
Meeting: Traffic Management Meeting
Date: 7 June 2018
Subject: Proposed schemes for Biggleswade, funded by Planning S106 Agreements.
Report of: Paul Mason, Assistant Director Highways
Summary: This report seeks the approval of the Executive Member for the implementation of traffic, highways and parking schemes for Biggleswade.

RECOMMENDATION(S):-

That the proposed schemes which includes traffic & highways schemes, parking restrictions be implemented as published.

Contact Officer: Paul Salmon
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Public/Exempt: Public
Wards Affected: Biggleswade North & South Wards
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

The proposal supports the following Local Transport Plan objectives:

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

Financial:

Mainly funded by Planning S106 Agreements (private developer funds) and CBCs Integrated Transport budget

Legal:

None from this report.

Risk Management:

None from this report.

Staffing (including Trades Unions):

None from this report.

Equalities/Human Rights:

None from this report.

Community Safety:

This proposal will improve the safety of road users in Biggleswade. Particularly those travelling to and from residential areas to the town centre, shops, local schools and local amenities.

Sustainability:

None from this report.

Budget and Delivery:	
Estimated cost: Estimated cost are given in Appendix A	Budget: Planning S106 funding and CBCs Integrated Transport budget
Expected delivery: 2018-2020	

Background and Information

- 1 Central Bedfordshire Council (CBC) is the Unitary Authority for Planning, Highways and Traffic & Parking matters, working with local councils and parishes. Also, CBC has outlined its overarching housing objectives and road safety objectives across all areas
- 2 Over the years CBC has approved a range of planning applications in Biggleswade, mainly for new residential developments to the east of the town. The planning application process affords the opportunity to identify various improvements to mitigate the impact of significant housing growth and to make such development 'sustainable'.
- 3 When a new residential planning application is approved, CBC formally agreed a legally binding Section 106 Agreement with the developer. In the main, these agreements define the improvements needed to make a development acceptable, including on highways grounds.
- 4 Once an agreement is approved, CBC has a responsibility to deliver specified schemes with agreed timescales, drawing on allocated funding. This may include improvements to the highway to facilitate and encourage the use of sustainable modes of transport, specifically walking, cycling and public transport use.

- 5 CBC is not allowed to spend S106 funding on other than specified schemes. Monies not spent by the agreed 'clawback' date must be returned to the Developer with interest accrued.
- 6 The scheme proposals in this report have been designed to improve the safety and convenience of people living in east of Biggleswade and seeking to access services and facilities in the town centre. The focus has been to meet the needs of people opting to walk and cycle, whilst at the same time addressing traffic management concerns and issues associated with residential parking demand.

The Scheme Proposal

- 7 A list of S106-funded schemes for Biggleswade have been prepared, which includes a brief scope and estimated cost- see Appendix A. The objective of this 'portfolio approach' is to provide and promote a network of good-quality walking and cycling routes that link the development east of Biggleswade with the town centre and railway station.
- 8 In developing the routes, the opportunity was taken to address road safety concerns, especially at those junctions where there is a history of recent injurious collisions.
- 9 The schemes are various stages, including proposal, design, costing and construction. Some of the schemes have completed a process of statutory consultation. Some are yet to start and some may not require consultation.

Representations

- 10 The list of schemes outlined at Appendix A was shared with members of the Biggleswade Town Council Joint Committee at their meeting on 3rd May 2018.
- 11 The members of the Joint Committee expressed a concern regarding three schemes. Specifically:

'At the Town Council Annual Statutory meeting last night Council considered the proposals for the crossing on the High Street, The Baulk partial one way scheme and the one-way scheme for back street.

- High Street Crossing – The crossing should be a pelican crossing with no Island.
- Back Street one way – The Cycle way should only be a small section of contra flow, from the ally way that runs through from the High Street next to Black Line Tattoo onto Back street and down to BW40, the scheme should include chicane parking.

- The Baulk - The proposed scheme is unacceptable and is bound to cause issues, the Baulk should be entirely one way or entirely two way.

Officer Response

12 The CBC Highways Officers' response to the concerns are as follows:

High Street Zebra crossing

- 13 This location has seen two recent serious personal injury accidents and would benefit from upgraded crossing facilities as it serves an important desire line. During recent site visits, officers observed vulnerable road users crossing the High Street at this location, often at significant personal risk.
- 14 The proposed Zebra mirrors an existing and nearby crossing at the junction with The Dell. It is designed to provide a two-stage crossing movement to minimise disruption to traffic flows resulting from pedestrian demand. Zebra crossings have been favoured in town centres where the speed limit is 20mph and have shown to operate successfully across the authority. Such crossings have a good safety record. There is no evidence to say that such crossing is safer, or any less safe than signal-controlled crossings.
- 15 The alternative of providing Pelican crossing has been considered but discounted at this location. This is because of concern that it would impact traffic flows because of the green phase crossing time required. There is also a significant risk it would adversely interact with the traffic signals that control the Rose Lane junction, with the result that the two would need to be linked, a significant expense. The alternative would be to signalise the junction with the Baulk, providing a controlled crossing on one or more arms as part of the signal arrangement. This could be considered alongside a similar arrangement at the junction of London Road and Drove Road / Eagle Farm Road.

Back Street one-way

- 16 This scheme has completed the statutory consultation process and was approved at the Traffic Management Meeting of 28 February 2017, at which time the decision was taken to make permanent the experimental one-way order on Back Street.
- 17 The proposed scheme provides a coherent cycle route providing safe passage along Back Street for cyclists wishing to use either Station Road, High Street, footpath and The Dell. The scheme design was subject to an independent Road Safety Audit assessment process. The provision of cycle contraflow arrangement is part of LTP policy whenever a road is considered for a future one-way operation. A number of cycle contraflow arrangements have been introduced across Central Bedfordshire and have a good safety record.
- 18 The suggested chicane arrangement may remove parking on Back Street as the road width is insufficient to allow large service vehicles or refuse collection vehicles safe passage.

The Baulk one-way

- 19 This scheme has also completed the statutory consultation process and was approved at the Traffic Management Meeting of 31 October 2017, at which time the decision was taken to make permanent the experimental one-way order on the Baulk following a further six-month extension.
- 20 By limiting one-way operation on the western section of The Baulk, the concerns of residents of The Avenue are accommodated whilst retaining the original scheme benefits, namely maximising parking whilst improving the safety for pedestrians and cyclists by eliminating through traffic movements from the road.
- 21 The scheme design was subject to an independent Road Safety Audit assessment process. The provision of cycle contraflow arrangement is part of LTP policy whenever a road is considered for a future one-way operation.
- 22 These arrangements will be monitored and action taken to address issues should these arise.

Conclusion

- 23 The CBC requires to deliver its formal S106 agreements and its obligation in meeting its housing and transport objectives, within set timelines. Otherwise, there will be negative impacts within Biggleswade, where traffic congestion and safety issues are not addressed.
- 24 By varying the S106 Agreements, may not provide benefits to the local area, and may cause delay or non-delivery of these schemes. There is a high risk in not meeting the formal S106 Agreement, which may compromise our National Planning Application Process and undermine future planning applications, not only for Biggleswade but for other areas.
- 25 If S106 Agreements are not delivered then CBC would need to refund developers with accrued interest, placing possible financial risk to CBC.
- 26 On balance, it is felt that the benefits outweigh any dis-benefits and it provides an improvement for road users in Biggleswade. It is therefore recommended that these proposals be implemented as outlined.

Appendices: Appendix A – A list of S106 Agreed proposals

Priory 1 - Monitoring

No	Target Date	Location/Address	Description of works	Planning App Number	Estimated Cost £
30-38	May 2018	Various	Review map of walking and cycling routes and develop / agree / initiate monitoring plan – green boxes 20-28	MB/03/01/01205/OUT	£20k

Priory 2 – Route signage

No	Location/Address	Description of works	Planning App Number	Estimated Cost £
	Various	Commission and install walking and cycling route signage as per initial plan no. JLT4194/TR/48 – not in distances but in time measures	MB/03/01/01205/OUT	£30k

Priory 3 – WTB Schemes

No	Location/Address	Description of works	Planning App Number	Estimated Cost £
2	Hitchmead Road along playground	Cut back the shrubs/trees overhanging, replace grass verge with tarmac to accommodate new footway shared with cyclists. This new footway to connect to footpath that runs along towards the new development past the southern side of Ivel Valley School.	MB/03/01/01205/OUT	£60k
3	Footpath which runs south of Ivel Valley School	Remove gate and introduce sets of bollards with signs for shared pedestrians and cyclists. Liaise with RoW officer to arrange cutting back of shrubs and siding out of footpath.	MB/03/01/01205/OUT	£2k

No	Location/Address	Description of works	Planning App Number	Estimated Cost £
6	Footpath connecting to station and Dells Lane, perhaps belonging to Biggleswade TC	Install signs at the entrance from Dells Lane to indicate shared use for pedestrians and cyclists and station signs	MB/03/01/01205/OUT	£1k
12	Eagle Farm Rd southern footpath link	Kerb build-out with railings or bollards. 5m by 1m build out.	MB/03/01/01205/OUT	£5k
13	Potton Road – service road outside no.120	Review pedestrians crossing points with tactile paving outside on footpath near Edward Peake School. Re-profile junction outside no.120 with a central island, introduce wider footway and tactiles. Connect new footway to playground. Provide dropped kerbs outside school gates.	MB/03/01/01205/OUT	£80k

Priory 4 – Design-led Schemes – phase 1

No	Location/Address	Description of works	Planning App Number	Estimated Cost £
1	Orchard Close junction with Hitchmead Rd	Re-profile junction into a straight ‘T’ junction layout, incorporate new footway on eastern side. Also include new sets of Double yellow lines on all the junction arms approx. 20ms on both sides, and Hitchmead Rd sides. Also Tactile paving needed.	MB/03/01/01205/OUT	£40k
7	Dells Lane	introduce cycle markings only on the carriageway– similar to other sections of Dells Lane	MB/03/01/01205/OUT	£3k
10	London Rd j/w The Balk	Install Zebra crossing near junction accommodating cycle markings.	MB/03/01/01205/OUT MB/98/01344	£40k £30,564.01
17	Town Centre – east area	Introduce 20mph zone	MB/03/01/01205/OUT	£11k
18	The Balk	Scheme to make permanent the experimental one-way traffic system	CB/11/03734/FULL	£31k
19	Back Street	Scheme to make permanent the experimental one-way traffic system	MB/03/01/01205/OUT	£35k
20	Rose Lane, Sun Street, St Johns Street	Scheme to make permanent the experimental one-way traffic system	CB/14/02013	£50k

Priory 5 – Design-led Schemes – phase 2

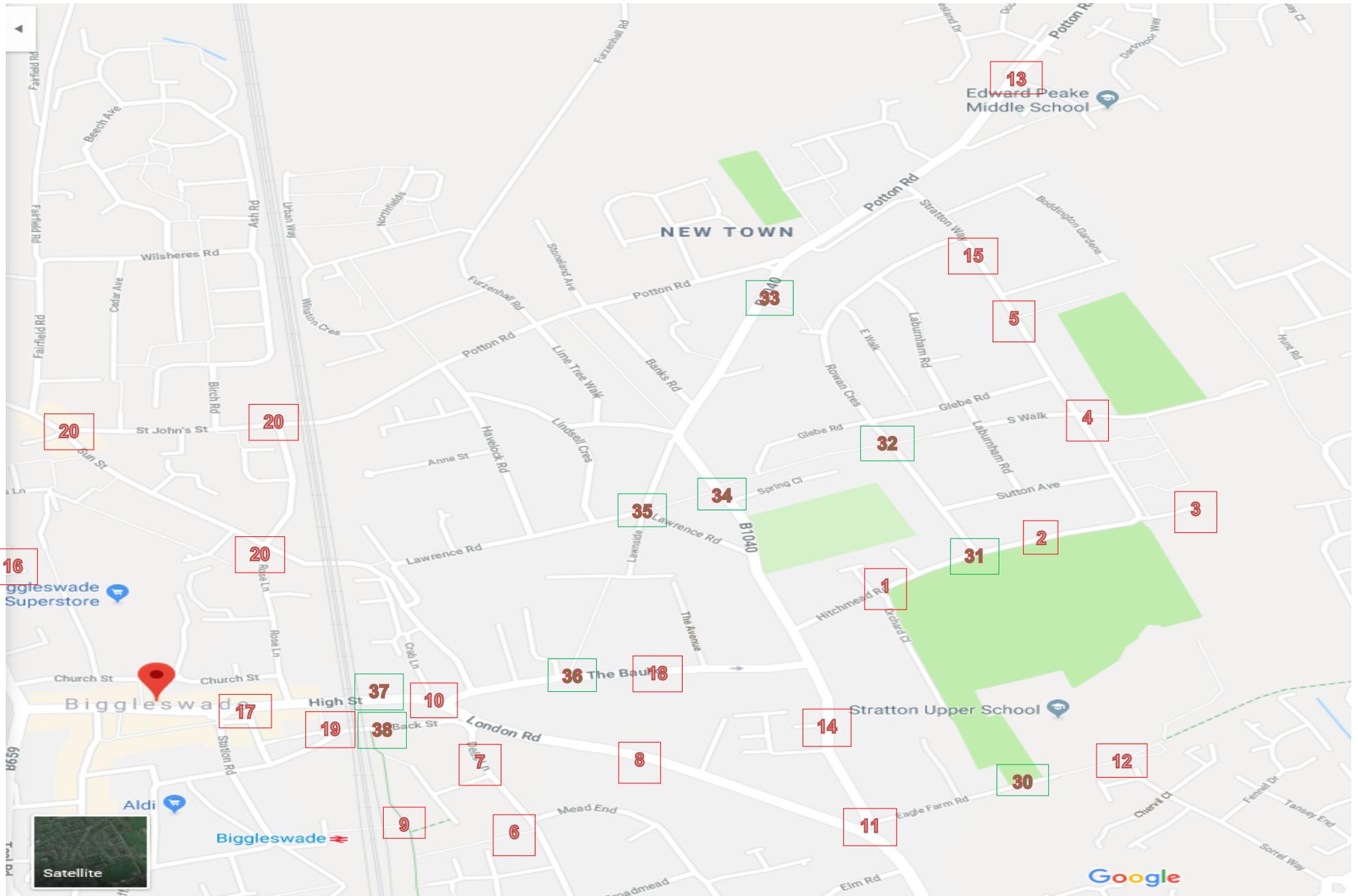
No	Location/Address	Description of works	Planning App Number	Estimated Cost £
11	London Rd j/w Eagle Farm Road	Re-profile junction and introduce traffic signal system on junctions accommodating pedestrians crossing phases with cycle markings. Removing nearby current Pelican crossing	MB/03/01/01205/OUT CB/14/02013/FULL	£131k £18,318.50
14	Drove Rd	Propose one-way operation from The Baulk – southbound only, widen footway on east side and introduce contra cycle lane.	CB/14/02013/full	£49,603.06

Priory 6 – Reserve schemes

No	Location/Address	Description of works	Planning App Number	Estimated Cost £
4B	Footpath serving the cemetery southern arm	To surface existing footpath to a width suitable to allow a shared use signs for pedestrians and cyclists	MB/03/01/01205/OUT	£0k
5B	Footpath serving the cemetery northern arm, serving the new estate, and the north bound footpath.	Need to enhance the current footpaths to a 3m wide shared use with pedestrians and cyclists, need signs, and need to tarmac the footpaths, and introduce new lighting along them	MB/03/01/01205/OUT	£0k
8	London Road			£0k
9	Parcel of land to east of station			£0k
15	Stratton Way			£0k

Other Biggleswade schemes

No	Location/Address	Description of works	Planning App Number	Estimated Cost £
16	Shortmead Street	Zebra Crossing Allocated from 'county tyres and exhaust ~level bridge' Need to allocate from 'land south of Potton rd'.	CB/15/04768 MB/08/00488/FULL MB/03/01/01205/OUT	£37k £1,879.51 £32K
-	Biggleswade town centre	Decluttering		
-	Chambers Way	Consideration of junction improvements	RMF – 2017-18	
-	Hitchin Street	One-way reversal		
-	Lawrence Road	Lawnside School Safety Zone		
-	Saxon Drive	Signage		
-	Foxglove Drive	Footway provision	RMF – 2017-18	
-	Dunton Lane	?		
-	Potton Road	Removal of build out		
-	Fairfield Road	?		
-	Chapel Fields	St Andrews Lower		
-	Kitelands	Biggleswade Academy		



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NEW TOWN

Edward Peake Middle School

Stratton Upper School

Biggleswade Superstore

Biggleswade



Google

List of Planning applications:

Name	Planning Application	Funding Available	Funding drawn down	Description
Land South Of, Potton Road, Biggleswade	MB/03/01/01205/OUT	£548,567.65	£20k+£30k+£60k+£2k+£1k+£5k+£80k+£40k+£3k+£40k+£11k+£35k+£131k+£32k (£490k)	Highways improvements – walking and cycling
Old Brewery Site, Church Street, Biggleswade	MB/98/01344	£30,564.01	£30.564.01	Prior to commencement of retail development. To be used towards the cost of carrying out improvements to the Baulk/London Road junction.
London Road Retail Park, London Road, Biggleswade	CB/11/03734/FULL	£100k (£70k used, £31k left)	£31k	Parking improvements – thus the need for a one-way system
Land Fronting Potton Road, Biggleswade, SG18 0EJ	CB/14/02013	£117,919.06	£50k+£18,316+£49,603.06 (£117,919)	Highways works undertaken by the council for A1(S) junction. Also towards provision of one-way systems within town centre
67 Shortmead St, Biggleswade SG18 0BD	CB/15/04768	£37k	£37k	Pedestrian crossing, need another £30k top-up
County Tyres And Exhausts, Ivel Bridge, Biggleswade, SG18 0AB	MB/08/00488/FULL	£1,879.51	£1,879.51	Improvements to cycle and pedestrian access – released and linked to 67 shortmead st crossing

