
St John's Street	25.94mph (mean)	27.40mph (mean)	6170 vehicles	5019 vehicles
	30.15mph (85 th %ile)	32.70mph (85 th %ile)		
Rose Lane	24.76mph (mean)	22.00mph (mean)	2184 vehicles	3055 vehicles
	27.53mph (85 th %ile)	26.40mph (85 th %ile)		
Sun Street	23.70mph (mean)	24.20mph (mean)	1926 vehicles	4613 vehicles
	26.45mph (85 th %ile)	28.20mph (85 th %ile)		

St John's Street shows an increase in speeds, which is entirely expected due to the removal of opposing traffic and some on-street parking. There is scope to restore some on-street parking at the Rose Lane end which may bring speeds down a little. The reduction in traffic flows is due to the re-distribution of westbound traffic to Rose Lane and Sun Street.

Rose Lane has seen a slight decrease in speeds, which is likely to be as a result of increased traffic flows and vehicles queueing for the traffic signals. There has been an increase in traffic flows.

Sun Street shows relatively small increases in speeds. The removal of opposing traffic and loss of some on-street parking are likely to be the main reasons for higher speeds, but the significant increase in traffic flows has probably helped to moderate speeds. It is possible to increase the number of on-street parking spaces, which should help lower speeds.

- b) The yellow lines have been reviewed and it is possible to remove some of them to allow more on-street parking. It is possible to remove some of the yellow lines at the Rose Lane end of Sun Street. At the St John's Street end it is possible to introduce half-on/half-off footway parking on the south side, which allows some of the double yellow lines to be removed from the north side. The reduction in parking in Sun Street appears to have resulted in double-parking in Gladstone Close, which obstructs the footway on one side. It is proposed to promote double yellow lines on one side to address this. In addition, it is possible to amend the yellow lines in St John's Street and, to a lesser degree, in Rose Lane to increase parking capacity.
- c) The operation of the Rose Lane traffic signals will be kept under review and if necessary adjustments to the timings could be made. On Rose Lane, it should be possible to amend the road markings to provide a two-lane approach, which will increase capacity.
- d) It is likely that there will be some non-compliance with the 7.5 tonnes weight limit. However, this should improve when directional signs on the Biggleswade Eastern Relief Road are amended to encourage greater use of the new road. This work is imminent.
- e) Some changes could be made to the layout of the Sun Street/St John's Street junction, which will make it possible to improve the no entry signing. The junction layout changes and better signage should lead to better compliance.

7. The Baulk

A total of 13 representations were received about the experimental one-way traffic order. Of those who submitted representations, 6 support the one-way working and have comments to make. 4 objections were received.

The main issues raised were as follows:-

- a) The one-way working has resulted in longer journey times and delays at the London Road/ Drove Road junction, particularly at school times.
- b) The start of the one-way should be set back further at the Chestnut Avenue end to ease access/egress for vehicles serving schools and other facilities at that end of The Baulk.
- c) There is regular non-compliance, particularly those living in some of the side roads.
- d) There has been an increase in traffic speeds.
- e) If it reverts to two-way parking should be permitted on one side of the road only.

8. Officer response to the above points:-

- a) Traffic that previously turned right from Drove Road into The Baulk when heading towards the town centre is now forced to continue and turn right at the London Road junction. At busy times, such as at the start and end of the school day, there could be some delays for drivers. It is likely that some locals will find alternative routes to avoid this, but this is not ideal since some of the alternatives are through residential streets.

- b) This could lead to potential road safety issues with drivers leaving London Road and Chestnut Avenue and heading east on The Baulk unexpectedly encountering traffic heading towards them. It would lead to a more complex signing arrangement which could be confusing to drivers.
- c) Whilst the one-way is operating on an experimental basis the signage is of a temporary nature, which whilst obvious to drivers, is not ideal. Additional signs and road marking would be installed if the arrangement was made permanent. Significant changes would need to be made to the Drove Road/ The Baulk junction, to make it difficult for drivers to enter at that end. The junction is wide, so would need to be narrowed, possibly by incorporating a contra-flow cycle facility.
- d) It is possible that there has been a slight increase in speeds, but the layout of parking creates a chicane effect which works well at moderating speeds.
- e) A permit scheme is currently being implemented, which effectively creates a chicane effect which is considered helpful as a speed-reducing measure. We need to review this over a period of time before deciding whether amendments are needed.

9. Back Street

A total of 7 representations were received about the experimental one-way traffic order. Of those who submitted representations, 4 support the one-way working, but have comments to make.

The main issues raised were as follows:-

- a) The signage at the London Road/Dells Lane end is confusing and has resulted in hazardous situations.
- b) A business at the London Road end would like the start of the one-way working adjusted to allow them two-way access/egress.

10. Officer response to the above points:-

- a) The current traffic signs are temporary and would be improved and supplemented with road markings to clarify the requirements. Other modifications could be made to improve the operation of the restriction and introduce contra-flow cycling.
- b) It is possible to set back the start of the one-way working a short distance which would accommodate the business' requirements and simplify the signage.

11. The overall response to the one-ways in the St John's Street area and Back Street have been generally positive with most of those people who submitted written comments requesting changes to make them work better and/or safer. Few people have submitted outright objections or have asked for them to be removed.

12. Appendices G and H show draft proposals to make the one-ways permanent in the St John's Street area and Back Street. These have been designed to make them operate more safely, increase on-street parking capacity, improve compliance and accommodate cyclists. The St John's Street area alterations could be achieved without further statutory consultation. The exception would be the suggested yellow lines in Gladstone Close which would require a fresh proposal. The proposals for Back Street include change to the one-way to incorporate contra-flow cycling and amendments to the parking restrictions. These have not been formally published, so would need to be before implementing.
13. The response to the one-way in The Baulk has been less positive. Since the doctors' surgery was closed and returned to private housing, the traffic and parking situation in The Baulk has eased. The imminent introduction of a residents permit parking scheme will also help manage parking.

In addition, the one-way has resulted in traffic issues at the London Road/Drove Road junction, which create delays and additional vehicular conflict.

Making the one-way arrangements permanent in The Baulk would entail significant and costly highway works at its junction with Drove Road.

All of these factors mean that the case for making the one-way working in The Baulk permanent is not as strong as the other two. Hence, it is recommended that two-way working is restored in The Baulk.

Appendices:

- Appendix A – Public notice for St Johns Street area
- Appendix B – Drawing for St Johns Street area
- Appendix C – Written representations on St John's Street area
- Appendix D – Written representations on The Baulk
- Appendix E – Written representations on Back Street
- Appendix F – Written representations on Old Road proposals
- Appendix G – Draft proposals for improvements St John's Street area one-way
- Appendix H – Draft proposals for improvements Back Street one-way

PUBLIC NOTICE



Central
Bedfordshire

CENTRAL BEDFORDSHIRE COUNCIL (ST JOHN'S STREET, ROSE LANE, SUN STREET, THE BAULK AND BACK STREET, BIGGLESWADE) (ONE WAY TRAFFIC) EXPERIMENTAL ORDER 2016 and 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) (EXPERIMENTAL VARIATION NO.1) ORDER 2016

Notice is hereby given that on 23 May 2016 Central Bedfordshire Council made Experimental Orders under Section 9 and 10 of the Road Traffic Regulation Act 1984 as follows:-

Effect of the Experimental Orders:-

To introduce One Way Traffic in the direction described on the following lengths of road in Biggleswade:-

1. St John's Street, from Sun Street to Rose Lane;
2. Rose Lane, from St John's Street to Sun Street;
3. Sun Street, from Rose Lane to St John's Street;
4. The Baulk, from Chestnut Avenue to Drove Road;
5. Back Street, from London Road to Station Road.

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

1. St John's Street, on three lengths as described in the order, between Sun Street and Rose Lane;
2. Rose Lane, on three lengths as described in the order, between St John's Street and Sun Street;
3. Brunswick Gardens, on two lengths as described in the order, near Rose Lane;
4. Sun Street, on five lengths as described in the order, between Rose Lane and St John's Street.

Reason for Experimental Orders: The proposal is for the purposes of carrying out an experimental scheme of traffic control. The roads have been subject to one-way working and, in the case of St John's Street, Rose Lane and Sun Street, additional waiting restrictions, for the duration of the Stratton Street bridge reconstruction to aid traffic flows on alternative routes. The Council wishes to assess how the arrangements operate when the bridge re-opens and traffic patterns return to normal. Implementing these as Experimental Orders will enable the Council to monitor the scheme and modify or remove it at any time should the need arise.

It is proposed that the Experimental Orders will be in operation for up to 18 months. Central Bedfordshire Council will be considering in due course whether the provisions of these Orders should be continued in force indefinitely. Within a period of 6 months beginning with the day on which the Orders came into force any person may object to the making of Orders to make their effects permanent.

Date of Operation: The Experimental Orders will come into operation on the 6 June 2016.

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

Comments The Experimental Orders can remain in operation for up to 18 months. Before their effects can be continued in operation by permanent Orders all objections lodged during the trial of the Experimental Orders will have to be considered. Any comments should be sent in writing to the Traffic Management team at the address below or e-mail traffic.consultation@centralbedfordshire.gov.uk by 5 December 2016. Any objections must be in writing and state the grounds on which they are made.

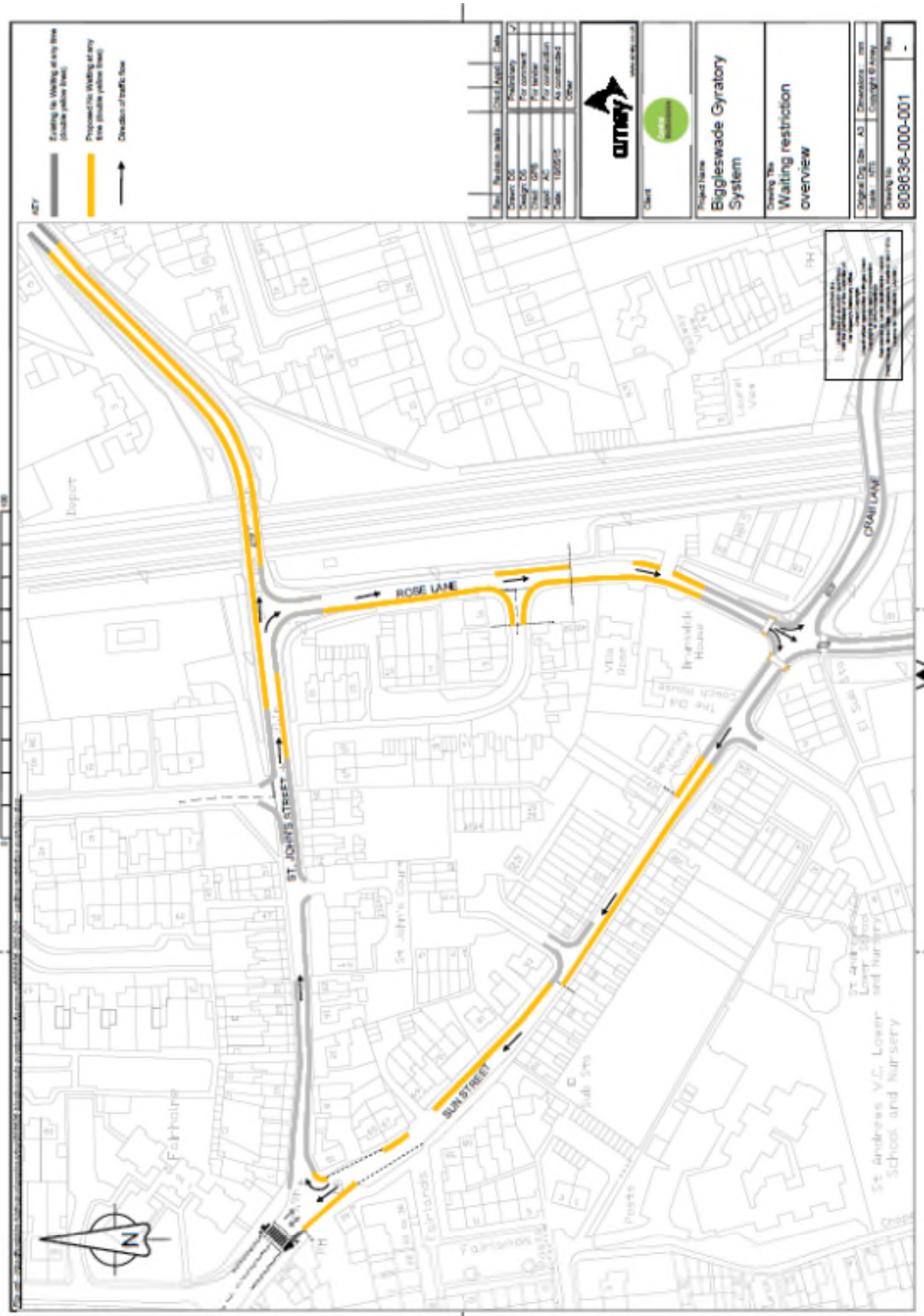
High Court Challenge: Any person who wishes to question the validity of the Orders or of any provision contained therein on the ground that it is not within the powers of the relevant Section of the Road Traffic Regulation Act 1984 or on the ground that any requirement of that Section had not been complied with in relation to the Orders may, within 6 weeks of the 23 May 2016 make application for the purpose to the High Court.

Central Bedfordshire Council
Priory House
Chicksands
Shefford SG17 5TQ

Marcel Coiffait
Director of Community Services

27 May 2016

Appendix B



Appendix C

The Town Council were told at the Biggleswade Joint Committee, by the Chair Cllr M Jones, they could comment on the review of the one-way systems in Biggleswade. The Town Council would like to make the following observations;

Happy with the proposals for the Sun Street, St Johns Street Gyratory to remain with the following points;

Introduction of a 20mph zone, policing of the HGV ban, Junction of Sun Street and Fairfield Road requires additional yellow lines to stop cars parking on the turning area and sight lines, crossing in Sun Street is very poorly lit, cars coming from Shortmead Street direction have an obscured view of the crossing from the Chip Shop side and its often the case that you cannot see pedestrians. Additional yellow lines outside preen on Sun Street.

Yours sincerely

Rob McGregor
Town Clerk

Many thanks for your email below and the stay of execution. I am pleased to attach the results of the Residents petition which I have now completed as far as possible, some of the houses on the list are either not occupied or the resident never comes home despite repeated visits.

You will see that to date I have collected 37 resident signatures and had a 100% positive response to the two questions I asked on the petition, namely;

Q 1. Are you in favour of the new one way system YES or NO?;..... the response to date is 100% YES.

Q 2. Would you like to see some form of Traffic Calming YES or NO?;....the response to date is 99.9% YES and 1 NO.

The reason for the NO at #26 was that this resident has experience of 'speed bumps' and said that they do not work and make more noise.

I am sure you will find the attached self explanatory in that the one way system is a great success and some form of traffic speed calming is desperately needed and necessary.

I look forward to hearing from you and in the meantime wish you and your colleagues a very safe and peaceful Christmas and a healthy and happy New Year.

PS; I have noticed that there are some roads in Biggleswade are sign posted '20MPH Zones', it wouldn't cost much to paint out the 3 and paint on a 2 on our existing 30 MPH speed limit signs?

Further to all of our previous correspondence concerning the above I am sure you are getting bored hearing from me but I took it upon myself to draft and print off a flyer (at my own expense) which I then posted through every door in St Johns Street & St Johns Court (Copy attached for your information) this was put together from the data kindly prepared by Beds Police Traffic Management Unit in response to my letter to John Boucher, Chief Constable and I have to say their response has been excellent.

Subsequently I have raised a petition and followed this up over the last four weeks by knocking on doors during the cold winter evenings when most residents are home from work to solicit their opinion and signatures.

I have continued to canvas the residents and collect signatures and will continue to do so, I hope to have completed this exercise by your deadline of the 6th December, ref your letter of the 1st June 2016 requesting feedback and comments.

To date I have collected 23 resident signatures and had a 100% positive response to the two questions asked on the petition, namely;

Q 1. Are you in favour of the new one way system YES or NO?; the response to date is 100% YES.

Q 2. Would you like to see some form of Traffic Calming YES or NO?; the response to date is 100% YES.

As you know I have written to you on more than one occasion expressing my total support of the new one way system which in my opinion was very well executed and has been a tremendous success albeit we still suffer the odd articulated over 7.5T lorries. In my previous correspondence I also expressed our concern over the speed of the traffic now that there is no natural calming effect of the old two way traffic on a very narrow road.

In the email reply below you state that you have wait for an accident or injury, that is an absolutely outrageous statement.

I will forward the residents petition on completion and submit it to you by 6th December, in the meantime please accept this email as majority resident support for the one way system and the introduction of some form of traffic calming; maybe a 20 MPH speed limit sign, that shouldn't cost too much.

I look forward to being kept abreast of your progress regarding this matter.

With regards to your letter of the 1ST June 2016 ref GPB/001/SJ, concerning the new one way system around St John's St, Rose Lane and Sun St congratulations on a job well done.

I have lived at No.xx St John's St in excess of fourteen years and have lost count of the number of accidents I have witnessed directly opposite my house (the narrowest part of the street at 13 feet) where oncoming traffic had collided, on one occasion a lorry and bus were actually jammed together causing hours of delay and police attendance, the bus window was actually broken and it was fortunate no passengers were actually injured.

I also applaud your decision to limit the area to 7.5 tons which has drastically reduced the noise and nuisance factor of large articulated lorries using the street.

Since implementation of the one way system I have not witnessed any accidents to date and it does make the road much safer for children to cross.

As with all positives there is always a negative and my observation is that since the introduction of the one way system up St John's St the traffic is now travelling much faster due to no oncoming traffic and I would encourage you to introduce some form of speed restriction devices, e.g. speed camera, bumps or flashing 30MPH sign come to mind.

Overall my family, neighbour and I are delighted that the one way system has come into force and long may it remain. Many of my neighbours agree and I shall encourage them to write or I may organise a petition in support of the new system.

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

The bridge has now been open for a month and the "Northern" gyratory triangle around Rose Lane seems to still work well.

Thank you for your reply which is encouraging. One suggestion for the future, that you provide two lanes at the Rose Street traffic lights, one for turning right and one for left and ahead. Sometimes it works out that way depending on where people position themselves and it seems to make sense to do it officially.

Now that the High Street bridge is back in operation and traffic flow on the above routes has reduced to "normal" flow, in general I find the scheme an improvement. I do however, have a couple of safety concerns regarding the Rose Lane one-way section.

1. The parking area currently permitted from St. John's Street end to just before Brunswick Close is dangerous and needs to be restricted further away from the Brunswick Close junction or preferably removed completely. Vehicles are parking as close to the double yellow lines as possible. Traffic has to move right over to the offside of the Lane to avoid them. Large vehicles, such as buses ect. have in fact widened the road on the hedgerow side where there is no path. Consequently they pass Brunswick Close Junction on that side of the lane.

Due to the over hang of the hedgerow and slight lane curvature, visibility is restricted and vehicles exiting Brunswick Close have no choice but to edge out into Rose Lane offering a greater risk of collision. Removing this area of current allocated parking would eliminate the hazard.

2. Drivers of vehicles transiting the one-way system have speeded up, feeling confident that they do not have to concern themselves with oncoming traffic, and some trying to "beat the lights" at the cross roads. Some sort of traffic calming is needed to control them and reduce the likelihood of accident and injury.

3. Some HGV drivers still appear to be unaware of the 7 and 1/2 ton weight restriction or prefer to ignore it.

I do hope that you find the above observations helpful and sincerely hope that the proposals suggested are acted upon should the one-way system become permanent.

As a long-term resident of Sun Street I have monitored the trial scheme with interest and have made my thoughts very clear to both the town council and to Amey who are conducting the consultation. At no point since the beginning of the trial has the speed of traffic been monitored on Sun Street. On what basis then are you claiming that 'these problems seem to have eased'? I have contacted Amey on several occasions and have been repeatedly fobbed off with future dates for speed measurement, none of which have happened.

I can categorically state that there is still a continuing problem of very high traffic speeds on Sun Street and that the phasing of the traffic lights is still, in my opinion, contributing to the problem. At a residents meeting last year we were promised that the scheme would not result in increased traffic volume or speed in the long run. We were also told that HGVs would be restricted and that the council had recommended a 20mph speed limit. None of this has happened.

I have copied Amey and my local councillor on this email in an attempt to highlight the fact that this issue is still not being addressed. I would appreciate an answer regarding the source of your information and would suggest that future articles on this issue should be based on fact and not hearsay, rumour or one person's opinion.

I am writing once again to request an update on the situation in Sun Street/St John's Street/Rose Lane, Biggleswade. As I am sure you are aware speed-measuring equipment was recently in place in the area for one week. I would like to know when the data from this equipment will be processed and what benchmark you will be comparing the data with. I would also like to know what the possible outcomes are and how any conclusion will be reached.

I wish to state again that there is a continuing problem of speeding in Sun Street. Unfortunately, since I am unable to record individual number plates, the police are not able to take any action or even take note of the problem. This leaves myself and fellow residents with no way of officially voicing our concerns, which is very troubling.

We are living with the constant threat of a serious accident. Indeed there was an incident involving parked vehicles at the end of the road just last week. Sun Street is not a main road and it is my opinion that it cannot and should not cope with the current volume and speed of traffic. I am not qualified to offer a solution but I believe that restoring some of the parking which was removed at the start of the trial would help to reduce speed. I will also repeat that I believe the timing of the traffic lights at the crossroads needs to be addressed to prevent people from 'racing the lights' from the Chestnut Avenue end of the railway bridge. There is also no priority at all for pedestrians on this crossroads, which is used by many schoolchildren twice a day.

Finally I would like to inquire when there will be a further council meeting to discuss the consultation, and whether the public will have access to the meeting or the minutes. Thank you for your attention, I look forward to receiving a response.

I also live in Sun Street and agree with Xxxx on all points. It feels like I'm living on the A1 in the mornings & evenings the speed the cars travel down the street. The parking in the street has been reduced and we still have lorries over 7.5t driving down the road. The street is used by lots of children coming home from school it's only a matter of time before a serious accident in the street .

I have not seen any sign of speed checking and feel that the police would make a tidy sum if they came to our street.

May I add my support to Xxxxxx's comments. In the absence of any quantitative information my own experience is that speeds and volume of traffic have increased making Sun a Street less safe and less pleasant to cross with children. Indeed I have found myself having to flag down traffic in a number of occasions just to cross the road safely with my children on the way to and from school.

As a regular cyclist I have also experienced more aggressive high speed driving and on several occasions come within inches of motorists intent on travelling at speed down the road.

I believe that the original statement about the trial one way system has given us a legitimate expectation that the speed and volume of traffic would be properly evaluated and the failure to take this forward is completely unacceptable.

I have some very serious concerns about the speed of traffic using Sun St. I have also raised issue with the crossing near the fish and chip shop. This crossing can be obscured at times when vehicles park close to the crossing. I have used the crossing as a pedestrian and often drive through the crossing. I can assure if your coming from Shortmead St it is very difficult seeing someone going onto the crossing.

It needs some traffic calming of some sort to slow traffic down. I am sure your aware this a route used by many school children and parents going to St Andrews.

I have seen many near misses and as I am sure your aware with any Risk process high numbers of near misses and then its highly likely there will be a serious incident.

I have to add that I cycled along there the other day on my way back home from the Town Centre and was almost forced off the road by someone trying to force past me in a van.

In principle I am ok with the one way system however so appropriate traffic calming needs to be put in place and also a 20 MPH speed limit. I would be in favour of this across the town but in particular along this type of road that is in close proximity to housing and Schools.

Its factually correct that reducing the speed increases road safety and reduces noise and pollution. I would be quite happy to meet with the CBC officers on site and some residents if that would help facilitate this process.

At present we are attempting to sell our property on Sun street, I use attempting as we feel that it is has not been a favourable situation to entice buyers. This is mainly due to the sheer amount of increased traffic down Sun street. The road is now a main artery road feeding both ends of Biggleswade. In the 6 years I have lived in Sun street I have never had any issues with the passing traffic, until now!

It not only is dangerous (as previously stated) from the speed people now travel it also is a non-stop humdrum of noise into my home.

If you could please inform me when the road will be changed back to its previous, more sensible layout and when the bridge works, causing the traffic flow, will be complete?

I am emailing you again re. the Sun Street One Way System not because anything has changed but because the situation does not seem to be remedied in any way. I understand that there is still some kind of review/consultation period in place but I just want to make you aware that we still have huge continuing problems with traffic speeding and also major parking issues for the residents.

No concern for the safety and well being of the residents seems to have been taken at all. The quality of life down our street has been sacrificed as a result of back handers and monetary incentives paid to possibly Central Beds but certainly Biggleswade Town Council by the various building companies erecting the vast amount of new homes whose residents are using our street and not the Eastern bypass to access the A1.

This situation is appalling.

I recently read an article in the Biggleswade Chronicle which stated that Bloor Homes were contributing over £36,000 for local highway improvements, money which should be used to improve the safety of the residents who have to suffer the one way system and the huge increase in traffic using our streets from the new housing developments. Some kind of speed deterrent needs to be put in place very quickly before someone is seriously injured or killed and parking needs to be restored to residents which would also help to alleviate the issue of speeding traffic.

I was very disappointed although not at all surprised to receive your letter this morning regarding the continuation of the one way traffic order and parking restrictions. I'm afraid that no sensible resident of the affected streets believed the original false claim that it was simply a temporary trial system. I think most of us understood that despite any objections or concerns we might have the decision for a permanent system had already been made and the phrase 'temporary' was only ever included in an attempt to placate residents.

As I'm sure your records will show I have already voiced my concerns on several occasions regarding various aspects of the one way system. I appreciate that usage of it may well change once the rail bridge re-opens but my two major concerns will not. There is still nothing in place to deter the numerous motorists who continue to use it as their own personal race track (which when there was oncoming traffic and more parked cars to slow motorists rarely happened) and there is still a severe shortage of parking for local residents. The speeds some motorists seem to be able to achieve along Sun Street are incredible and still no monitoring of traffic speeds or any attempt at road safety measures. Will it take severe injury or the death of a pedestrian before this issue is taken seriously?

As the new housing developments on the edge of Biggleswade continue to develop more and more motorists will use the one way system rather than the Eastern Bypass as their most direct route to the A1. Large lorries considerably over 7.5 tons constantly use the system and there has been nothing put in place to stop this (and yes I know the answer to that is that it is the responsibility of the police to monitor this but why the hell should they when they didn't install the crap system in the first place?). My whole house shakes when the lorries and buses come past.

Does the 'trial basis' include monitoring of traffic flow and speeds because if so there is no mention of this in your letter. If this is not included why not?

It seems to me there is no regard whatsoever for the safety or quality of life of residents along these streets and that both of these are being sacrificed to accommodate the huge influx of residents and their cars in the new housing developments who clearly take priority over existing residents.

Further to reading the article in the Biggleswade Comet regarding the one-way system currently operating in Biggleswade, I would like to add that I think it is perfect.

We live in Brunswick Place which is the apartment block at the lighted junction of Rose Lane and Sun Street. With the lights working on a sensor system which obviates long queues waiting for them to change. However, The system does seem to have given some drivers a licence to speed (sometimes excessively) around the system of St. John's St., Rose Lane and Sun St. The entrance / exit to Brunswick Place is on the apex of the bend in Rose lane making it difficult, due to the wall and foliage of the adjacent property, to see any approaching traffic when pulling out. There have been a few near misses.

I have contacted Central Beds requesting some kind of traffic calming measures along these roads and also enquired whether some kind of mirror could be erected opposite Brunswick Place which would enable drivers when exiting to observe approaching traffic. I received a reply from Mike Amphlett but his reply did not seem too favourable. I have had a letter published in the Biggleswade Chronicle on the subject and, following an article on Look East News about speeding in Biggleswade, I have written to the Police Commissioner of Bedfordshire on the subject.

Whilst I, like many others some of whom were sceptical at the outset, would like the one-way system to remain as a permanent feature, could you please also look into putting some kind of traffic calming measures in practice for the safety and quiet enjoyment of residents and motorists alike.

I thank you for your time in reading this email and look forward to hearing from you.

Again, due to the very narrow parts of St John Street and lots on-street parking, the gyratory system in the streets has made driving through them much safer and easier. Drivers no longer have to weave in and out of parked cars. Observations that I'd like to highlight are;

1. cars approaching from Potton Road over the railway bridge still occasionally drive straight on into St John Street (against the one way system), to take a short cut into Birch Road. I have almost had head-on collisions on a number of occasions, some quite recent
2. driving from Potton Road into Rose Lane at the traffic lights, some motorists are confused which way to turn for the town centre as there is no obvious main route, perhaps a sign (left into Chestnut Avenue/ Crab Lane) would be helpful

3. drivers sometimes form two lanes side by side at the lights while queuing, despite the road markings indicating that there should only one car width. It would make sense to adjust the road markings to allow for two queues as the traffic can queue can be as far back as the railway bridge at busy periods

Secondly, St. Johns Street. This small back street was never designed to take the volume of traffic it now is forced to endure since we have introduced the one way system in town. The road is used as a cut through to Potton road and Asda. The pavement on the side of the cottages built over a hundred years ago is still the original size, which is not suitable anymore forcing people to step into the road to let pedestrians walking towards them pass.

And thirdly, parking. All along both sides of the road are parked cars forced to park extremely close to the pavement with their wing mirrors out leaving even less room on the pavement for people to walk.

What would be good (although I know will probley never happen) would be to widen the pavement for safety reasons, make the road a one way in the opposite direction leading towards sun street, and provide a parking space paid with parking permits for the residents of the said street. (but that's just a dream!)

I am against the one way system staying as it is.

As a resident of Son Street I find it very difficult to park near my house.

No one parks properly down Son Street so it is sometimes impossible to park, if someone is having work done you can have 3 vans taking up the whole of the road.

We have lost wing mirrors and been hit by people trying to get in and out of spaces. There are bays outside the vicerey but are always taken up leaving the risk to park half in half out. I note now there is a traffic warden, regularly patrolling the area. It is not fair to run the risk of a ticket just to park near your own home.

If the weather is bad, its after 7pm or a weekend we sometimes have to drive in a circle upto 5 times to find a parking space.

There is simply not enough spaces for the amount of houses.

The Rose Lane bridge is not wide enough to accommodate the buses that now go through that way. We've seen wing mirrors hit and seen roadrage. The amount of people trying to "beat the lights" or even trying to squeeze through after a bus has taken us time (to try and avoid hitting cars) The lights go green then back to red again.

I recently had steroid injections in my back and am still in pain, we went out to do some shopping and had to park up Fairfield Road. I am currently signed off work & cannot be on my feet that long.

As you can see I am strongly against keeping Sun Street a one way street.

Comments on current consultation:

We believe the triangular system for St John's street and Sun street works well is safer and should be made permanent.

I live in Gladstone Close, and I fully support the one way traffic in St Johns Street, Rose Lane and Sun Street. It has been a big improvement since the trial began..

However; I am writing this as we who live in Gladstone close would like the No waiting/double yellow lines extended to our street. Since the trial began, we have cars parked on one side of the road and cars parked on the pavement on the other side. A fire engine would not be able to pass; the weekly waste collection has been altered and pedestrians have to use the road. Highways Dep are aware of the problem as we have sent letters, emails, photos... Something has to be done before an accident happens. We have a lot of families with children who walk to school every day.

In reply to your letter dated 1st June, I am writing to advise you, that as a resident with a car in Sun Street, I am very happy with the one way system as it is at the present time.

My only comment would be that there is obviously more notification needed at the bottom of Sun Street to indicate the one way system. Every week lorries and cars can be seen driving toward the traffic lights, which eventually will cause a horrific accident. I would like to suggest that traffic calming measures may be beneficial, as some motorists treat the road as a race track!

I hope the present system remains, with one or two refinements!

I agree with Sun Street, St Johns Street & Rose Lane Biggleswade one-way system.

Appendix E

The Town Council were told at the Biggleswade Joint Committee, by the Chair Cllr M Jones, they could comment on the review of the one-way systems in Biggleswade. The Town Council would like to make the following observations;

The Baulk Should remain as a one-way system, Council do not agree with Paul Salmons comments that traffic driving the wrong way is a reason to revert, this is a police matter. If the TMC are minded to revert for that reason, the Baulk should have parking one side only with the introduction of yellow lines.

Yours sincerely

Rob McGregor
Town Clerk

WHEN OH WHEN will The Baulk in Biggleswade become a 2 way road again. My petrol consumption has gone up since having to go up to London Road junction, also have you been there when cars are trying to get to Stratton School, and the traffic going up to the new A1 retail park. The corner there has always been a hazard at the best of times, but now it is chaos. So when can we expect to go both ways up and down The Baulk, after all the situation with the parking for the Ivel Clinic doctors is no longer there since they moved 12 months ago.

When the Ivel Clinic medical centre was in The Baulk yes it was awkward to park, but now those premises have been turned into houses again, things are so different.

The parked cars aren't constantly pulling in and out now making it so much more safer to drive both ways.

If locals have to continue having to go up Drove road, they will carry on to the A1 retail park and the Biggleswade market square shops will loose their trades and will close one by one making Biggleswade a ghost town. The bus station will become redundant as people won't be shopping in the Square any more. Biggleswade will be a lonely place.

Not everyone has cars, just bicycles or they walk, they won't be able to shop if there aren't any shops in town.

Comments on current consultation:

We believe the Baulk system should only be maintained, if at all, one way from beyond the exits from Clare Court and Copelands access... or maybe the schools' access points particularly if that area is being converted to provide further parking. This is to allow the frequent traffic, and particularly emergency vehicles swifter access in both directions; it will also save emissions in this highly polluted cross roads area to be reduced... otherwise the many delivery and regular transport vehicles have to make an additional 1/3 mile trip round the Baulk/Drove Road/London Road triangle instead of 1-200 yards, ¾ junctions, starts and stops instead of one. If this proposal cannot be modified, we are against maintaining this as one way, despite its value where the road is more constricted.

I'm less sure of the one-way system in The Baulk simply because the alternative to get into town is to turn right on to London Road at the end of Drove Road. While the bridge was out the turn was not too bad as the road was relatively quiet. If The Baulk one-way system remains then is there maybe a case for the London Road Junction to be made into a mini- roundabout?

Have you modelled the scenario of reversing the flow along both or either The Baulk and Back Street?

I am emailing you regarding the current temporary one-way system around Biggleswade regarding the Back Street and The Baulk. I am a commuter and regularly walk along The Baulk and Back Street to access the train station. At least 3/5 mornings in the week I experience hazardous manoeuvres by drivers and cyclists.

The Baulk:

Regularly cyclists cycle in the opposite direction on the Baulk. This is because it is too far to cycle round Drove Road and the London Road to access the High Street! They have no regard to the one way system. Also ,There are a number of access points onto the Baulk from private roads, schools and houses, for example The Avenue, and because the drivers think the road is quiet they therefore again access the London Road by going up the Baulk disregarding the one way system. this causes many very near misses! Several of which I have experienced. The ambulance service from Crab Lane use this road regularly and surely safety of these vehicles should be considered! Please return the Baulk back to a two way system in order to provide a safer walk to work to school and improved road safety for all vehicles to Prevent further accidents and altercations! It continues to remain dangerous as it is.

I hope you will consider the points s a matter of urgency and consider all road users safety.

I have been a resident of The Baulk for 41yrs.

I do not agree with The Baulk, Biggleswade becoming one-way.

It already has 7.5 ton weight limit restriction on The Baulk.

We still have people driving up the wrong way in cars, HGV & motorbikes ignoring the signs.

I await your reply on this matter.

The system in Back Street is excellent as is The Baulk however this also tends to accentuate speeding.

I have been a resident of The Baulk since November 2006 and it became clear to me shortly after moving in that some sort of traffic flow restriction was desperately needed on this road which has been used as a 'rat run' and a race track in both directions for all the years that I have lived here. I have seen no end of near misses involving speeding vehicles, using the on-street parking areas as chicanes, and it is nothing short of a miracle that no serious injury has been caused to the many pedestrians (including numerous school children) that pass through the road on a daily basis.

Due to the increasing volume of traffic accessing Biggleswade as the population has increased over the years, The Baulk has become unfit for purpose as a two-way road and the one way restriction needs to become permanent.

The dangerous way in which many speeding drivers have used the road prior to the restriction plus the sheer volume of traffic experienced has created an overwhelming need for a permanent solution to reduce that flow and by extension the level of danger and noise pollution on the road. The Baulk is a road in which many families with young children now live and of course large numbers of pedestrians utilise.

It is also important to note that no fewer than THREE schools are accessible from The Baulk (Ivel Valley, The Lawns pre-school, Lawnside Lower) and significant numbers of young children walk along the road to access them every day as well.

There is no question that the introduction of the one way scheme has achieved this desperately needed improvement: the amount of vehicles using the road has massively reduced and the feeling of safety has increased commensurate to that reduction. As has the general road noise level which has improved the general quality of life for residents as well.

I have also seen no indication of any adverse effect on traffic flow on surrounding roads as a result of this restriction being introduced.

I would strongly urge the council to make the one-way scheme permanent on our road as it has been such a significant and positive benefit for residents. I very much hope that my comments are taken into account when the decision as to whether to make the restriction permanent is made.

There is only one common sense solution here and that is for the one-way system on The Baulk to become permanent.

I would like to comment as follows:-

1. I agree that the one-way system in The Baulk is a good idea and ideally should stay. I do think that some sort of traffic calming should be in place as some people speed up The Baulk far too fast.
 2. There needs to be proper signage, as at the moment the flimsy metal signs that are held in place by sandbags are not adequate. Several times they have been either knocked down or turned completely round the wrong way. At one point they were even all piled up outside the library. This is dangerous. Also the signs that show "no right turn" need to be more prominent as I have seen several cars on many occasions take a right turn which is again dangerous.
-

I live at no. xx the Baulk, Biggleswade and would like to report that the volume of traffic in the road has decreased by at least 50%, previous to the bridge works, due to the narrow nature of the road cars have driven down the road at speeds far in excess of the speed limit simply to beat the oncoming Traffic so they did not have to give way . The front door of my house is very close to the road as the pavement is narrow, I have to be very careful leaving the house as cars often mount the pavement to pass one another on the street, in fact a 7.5t truck damaged my wall on one occasion causing extensive damage whilst driving on the pavement to pass other cars who failed to give way to the driver.

Since the one way system has been in place the traffic has been light as befits a narrow side street, Many Mothers and Children use the street to access the High street which is now much safer since the one way system, the road is no longer used as a Rat Run by cars and lorries using the Bulk to access the High street from Potton and visa versa, in previous times articulated lorries were a common site in the Baulk.

The one way system is a positive for myself, my wife and my neighbours at xx the Baulk who have 2 x children 3 and 5 years old, I am fully in favour of keeping the one-way system in place.

Although not a resident in The Baulk Biggleswade I do very frequently visit my daughter at number 84. The temporary introduction of the one way system has transformed what was dangerous 'Rat Run' into a quiet 'Back Water'.

'On Street Parking' has eased making the road much safer and in addition the 'One Way System, has vastly improved entry and exit form The Baulk.

With less vehicles using the road, pollution and noise is considerably reduced.

I will gladly support residents to make 'The Baulk' a permanent one way street.

One of the householders has just given me your letter re the one way system remaining in place.

Would it be possible to move the start of the one way system on the Baulk from Chestnut Avenue to the entrance to Ivel Valley Primary Site, The Lawns, Maythorn, Ivel Valley Hub & the Mental Health clinic. It would be a lot easier for everybody to manoeuvre during school hours and for the people attending the mental health clinic as they don't seem to pay much attention to the one way system!

I've personally been unsure why this road was made one way and my experience over the last twelve months has shown that it has created more issues with traffic flow than it has solved. Namely;

1. traffic driving to the town centre from the east side of the town (Spring Close, Drove Road, Hitchmead Road, Stratton Way areas) plus any through traffic is now limited to either using Rose Lane/ Crab Lane gyratory (adding to regular traffic) or use the Drove Road/ London Road junction. This latter junction is a real congestion point even at quiet times of day as it is exceptionally difficult to turn right to the town centre as a large proportion of traffic coming along London Road from the south, turns into Drove Road, therefore blocking the ability for exiting traffic to turn towards the town. The congestion at this junction is also compounded as it is the main access to Stratton Upper School via

Eagle Farm Road, which also joins at this junction. This junction as a whole would benefit from a review, either traffic lights or a roundabout

2. Local traffic has been using the residential streets as a rat runs to avoid these two routes. Namely, the Lawrence, Havelock and Edward Roads. These roads are narrow and with many parked cars, but my main concern is that these roads are pedestrian and vehicle access to Lawnside Lower School and as such these roads have become very dangerous for young children walking to school. Residents have even put up a handmade sign asking drivers to reduce their speed

3. Since the Stratton Street bridge closed, the Ivel Medical Centre has moved from its premises on The Baulk to a new surgery with parking facilities on Chestnut Avenue. The former surgery in The Baulk has now been converted back into houses. Therefore this has reduced the strain on on-street parking and deliveries on The Baulk as staff and patients no longer use it

4. Recently it has been announced locally by the town council, that a piece of land on The Baulk near Copelands Residential Home and The Lawns Nursery School, will be available for off street parking, again reducing on-street parking

5. Unlike the other roads in the temporary road system, I have frequently observed vehicles driving the wrong way along this road. It is also often reported on the local social media group 'We Love Biggleswade' on Facebook that other residents of the town have the same experience. Unfortunately, this is a a accident waiting to happen either for pedestrians not looking both ways before crossing or a head on collision

6. This road is wide enough for two way traffic, and has been able to for all the time that I've lived in the town. Converting back to two way will ease congestion at Drove Road/ London Road junction

In summary, as a daily user of the roads in Biggleswade, I find that Back Street and the Sun/ St John Streets systems work very well, and with minor adjustments will be a vast improvement to traffic flow if they are made permanent. However, I would very much like to see the reinstatement of The Baulk to two way traffic which will ease congestion at nearby junctions and also be safer for both drivers and pedestrians.

Appendix F

The Town Council were told at the Biggleswade Joint Committee, by the Chair Cllr M Jones, they could comment on the review of the one-way systems in Biggleswade.

The Town Council would like to make the following observations;
Happy with proposals for Back Street to remain one way.

Yours sincerely

Rob McGregor
Town Clerk

I am emailing you regarding the current temporary one-way system around Biggleswade regarding the Back Street and The Baulk. I am a commuter and regularly walk along The Baulk and Back Street to access the train station. At least 3/5 mornings in the week I experience hazardous manoeuvres by drivers and cyclists.

Back Street:

This works well as a one way street as the road is narrow and has prevented accidents on or across the bridge. However the access to the road again is unclear and needs re configuring if to remain ! Accessing and exiting the businesses on the corner has again caused difficulty as ease of access to the London Road/Dells Lane prevents drivers going round the one way street! Again I have seen and vans use this system well only to be met by a car in the wrong direction. This current signage is inadequate as gets moved regularly and often not put back in the right place causing confusion. The small loop road outside the Retreat is where the difficulties arise on a regular basis!

I hope you will consider the points as a matter of urgency and consider all road users safety .

Have you modelled the scenario of reversing the flow along both or either The Baulk and Back Street?

Comments on current consultation:

Back Street one way system should also remain in force for safer passage and parking.

The system in Back Street is excellent as is The Baulk however this also tends to accentuate speeding.

We are property owners of the formerly residential and now commercial properties at 4 and 4b London Road.

For the purposes of the severely delayed Biggleswade bridge repair, there has been a temporary one way restriction to Back street for bridge repair, which has affected our property requiring exit to be only via the town centre of Biggleswade.

To preserve access and exit from the property, as well as to lessen traffic load through the town, we are concerned at the ongoing one way temporary diversion affecting the properties current and future use (commercial and residential).

We would like to know when the property will be returned to two way access.

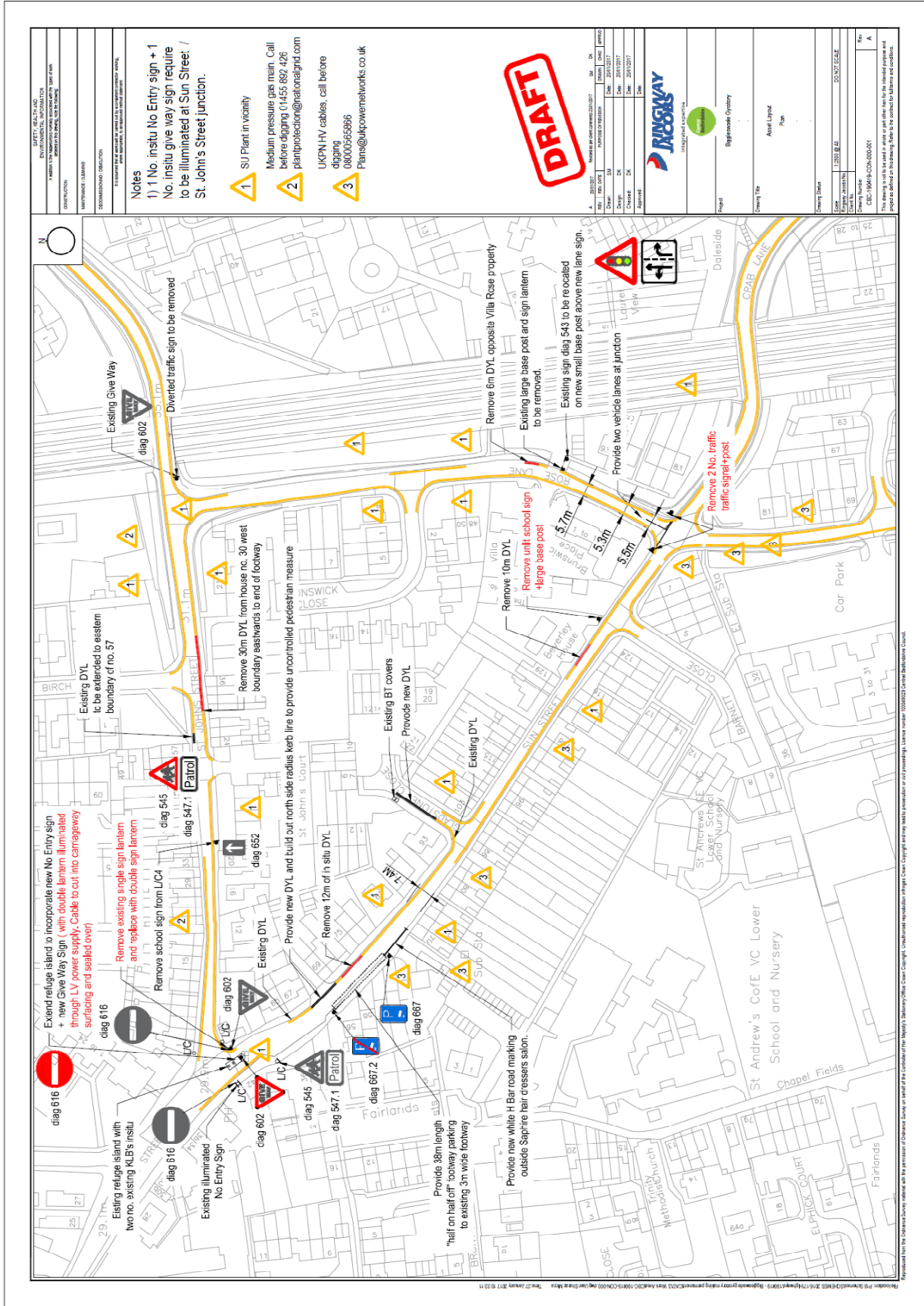
Should there be a plan to make the one way status for Back street permanent, we would look to request that the one way status applies after the access and exit from our property.

Please understand that we have been exceptionally tolerant of the severely delayed bridge works and restrictions on access and exit to the property.

Please could you give an update on the status of the temporary one way restriction affecting the property, and on plans to remove it or other plans in place.

The new one way system is a huge improvement. It is a very narrow road with a very tight junction with Station Road. The one way street has made it much safer for drivers and pedestrians. After a few initial mishaps, I've always seen drivers observing the one way signs.

Appendix G



Appendix H

